Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 30 June 2026; 9:30am
Meeting Number: MIDAP/138
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MIDAP/138 - 30 June 2026 - City of Stirling - City of Vincent - City of Bayswater

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
4. Form 2 DAP Applications
   - 4.1 Lot 15 (House Number 118) Flora Terrace, North Beach - Mixed use development - Mixed use development - Reconfiguration of the internal layout of the development, with resulting alterations to the building envelope and landscaping of the development, and revisions to selected conditions of the development approval – DAP/24/02744
5. Section 31 SAT Reconsiderations

PART C – CITY OF VINCENT

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications

   Nil.
4. Form 2 DAP Applications
   - 4.1 Lots 8 and 16 (370-374) Oxford Street, Mount Hawthorn - Removal of the basement car park; Revised ground-floor layout, commercial use and servicing areas; Reconfiguration and reduction of vehicle, bicycle and motorcycle parking; Changes to the dwelling mix and increase in dwelling numbers; Removal of upper-floor dwellings and reduction in overall building height; and Associated changes to setbacks, façade treatments, landscaping and communal areas. – DAP/22/02241
5. Section 31 SAT Reconsiderations

PART D – CITY OF BAYSWATER

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications

3.1 Lots 41-48 (290-304) Whatley Crescent, Maylands - Funeral Parlour and Office – DAP/26/03060

4. Form 2 DAP Applications

5. Section 31 SAT Reconsiderations

PART E – 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)
Eugene Koltasz (Deputy Presiding Member)
John Syme
Cr Suzanne Migdale (Part B – City of Stirling)
Cr Rob Paparde (Part B – City of Stirling
Cr Suzanne Worner (Part C – City of Vincent)
Cr Calla Loiacono (Part D – City of Bayswater)
Cr Cale Black (Part D – City of Bayswater)

DAP Secretariat
Kristen Gray
Ashlee Kelly

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement

2. Apologies

3. Noting of Minutes

PART B – CITY OF STIRLING

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil.

4. Form 2 DAP Applications

4.1 Lot 15 (House Number 118) Flora Terrace, North Beach - Mixed use development - Mixed use development - Reconfiguration of the internal layout of the development, with resulting alterations to the building envelope and landscaping of the development, and revisions to selected conditions of the development approval – DAP/24/02744

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 4.1 - LOT 15, HOUSE NUMBER 118 FLORA TERRACE, NORTH BEACH – AMENDMENTS TO APPROVED MIXED USE DEVELOPMENT

Form 2 – Responsible Authority Report
(Regulation 17)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Stirling
Proposed Amendments:	Reconfiguration of the internal layout of the development, with resulting alterations to the building envelope and landscaping of the development, and revisions to selected conditions of the development approval
Applicant:	Planning Solutions
Owner:	118 Flora Terrace Pty Ltd
Value of Amendment:	$10 million (no additional cost)
Responsible Authority:	City of Stirling
Authorising Officer:	Amanda Sheers, Director Planning and Development
LG Reference:	DA26/0624 (Amendment to DA24/0971)
DAP File No:	DAP/24/02744
Date of Original DAP decision:	19 December 2024
Application Received Date:	1 May 2026
Application Statutory Process Timeframe:	60 Days
Attachment(s):	1. Development Application Plans (received 29 April 2026) 2. Previous Determination Notice (19 December 2024) 3. Aerial Location Plan 4. Metropolitan Region Scheme Zoning Map 5. City of Stirling Local Planning Scheme No. 3 Zoning Map 6. City of Stirling Planning Assessment 7. Applicant's Final Submission (received 20 April 2026 and 29 April 2026): a. Development Application Report (dated 15 April 2026) i. Certificate of Title and Deposited Plan (dated 10 March 2026) ii. Three Dimensional Perspectives (received 20 April 2026) and Overshadowing Plans (dated 28 April 2026) iii. Landscape Submission prepared by See Design Studio (dated 6 March 2026) iv. Traffic Impact Statement prepared PTG Consulting (dated 14 April 2026)

	v. Waste Management Plan prepared by Talis Consulting (dated 17 March 2026) vi. Acoustic Report prepared by Herring Storer Acoustics (dated 4 March 2026) vii. Applicant's Residential Design Codes Assessment (received 20 April 2026) b. Amended Plans Comparison Markup (received 29 April 2026) 8. Approved Plans and Proposed Plans Side by Side Comparison 9. Responsible Authority Report for Previous Application (dated 9 December 2024)

Responsible Authority Recommendation

That the Metro Inner DAP resolves to:

1. **Accept** that the DAP Application reference DAP/24/02744 as detailed on the DAP Form 2 dated 1 May 2026 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;

2. **Approve** DAP Application reference DAP/24/02744 and accompanying plans as listed in Condition 3 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 minor amendment to the approved Mixed Use Development at Lot 15, House Number 118, Flora Terrace, North Beach, subject to the following conditions:

Amended Conditions

3. The development is to 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.	DRAWN BY
Survey Plan	27/06/24	A	SD1-00	Space Collective Architects
Demolition Plan	06/11/24	B	SD1-01	Space Collective Architects
Site Plan	28/04/2026	I	A01-001	Space Collective Architects

PLAN TITLE	DATE	REVISION	DRAWING No.	DRAWN BY
General Arrangement Plan - Basement	28/04/2026	S	A02-001	Space Collective Architects
General Arrangement Plan - Ground Floor	28/04/2026	R	A02-002	Space Collective Architects
General Arrangement Plan - Level 1	28/04/2026	O	A02-004	Space Collective Architects
General Arrangement Plan - Level 2	28/04/2026	P	A02-005	Space Collective Architects
General Arrangement Plan - Level 3	28/04/2026	P	A02-006	Space Collective Architects
General Arrangement Plan - Level 4	28/04/2026	Q	A02-007	Space Collective Architects
General Arrangement Plan - Roof Plan	28/04/2026	M	A02-008	Space Collective Architects
External Elevations 1	28/04/2026	K	A03-001	Space Collective Architects
External Elevations 2	28/04/2026	L	A03-002	Space Collective Architects
Section BB	28/04/2026	D	A04-002	Space Collective Architects
Section GG & HH	28/04/2026	D	A04-007	Space Collective Architects

4. Notwithstanding the requirements of Condition 3, amended plans shall be provided as part of the Building Permit submission to the satisfaction of the City of Stirling addressing the following:
   a. Widen the crossover to 5.5m in width, whilst maintaining the 1.5m x 1.5m sightline areas on both sides of the driveway.
   b. *Deleted.*
   c. *Deleted.*
   d. *Deleted.*
   e. *Deleted.*
   f. *Deleted.*
   g. The single car bay for Apartment 302 be reallocated as a Residential Visitor bay.
   h. The single car bay for Apartment 202 be reallocated as a turning bay.

17. The minimum number and allocation of car parking, bicycle, scooter and motorcycle on-site is to be provided as follows:
    a. 20 residential car parking bays;
    b. Four residential visitor car parking bays; and
    c. Nine commercial car parking bays.
    d. 10 residential bicycle parking spaces;
    e. Two residential visitor bicycle parking spaces; and
    f. Three residential motorcycle / scooter parking spaces

38. The development is to comply with the Waste Management Plan prepared by Talis Consultants dated 17 March 2026, unless otherwise approved by the City of Stirling.

All other conditions and requirements detailed on the previous approval dated 19 December 2024 shall remain unless altered by this application.

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	Local Centre zone
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan Land Use Designation	N/A
Use Class (proposed) and permissibility:	Office – 'P' use 'P' means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme. Multiple Dwelling – 'D^2' use 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 states that Multiple Dwellings are not permitted on the ground floor fronting a road reserve greater than 10m in width.
Lot Size:	1,686m^2
Net Lettable Area (NLA):	269m^2 non-residential NLA
Number of Dwellings:	20 This is the same number of dwellings as the approved development.
Existing Land Use:	Vacant land
State Heritage Register	No

Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Modifications to the Development Approval

There is an existing valid development approval for a five storey Mixed Use Development on the subject site. This application proposes to amend the design of the development approved and amend or delete selected conditions of the development approval.

This application proposes a reconfiguration of the internal layout of the development, with resulting alterations to the building envelope of the development resulting from the reconfiguration to the layout of the residential apartments, Office tenancy and other spaces, and changes to the external finishes to the building.

The proposed changes to the design of the previously approved development include:

- A reconfiguration of the internal layout of the development across each level of the building.
- Changes to the proposed building envelope of the development resulting from the changes to the layout of the residential apartments and their balconies / courtyards, Office tenancy and other spaces, including:
    - Reduction in street setbacks on the Levels 3 and 4.
    - Reduction in lot boundary setbacks on Levels 3 and 4.
    - Increase in plot ratio by 506m^2, or 0.30, from 2,824m^2 to 3,329m^2, with a 456m^2 increase for residential component and a 50m^2 increase for the non-residential component (all values rounded to nearest whole value).
    - Changes to the height of the building in metres, specifically the top of roof height increasing by 0.43 metres for the Fourth Floor level and increasing by 0.35 metres for the highest point.
- Alterations to the external finishes to the building, including revisions resulting from the changes to the layout.
- Increase to the floor area of the Office tenancy, on the Ground Floor level, from 244m^2 net lettable area to 269m^2 net lettable area.
- Amendments to the sizes of the apartments, in particular:
    - The reduction of single-bedroom dwellings, from two dwellings to one dwelling.
    - The increase of two-bedroom dwellings, from two dwellings to three dwellings.
    - The increase of three-bedroom dwellings, from 15 dwellings to 16 dwellings.
    - The reduction of four-bedroom dwellings, from one dwelling to none.
- Increase of the total number of car bays, from 49 bays to 53 bays, comprising:
    - Increase number of commercial bays, from seven bays to nine bays.

    - Increase number of occupant residential bays, from 38 bays to 41 bays.
    - Reduction number of visitor residential bays, from four bays to three bays.
    - The removal of two turn around bays.
- A reduction to the size of the residential communal open space area on the Ground Floor level and resultant changes to the design and facilities provided.
- A reductions of most internal communal facility areas due to the addition of a fourth apartment on the Ground Floor level.
- Alterations to the landscaping design resulting from the changes to the building and the residential Ground Floor level courtyards, including:
    - Increase number of "Small" trees with 9m^2 deep soil area, from 14 trees to 15 trees.
    - Increase number of "Medium" trees with 36m^2 deep soil area, from none to three trees.
    - Removal of "Large" trees with 64m^2 deep soil area, from two trees to none.

The components of the proposal that are unchanged from the existing approved development are:

- The approved land uses – Multiple Dwellings and Office.
- The approved number of dwellings – 20 Multiple Dwellings.
- The approved building height in storeys – five storeys.
- The Office tenancy being located on the Ground Floor level at the front of the site, presenting to and directly accessible from the street.
- All car parking being provided in the basement, with access provided from a ramp and driveway on the southern side of the subject site.

An assessment of the proposal including the identified modifications and areas of discretion sought is contained further in this report.

Conditions of Development Approval

The Applicant has requested the deletion of the revised plans condition (Condition 4) on the basis the revised plans have resolved these matters, amendments to the number of residential visitor car bays required (Condition 17b) to reflect the revised plans, a reduction to the financial value of the public art contribution (Condition 30) and updating the reference to the Waste Management Plan (Condition 38) to reflect the revised document submitted. Further details, including the City's responses, are provided in the Planning Assessment item 9 - Applicant's Request for Modified Conditions section of this report.

Background:

Site Context

The subject site is 1,686m^2 in area and has a 30.48 metre frontage to Flora Terrace which is identified as 'Local Distributor' as per the City's Functional Road Hierarchy. The subject site is located within the area designated as the Flora Terrace Local Centre (LC21) as per the City's Local Planning Strategy which comprises a variety of residential and commercial land uses.

The site is currently under construction, following the demolition of the previous single storey building with associated car parking and landscaping on-site with Office and

Consulting Room uses, and issuing of a Building Permit for the forward works elements of the development, such as excavation, piling and construction of a basement slab.

Existing development on the eastern side of Flora Terrace, between Malcolm Street and Lawley Street is primarily commercial development with some mixed use and residential development of heights ranging from single to four storeys.

On the western side of Flora Terrace, between Malcolm Street and Lawley Street, development is primarily residential with residential densities of R40 and R50. There are limited numbers of commercial properties and one mixed use development. Building heights range from one to three storeys.

The area to the north and south is typically residential in character, with a range of one and two storey single and grouped dwellings. The immediately abutting northern property however is a three storey mixed use development.

Previous Application

On 19 December 2024 the Metro Inner Development Assessment Panel (DAP) approved subject to conditions the DAP Form 1 application for a five storey Mixed Use development on the subject site. The key components of the approved development are summarised as follows:

- A five storey Mixed Use Development comprising:
    - 20 Apartments, ranging from one to four bedrooms; and;
    - One commercial tenancy, with 245.7m^2 of floorspace at ground level, fronting Flora Terrace.
- Communal Open Space and amenities provided at ground level.
- Landscaping including the provision of Two Large trees and 14 Small trees as well as providing deep soil planting across 178m^2 (10.5%) of the site area.
- Vehicle access and car parking from Flora Terrace with a total of 38 residential bays, four visitor bays and seven commercial bays.

Proposed Land Use	Multiple Dwelling, Office
Proposed Commercial Net Lettable Area	245.7m^2
Proposed No. Storeys	Five Storeys
Proposed No. Dwellings	20 Multiple Dwellings

Legislation and Policy:

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)

State Government Policies

- Residential Design Codes Volume 1 – Part B (applies to the Southern side lot boundary setbacks)

- Residential Design Codes Volume 1 – Part C (applies to the Northern side lot boundary setbacks)
- Residential Design Codes Volume 2 – Apartments

Structure Plans/Activity Centre Plans

No Structure Plans or Activity Centre Plans apply to the subject site.

Local Policies

The following Local Planning Policies are applicable to the proposed development.
- Local Planning Policy 4.2 – Mixed Use Design Guidelines (LPP4.2)
- Local Planning Policy 6.3 – Bins Storage Areas (LPP6.3)
- Local Planning Policy 6.6 – Trees and Landscaping - Non-Residential (LPP6.6)
- Local Planning Policy 6.7 – Parking and Access (LPP6.7)
- Local Planning Policy 6.12 – Public Art on Private Land (LPP6.12)
- Local Planning Policy 6.18 – Public Consultation (LPP6.18)

Consultation:

Public Consultation

In accordance with Schedule 2 Clause 77(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015* allows the City, and in this instance the DAP, to waive the LPS3 advertising requirements, where the application relates to a minor amendment to the development approval. The City's assessment concludes that the proposed modifications outlined will not result in an undue adverse amenity impact, the same land uses and residential density are proposed, and the planning framework has not substantially changed since the original assessment in 2024.

In addition, LPP6.18 provides the City discretion to waive the advertising provisions of the policy for minor works where the planning framework relevant to the site has not changed since the development was approved and the amendment will not result in any off-site impacts.

Referrals/consultation with Government/Service Agencies

No referrals with Government or Service Agencies were required for this amended application, as the proposal has not affected the previous feedback received from the Water Corporation and Western Power, in 2024, and no other referrals are required.

Water Corporation and Western Power had no objection in principle to the DAP Form 1 application, and their comments and recommendations of relevance were incorporated into the conditions of approval.

Design Review Panel Advice

Design Review was not undertaken for this amended application, as the proposal has not substantially changed the design of the development.

The City of Stirling Design Review Panel (DRP) reviewed the development in 2024.

Planning Assessment:

The Responsible Authority Report for the previous DAP Form 1 Application identified the following relevant key considerations in the assessment of this application:

1. Comparison of Primary Planning Controls
2. Building Height
3. Side and Rear Setbacks
4. Overshadowing
5. Visual Privacy
6. Plot Ratio
7. Site Works
8. Parking and Access

In addition to the abovementioned key considerations, the following considerations are relevant to this amendment application:

9. Applicant's Request for Modified Conditions
10. Consideration of the nature of the amendments.

The City of Stirling Planning Assessment contained in Attachment 6 evaluates the proposal against the key considerations of the relevant planning framework, including reference to when discretion is sought.

The previous DAP Form 1 Application also identified Proposed Land Use and the Design Review Panel as key considerations. No amendments are proposed to the previously approved land uses, being Multiple Dwellings and Office, and as mentioned Design Review was not undertaken for this application.

1. Comparison of Primary Planning Controls

The subject site is zoned Local Centre by the City's LPS3. Clause 5.3.2 of LPS3 (Special Application of Residential Design Codes) 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.*

As such, the residential component of the proposed development is assessed against the R80 provisions of the Residential Design Codes (R-Codes).

Notwithstanding this, Residential Design Codes Volume 2 permits all of the Part 2 'Primary Controls' Acceptable Outcomes requirements, and some sections of the Parts 3 'Siting the Development' and 4 'Designing the Building' Acceptable Outcomes requirements to be modified by the local planning framework. This is particularly relevant in this instance as the R80 Acceptable Outcomes 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 (height, setbacks, overshadowing, visual privacy, plot ratio and levels) are considered below with an assessment provided against the applicable element objectives and the specific and general objectives of LPP4.2. All other elements of the proposal which seek discretion against the relevant planning framework have been considered against the relevant element and general objectives (refer Attachment 6).

The following table provides a comparison of the approved development against the proposed amendments:

Element	Provisions	Previously Approved	Proposed
Building Height	Permitted building height of three storeys (12m) as per Clause 6.3 of LPS3 and LPP 4.2.	Building height of five storeys and maximum 18.66m in metres from the highest point of the building to the lowest point of natural ground level. • The top of the Level 4 roof is 16.8m above the Ground Floor Level. • The highest point of the building is 17.8m above the Ground Floor Level.	• Five storeys – no change. • Maximum 18.91m in height. • Top of Level 4 roof – maximum 18.24m in height and 17.25m above the Ground Floor Level (increased by 0.43m). • Highest point of the building – 18.91m and 18.05m above the Ground Floor Level (increased by 0.25m). • Note: The lowest point of natural ground level and the relative level of the Ground Floor Level of the building have not changed.
Street Setbacks	Permitted nil street setback to Flora Terrace as per LPP 4.2.	• Ground Floor Level and Levels 1-2: Minimum nil setback provided. • Level 3: Minimum 2.8m setback provided. • Level 4: Minimum 7.8m setback provided.	• Ground Floor Level and Levels 1-2: Minimum nil setback provided. • Level 3: Minimum 1.9m balcony setback (reduced by 0.9m) and 2.7m external wall setback (reduced by 1.3m) provided. • Level 4: Minimum 6.3m setback (reduced by 1.5m for the balcony and 2.7m for external walls) provided.
Side and Rear Setbacks	<u>Northern Boundary</u> • Residential Design Codes Volume 1 Part C Table 3.4a	<u>Northern Boundary</u> • Excluding the boundary wall, a minimum setback	<u>Northern Boundary</u> • Excluding the boundary wall, a minimum 4.2m

Element	Provisions	Previously Approved	Proposed
	(R50).	of 4.3m on Ground Floor to Level 4. • Boundary wall maximum height of 12.4m in lieu of 7m. • Boundary wall length of 17.4m in lieu of maximum 14m in length at which point the wall is to be set back a minimum of 3m.	setback (reduced by 0.1m) provided on Ground Floor to Level 4. • The boundary wall remains at maximum 17.4m length and 12.4m height.
	<u>Rear Boundary</u> • 6m setback.	<u>Rear Boundary</u> • Setback of 4.6m in lieu of 6m (Terrace). • Minimum setback of 7.5m to the main building on the Ground Floor up to Level 2, • Minimum setback of 8.9m for Level 3 and 10.4m for Level 4.	<u>Rear Boundary</u> • The minimum setback of the Terrace remains at 4.6m. • The minimum setback of the main building remains at 7.5m. • Minimum 8.5m setback on Levels 3 and 4.
	<u>Southern Boundary</u> • Residential Design Codes Volume 1 Part B Tables 2a/2b (R20).	<u>Southern Boundary</u> • 4.5m setback in lieu of 5m to the Ground Floor. • 4.5m setback in lieu of 5m from Level 1. • Minimum 5.7m setback on Level 2, 7.6m on Level 3 and 12.6m on Level 4.	<u>Southern Boundary</u> • Ground Floor Level and Levels 1: The minimum setback of the building remains at 4.5m. • Level 2: The minimum setback of the building remains at 5.7m. • Level 3: Minimum 10.9m wall setback (reduced by 0.8m-2.8m) provided. The minimum setback of the balconies remains at 7.6m. • Level 4: Minimum 12.6m balcony setback (no change) and 15.4m wall setback (reduced by 0.3m-2.9m) provided.

Element	Provisions	Previously Approved	Proposed
Landscaping and Trees	• Minimum one Large tree, one Medium tree and Small trees to suit area. • Minimum 10% site area deep soil area (168.6m²)	• Two Large tree and 14 Small trees proposed. • 9.3% (156m²) deep soil proposed on the Ground Floor Level, at the rear of the site. • 119.1m² planting on structure proposed throughout Ground floor – Level 4.	• No Large trees (reduced by two), three Medium trees (increased by three) and 15 Small trees (increased by one). • 9.6% (162m^2) deep soil area on the Ground Floor Level, at the rear of the site (increased by 6m^2 in this location). • 103m^2 deep soil area on structure throughout Ground Floor level up to Level 4 (decreased by 16.1m^2).
Parking	• Minimum 20 bays and maximum 40 bays for residents. • Minimum four bays for residential visitors. • Minimum 12 bays for the Office tenancy (increased by two).	• 38 resident bays. • Four visitor bays. • Seven commercial bays in lieu of 10 bays.	• 41 resident bays (increased by three). • Three residential visitor bays (reduced by one). • Nine commercial bays (increased by two).

Further comments on the above elements are provided in the subsequent sections of this report.

2. Building Height

The development was approved with discretion exercised to the following building height provisions:

- A building height of 12m through Clause 6.3 of LPS3; and
- A building height of three storeys as per LPP4.2.

The amended proposal results in an increase to the overall building height in metres, by 0.35-0.43 metres, including:

- 17.7 metres building height to the highest point of the building from the adjacent natural ground level (increased by 0.35 metres using the relative datum levels).
- 17.2 metres building height to the Level 4 top of roof height from the lowest point of the adjacent natural ground level (increased by 0.43 metres using the relative datum levels).

The amended proposal remains at five storeys in height.

As previously stated, the legislation allows for the LPS3 advertising requirements to be waived and the City has waived the advertising requirements referenced in Clause 6.3.3 of LPS3, noting the original application has satisfied the statutory advertising requirements, as the change to the building height is a minor amendment to the development approval and this change will not result in an undue adverse amenity impacts.

The consideration of the proposed building height is subject to the development satisfying the relevant Design Intent of LPP 4.2, Element Objectives of Element 2.2 – Building Height of the R-Codes Volume 2 and Clause 6.3.1 of LPS3 which is outlined below.

Design Intent:

To ensure that building height and scale is appropriate to its site and context.

Element Objectives

- *O 2.2.1 The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.*
- *O 2.2.2 The height of buildings within a development responds to changes in topography.*
- *O 2.2.3 Development incorporates articulated roof design and/or roof top communal open space where appropriate.*
- *O 2.2.4 The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.*

Clause 6.3.1 Objective:

To ensure that buildings over 12 metres in height do not have a detrimental impact on the amenity of the Special Control Area or adjoining sites.

The City's previous Responsible Authority Report prepared for the DAP Form 1 application, contained Attachment 9, details the local context and the manner the approved development satisfied the abovementioned intent and objectives. There has been no substantial change to the local context since the original development application was considered in 2024.

The proposal is considered to achieve the abovementioned Design Intent, Element Objectives and Scheme Objectives for the following reasons:

The proposed amendments to the building height are considered to result in a negligible variation relative to the approved development. The development retains the same height when measured in storeys, with only a minor increase from 18.66m to 18.91m in overall height. Notwithstanding this change, the building maintains a comparable design outcome, with similar impacts on access to natural light and resultant residential amenity for adjoining properties, as well as a consistent interface with the streetscape when compared to the approved development.

3. Side and Rear Setbacks

Where adjoining sites are zoned Residential, LPP4.2 requires side setbacks to be calculated as per the R-Codes applicable to the adjoining site, and requires a 6 metre setback to the rear boundary.

The site to the northern boundary has a density of R50 requiring the northern lot boundary setbacks to be assessed as per the R-Codes - Volume 1 Part C Table 3.4a. The site to the south has a density of R20 requiring the southern setbacks to be assessed as per the R-Codes - Volume 1 Part B Tables 2a and 2b. The approved development was granted some discretion for the deemed-to-comply or acceptable outcomes provisions, with following relevant setbacks:

- Northern Boundary - Boundary wall with a maximum height of 12.4m in lieu of 7m.
- Northern Boundary - Boundary wall with a length of 17.4m in lieu of 14m and without a 3m indentation
- Southern Boundary - Ground Floor to Level 1 setback with a setback of 4.5m in lieu of 5m.

The side-by-side plans contained in Attachment 8 compare the setbacks of the approved building and the proposed amended design.

The amended design includes changes to the proposed building setbacks due to the resultant change in the built form outcome. The proposed development generally maintains setbacks consistent with the approved scheme, resulting in a comparable amenity impact.

Consideration of the development against the Element Objectives of Element 2.4 – Side and Rear Setbacks of R-Codes Volume 2 is provided below:

O 2.4.1 Building boundary setbacks provide for adequate separation between neighbouring properties.

O 2.4.2 Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.

O 2.4.3 The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.

O 2.4.4 The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.

With regards to the discretion to side and rear setbacks listed in the previous Responsible Authority Report, the boundary wall to the northern lot boundary retains the same height, length and location as previously approved. Similarly, the setbacks at Ground Floor and Level 1 to the southern lot boundary remain broadly consistent with the approved development, notwithstanding a minor reduction in the extent of wall length setback at 4.5 metres from the boundary.

In relation to the western lot boundary, the approved 4.5 metre setback previously accommodated two roofed terrace structures. These structures have been removed under the amended proposal and replaced with a 1.8 metre high screen wall located at the same setback. This design response continues to provide an adequate level of separation from the adjoining property. Furthermore, a deep soil area incorporating tree planting is retained at the rear of the site, maintaining an appropriate landscaping outcome consistent with the approved development.

The City's assessment concludes the proposal is considered to achieve the abovementioned Element Objectives.

4. Overshadowing

Element 3.2 – Orientation of R-Codes Volume 2 includes provisions relating to the orientation of buildings to the street, orientation of buildings to maximise northern solar access to living areas and minimising overshadowing impacts to adjoining properties.

Consideration of the proposed development against the Element Objectives of Element 3.2 – Orientation of the R-Codes Volume 2, is provided below:

O 3.2.1 Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.

O 3.3.2 Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.

The proposed changes to the setbacks and height of the building relative to the approved development results in changes to the shadows cast, with the slight increases to the overall height and reduced setbacks extending the length of shadows cast beyond the lot boundary compared to the approved development. Updated shadow diagrams for the proposal have been provided by the Applicant in their submission, demonstrating the impact of overshadowing upon the southern neighbouring properties at hourly intervals on 21 June.

The overshadowing impacts associated with the amended proposal are considered to be comparable to those of the approved development, resulting in a similar level of amenity impact on adjoining properties as demonstrated in Figure 1 and Figure 2. The building continues to positively address the streetscape in a manner consistent with the approved design, maintaining its visual relationship with the public domain. Furthermore, the development retains an appropriate level of access to natural light for future occupants, consistent with the outcomes achieved under the existing approval.

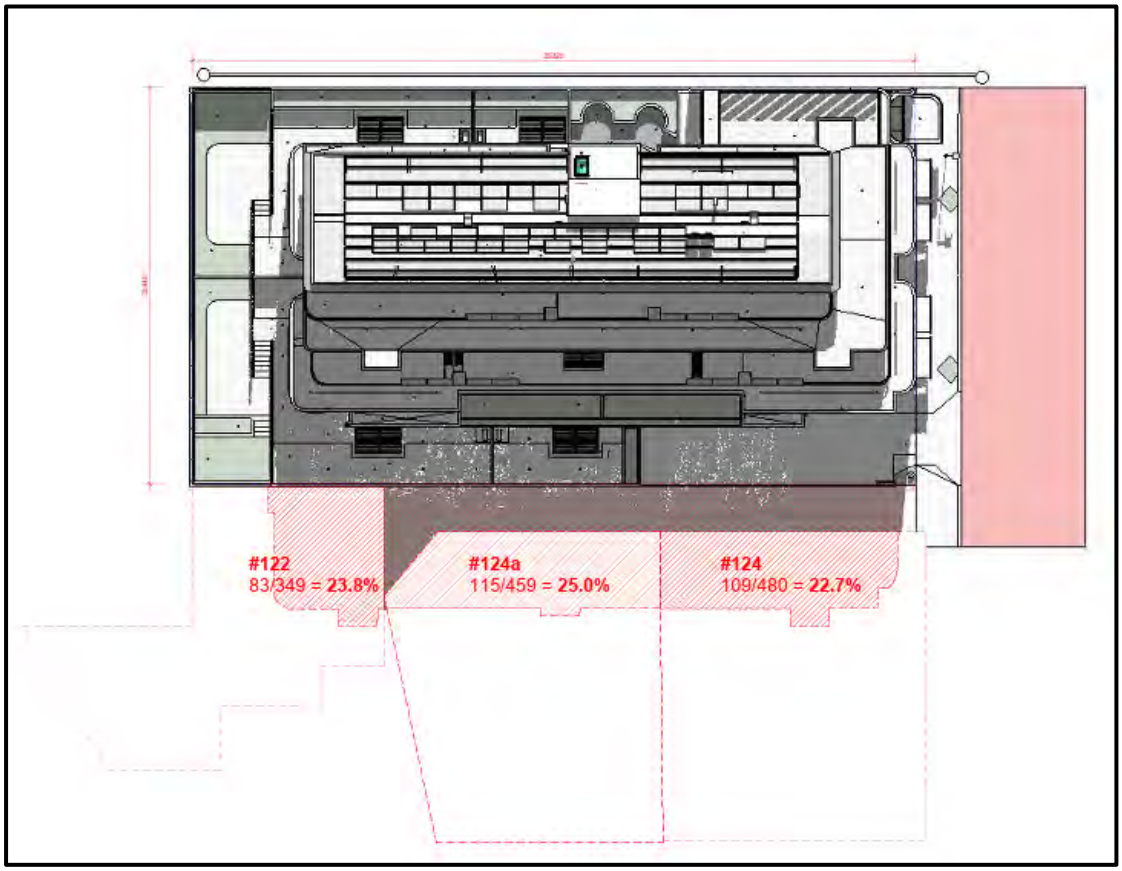


Figure 1: **Applicant's Overshadowing Plan of House Numbers 122, 124A and 124 Flora Terrace at 12 Noon on 21 June – 2026 Amendment Application**

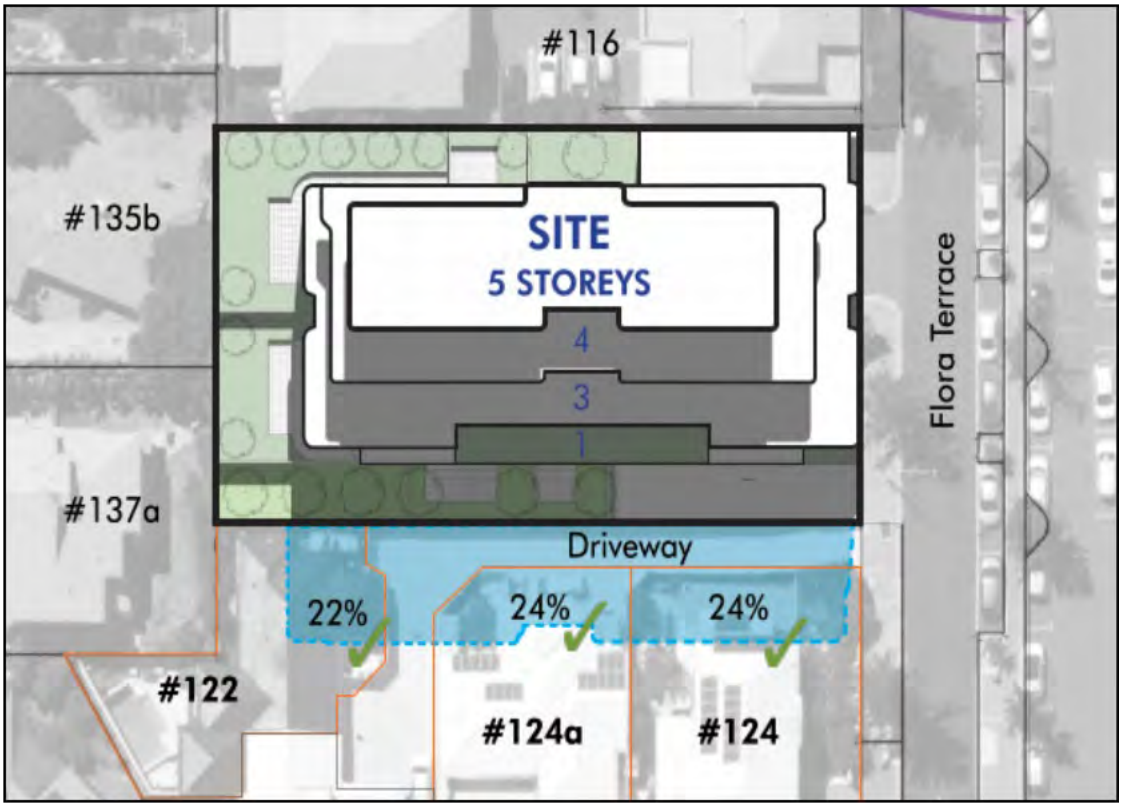


Figure 2: **Applicant's Overshadowing Plan of House Numbers 122, 124A and 124 Flora Terrace at 12 Noon on 21 June – 2024 Approved Application**

The proposal is considered to achieve the abovementioned Element Objectives.

5. Visual Privacy

The proposed changes to the building have altered the locations of multiple habitable room windows and balconies relative to the approved development. The approved development was supported by demonstrating it achieved the Element Objectives, noting this design included sources of overlooking that were setback less than the Acceptable Outcomes distances.

Consideration of the proposed development against the Element Objectives of Element 3.5 – Visual Privacy of the R-Codes Volume 2, is provided below:

> *O3.5.1 The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms.*

The majority of new habitable room windows are setback from the adjoining lot boundaries at a sufficient distance to comply with the Acceptable Outcome setback requirements of Table 3.5, and for Level 4, Table 2.7. Sources of overlooking that remain unchanged from the approved development are expected to have a comparable impact. Additionally, many of the repositioned windows occupy locations similar to previously approved balconies or habitable rooms, thereby resulting in a similar level of overlooking impact.

The subject site adjoins a driveway on the southern neighbouring lot (Nos. 122–124 Flora Terrace), the width of which provides additional separation between the proposed building and the residential dwellings to the south. Furthermore, the placement of new living room windows to Apartments 102, 105, 202 and 205, each incorporating a setback of approximately 5.7 metres from the lot boundary, in conjunction with the layout of the adjoining property, ensures that overlooking is appropriately mitigated, with overlooking primarily directed towards the driveway area. Each dwelling above Ground Floor level is also provided with a balcony and a living area that benefits from an unscreened outlook, contributing to a suitable level of residential amenity.

The proposal is considered to achieve the abovementioned Element Objective.

6. Plot Ratio

The development was approved with discretion exercised to the plot ratio provisions, with a plot ratio of 1.67 or 2,823.7m^2. The Acceptable Outcome for this site is a maximum of 1.0 which equates to 1,686m^2 plot ratio area.

The amended proposal results in an increase to the plot ratio, with 1.97 or 3,329.3m^2 proposed, an increase of 0.30 or 505.6m^2 compared to the approved development. This includes the residential component increasing by 0.27 or 455.9m^2 and the non-residential component increasing by 0.03 or 49.6m^2 (rounded to the nearest 0.01 and 0.1m^2).

Consideration of the proposed development against the Element Objectives of Element 2.5 – Plot Ratio of the R-Codes Volume 2, is provided below:

O 2.5.1 The overall bulk and scale of development is appropriate for the existing or planned character of the area.

The proposal is considered to achieve the abovementioned Element Objective for the following reasons:

The amended building maintains a design that is broadly consistent with the approved development, incorporating elements such as reduced floor plate areas at the upper levels and a mix of material finishes to achieve an articulated built form that avoids excessive visual bulk within the locality.

While the proposal seeks an increase in plot ratio area relative to the approved development, the key design outcomes including building height, setbacks, articulation, siting and overall design deliver an outcome that is considered appropriate within the established local context. Notably, the surrounding context has not undergone any substantial change since the original approval was granted by the Metro Inner DAP, and the amended proposal remains compatible with the prevailing built form and development expectations of the area.

7. Site Works

The development was approved with discretion exercised to the maximum 0.5m fill permitted above natural ground level under LPP4.2.

The previous Responsible Authority Report specifically reported on the extent of fill adjacent to the southern lot boundary, at up to 2.1 metres. No changes to the proposed finished ground level are proposed in the location, relative to the approved development.

The proposal reduces the extent of fill proposed at the rear of the site. The proposal continues to retain the existing retaining wall on the rear (Western) boundary. The proposal no longer proposes to replace the existing dividing fence on top of the rear boundary retaining wall, retaining the existing dividing fence instead. The height of the existing dividing fence prevents overlooking from the modified lower Terrace level. Views over the rear lot boundary remain obstructed from the upper Terrace level, by the proposed screening wall on the edge of the upper Terrace.

Otherwise, the proposed ground levels are not being amended.

8. Parking and Access

Parking

The proposed development has been assessed against Element 3.9 – Car and Bicycle Parking of the R-Codes Volume 2 and Local Planning Policy 6.7 – Parking and Access for the parking for the non-residential component. The table below provides a summary of the City's car parking assessment:

Car Parking Assessment			
Use	**Provision**	**Variable**	**Bays Required**
Residential – 1 Bedroom Dwellings	Minimum 0.75 bays and maximum 1.5 bays per dwelling.	1 dwelling (reduced by one dwelling).	Minimum 0.75 and maximum 1.5 resident bays. Note 1
Residential – 2+ Bedroom Dwellings	Minimum 1 bay and maximum 2 bays per dwelling.	19 dwellings (increased by one dwelling).	Minimum 19 and maximum 38 resident bays.
Residential Visitors	Minimum 1 bay per four dwellings up to 12 dwellings and one 1 bay per eight dwellings for the 13th dwelling and above. The maximum is double the minimum requirement.	20 dwellings (no change).	Minimum 4 and maximum 8 visitor bays.
LC21 – Flora Terrace	Minimum 1 bay per 25m² Gross Floor Area (GFA).	300m^2 of GFA (increased by 54.3m^2).	Minimum 12 bays. Note 2
Residential Total Required (Minimum):			20 resident bays and 4 visitor bays
Residential Total Provided:			41 residential bays and 3 residential visitor bays provided (increased by three residential bays and decreased by one visitor bay).
Non-Residential Required			12 bays (increased by two bays).
Non-Residential Provided			9 bays (increased by two bays).
Total Car Parking Required			36 bays (increased by two bays)
Total Car Parking Provided			53 bays (increased by four bays)
Total Surplus / Shortfall:			21 residential bay surplus, 1 residential visitor bay shortfall and 3 commercial bay shortfall.

Car Parking Assessment			
Use	**Provision**	**Variable**	**Bays Required**
Notes: 1: The number of car bays is rounded up to the nearest whole number as per Note 1 of Table 3.9, of R-Codes Volume 2. 2: All parking requirements for non-residential development are to be calculated by rounding to the nearest whole number. In the case of exactly 0.5, the requirement for non-residential development shall be rounded down.			

The development was approved with discretion exercised for the following car parking requirements:

- Shortfall of three commercial car bays.

The amended proposal does not meet the following Acceptable Outcomes of the R-Codes and minimum parking requirements of LPP4.2, as outlined:

- The maximum number of resident car bays is exceeded by one bay overall. The resident car bays are now specifically designated to an apartment in this application, and specifically Apartments 202 and 302 have three car bays each, exceeding the maximum two bays per dwelling, by one bay each.
- A shortfall of one resident visitor car bay.
- A shortfall of three commercial car bays – there is no change to the approved shortfall value (the minimum requirement and provision of parking have both increased by two bays).

Consideration of the proposed development against the Element Objectives of Element 3.9 – Car and Bicycle Parking of the R-Codes Volume 2, is provided below:

O3.9.1 Parking and facilities are provided for cyclists and other modes of transport.

O3.9.2 Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.

O3.9.3 Car parking is designed to be safe and accessible.

O3.9.4 The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.

The proposed shortfall in commercial car parking has been considered against the provisions of LPP 6.7, the objectives of which are:

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.

The following assessment comments in relation to the abovementioned R-Codes and local planning policy objectives are provided:

- The car park remains in a basement, concealing parking infrastructure from the view of the street.
- Pedestrian, cycling and motorist access to the development is retained in a similar manner relative to the approved development.
- The amended proposal maintains a similar intensity of development, in terms of having the same number of dwellings and approximately 50m^2 increase in commercial floorspace. The road network can still accommodate the traffic impacts from this development.
- The provision of three car bays to specific dwellings is undermining the intent to encourage active and public transport options.
- Additional parking has been provided for the increase to the commercial component of the development, consistent with the LPP6.7 requirements.
- On-street car parking is already in high demand having regard to the development of neighbouring properties, and the reduction of on-site visitor parking relative to the approved development and the Acceptable Outcomes poses likely further parking issues in this Activity Centre.

It recommended that the third car bay assigned to both Apartments 202 and 203 be reallocated, to a residential visitor parking bay and a turning bay. This ensures the provision of residential car parking is consistent with the Acceptable Outcomes of the R-Codes and resolves a design issue with the car park, as discussed further in the Access section below. Otherwise, the remainder of the development is supported.

Access

The Applicant has submitted an updated Traffic Impact Statement (TIS) to reflect the amended proposal. The estimated trip generation has been updated to 131 vehicle trips per bays, including 13 trips in the morning peak hour and 13 trips in the afternoon peak hour, which equates to an increase of 6 daily trips, 1 morning trip and 1 afternoon trip respectively relative to the previous TIS. The City remains satisfied that the additional traffic generated by the development can be accommodated by the existing road network.

Vehicle access to the site remains located adjacent to the southern lot boundary of the subject site. The crossover and driveway have been realigned to provide a 1.5 metres x 1.5 metres sightline area from the side lot boundary and retain an existing power dome in this location.

The car park layout has been updated to reflect the additional car parking requirements from the amended design. This includes the removal of the turning bays, which were provided to both parking aisles in the approved development due to being dead ends (blind aisles) and including parking bays not allocated to a specific vehicle. A turning bay remains required for the western side of the car park, as this section includes unallocated bays such as the visitor bays. A turning bay is not necessary for the eastern side of the car park as all car bays are allocated to the residents of specific apartments. The reallocation of either the single car bay for Apartment 202 or the single car bay for Apartment 302 from a parking space to a turning bay would address this matter, and concurrently reduce the surplus of parking relative to the maximum Acceptable Outcomes requirement.

9. Applicant's Request for Modified Conditions

The Applicant has requested the deletion of Condition 4, relating to the provision of revised drawings, and requested modifications to Conditions 17, 30 and 38, relating to the provision of visitor car parking, the provision of public art and waste management respectively. The Applicant's justification for the modified conditions is listed in Chapter 5.1 of their Development Application Report.

In addition to the above, in order to approve this application, Condition 3 would need to be updated to reflect the latest set of development plans.

Condition 4

Condition 4 requires modifications to the approved plans, as listed in Condition 3, with the required revisions to the approved development plans provided as part of the Building Permit submission. The Applicant has requested this condition to be deleted.

Approved Condition	Applicant's Requested Condition Wording
4. Notwithstanding the requirements of Condition 3, amended plans shall be provided as part of the Building Permit submission to the satisfaction of the City of Stirling addressing the following: a. Widen the crossover to 5.5m in width with the building to be modified to allow for a 1.5m x 1.5m sightline truncation area at the northern junction of the access way and the Flora Terrace road reserve. b. Remove the 1.5m wide painted strip along the northern portion of the driveway. c. Amend the eastern major opening to Living Area / Dining Room of Apartment 103 and Apartment 203 to be permanently screened to 1.6m in height in accordance with the requirements of the Residential Design Codes Volume 2 (Element 3.5 Visual Privacy) or alternative treatment to achieve visual privacy to the satisfaction of the City of Stirling d. Provide permanent visually impermeable screening at 1.6m in height to the Ground Floor Terrace and Private Open Space Area of Apartment G02 facing the western and southern lot boundaries in accordance with the requirements of the Residential Design Codes Volume 2 (Element 3.5 Visual Privacy) or alternative treatment to achieve visual	Requests deletion of Condition 4.

Approved Condition	Applicant's Requested Condition Wording
privacy to the satisfaction the City of Stirling. e. Locate the planters on Level 01 along Flora Terrace to be wholly within the lot boundaries. f. Remove the proposed awnings to Flora Terrace where they conflict with the existing and proposed street trees and waste collection.	

The development plans submitted as part of this application have made the required modifications listed in parts 'b' to 'f' inclusive of Condition 4 to the approved plans.

The provision of a 4.0 metres wide crossover conflicts with part a of Condition 4, which requires a minimum 5.5 metres width. A 5.5 metres width provides a holding / passing point for vehicles at the front of the subject site, noting the rest of the driveway and ramp can only accommodate a single car width. A 4.0 metres wide crossover does not allow for a vehicle to safely enter the site if a vehicle is waiting within the crossover and/or exiting the site. The proposed arrangement may result in queuing within Flora Terrace, the impacts of which would be exacerbated by the location of the bus stop immediately to the south of the subject site and narrow width of Flora Terrace.

It is recommended that Condition 4 be retained with modification. Part 'a' is recommended to be amended to maintain a 5.5 metres crossover width. Part 'b' to 'f' inclusive are recommended to be deleted, as these revisions have been addressed in the submitted plans (recommended for approval via Condition 3). New revisions are recommended to be added to Condition 4 address a conflict with the design and provision of car parking, as discussed in section 8 - Parking and Access.

Condition 17

Condition 17 lists out the minimum number and allocation of the car, bicycle and motorcycle/scooter parking spaces parking spaces. Part 'b' is requested to be modified so that the number of residential visitor bays listed is the same as the number shown on the set of development plans submitted with this application.

Approved Condition	Applicant's Requested Condition Wording
17. The minimum number and allocation of car parking, bicycle, scooter and motorcycle on-site is to be provided as follows: a. 20 residential car parking bays; b. Four residential visitor car parking bays; and c. Seven commercial car parking bays. d. 10 residential bicycle parking spaces; e. Two residential visitor bicycle parking spaces; and	The minimum number and allocation of car parking, bicycle, scooter and motorcycle on-site is to be provided as follows: a. 20 residential car parking bays; b. Three residential visitor car parking bays; and c. Seven commercial car parking bays. d. 10 residential bicycle parking spaces; e. Two residential visitor bicycle parking spaces; and

Approved Condition	Applicant's Requested Condition Wording
f. Three residential motorcycle / scooter parking spaces	f. Three residential motorcycle / scooter parking spaces

Further comments on the parking assessment are provided in section 8 earlier in this report (Parking and Access). As discussed in this section of the report, the reduction to the number of residential visitor parking spaces is not supported and accordingly it is recommended that this modification not be supported.

The City recommends that part 'c' is modified, by changing the minimum number of commercial car parking bays provided from seven to nine, an increase of two bays. This change is consistent with the submitted plans and results in no increase to the shortfall of car parking under LPP6.7 relative to the approved development.

Condition 30

Condition 30 requires a public art proposal to be submitted to and approved by the City, with a value of 1.0% of the construction value of the development. As per Advice Note 15 of the determination notice, a 1.0% value equates to $100,000 public art proposal based upon the estimated $10million cost of development. The public art contribution has been requested to be reduced by 50% to $50,000.

Approved Condition	Applicant's Requested Condition Wording
30. Prior to occupation of the development, a public art proposal for the subject development to the value of 1.0% of the construction value must be submitted to, and approved by, the City of Stirling.	Prior to occupation of the development, a public art proposal for the subject development to the value of $50,000 must be submitted to, and approved by, the City of Stirling.

Condition 30, and accompanying Condition 31, was recommended by the City and approved by DAP, to ensure the development was built in compliance with the requirements of LPP6.12. For a cost of development of $2 million to $50 million inclusive (excluding GST), the required contribution under LPP6.12 is "Minimum 1% contribution cost of development provided as public art."

The public art contributions are consistently applied by the City for eligible projects and Condition 30 provides the minimum contribution required by LPP6.12. The Applicant has not provided of a public art proposal for this project, and the City is not satisfied that the reduced $50,000 budget would provide sufficient funds to commission a public art piece that achieves the objectives of LPP6.12 and correlates to the scale of this development. Accordingly, it is recommended that this modification not be supported.

Condition 38

Condition 38 requires the development to comply with the final Waste Management Plan prepared for the previous application, unless otherwise approved by the City. The requested modification is to change the date reference, to instead refer to the Waste Management Plan prepared for this application.

Approved Condition	Applicant's Requested Condition Wording
38. The development is to comply with the Waste Management Plan prepared by Talis Consultants received 6 November 2024, unless otherwise approved by the City of Stirling.	Waste Management The development is to comply with the Waste Management Plan prepared by Talis Consultants dated 17 March 2026, unless otherwise approved by the City of Stirling.

The requested amendment is not essential as the "unless otherwise approved" wording within the condition allows the City to approve amendments to the previously approved Waste Management Plan, such as the proposed revisions to reflect the amended design. Notwithstanding, the City has no objection to this modification.

10. Consideration of the Nature of the Amendments

The changes being sought in this application relative to the approved development are detailed in the Background section of this report.

The City is satisfied the proposal is appropriate for consideration as a Form 2 Application, as:

- The proposal remains as a five-storey Mixed Use Development.
- The proposal does not substantially change the intensity of the development, noting the residential density has not changed and the increase to the Office tenancy floor space can be regarded as minor in nature.
- The proposal does not substantially change the building form, such as height, setbacks and design, and the amendments proposed can be regarded as minor in nature.
- The amended proposal is not a substantially different proposal to the approved development.

Conclusion:

The proposed development is located within a Local Centre zone whilst abutting low density residential properties. Though the proposed development continues to require discretion for the building height and plot ratio provisions of the City's planning framework, the City's assessment concludes the height, bulk and scale of the development is appropriate as it is unlikely to have a negative impact on the area. The proposed development continues to carefully respond to the existing and future development context with sufficient building separation provided to help mitigate any adverse impacts to adjoining properties. At street level, the massing of the development has been designed to maintain the residential streetscape to the south and to respond to the higher density streetscape to the north.

The proposed development continues to provide for high quality landscaping on-site which is co-located with the communal open space for residents on the ground floor. The proposed development continues to include the provision of significant deep soil area and tree planting along the side and rear setback areas which assists with the transition to the low density residential properties.

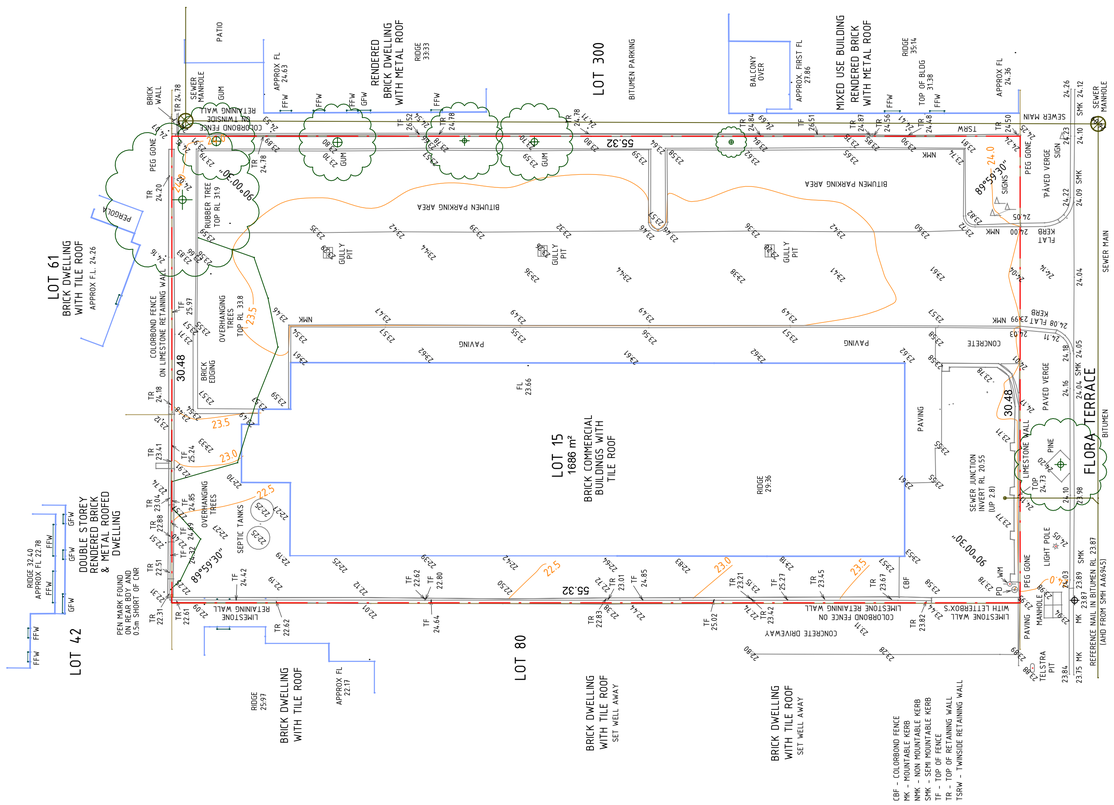
The proposed development continues to be high-quality design and remains appropriate within its context. Accordingly, the amendment application is recommended for approval subject to conditions.

Attachment 1 - Development Application Plans (received 29 April 2026 and 6 November 2024)

Attachment 1 - DevelopmentApplication Plans (received 6 Novemebr 2024)

AMENDED PLAN

City of Stirling
6 November 2024
RECEIVED



DEVELOPMENT
ASSESSMENT PANEL

APPROVED

20-Dec-2024

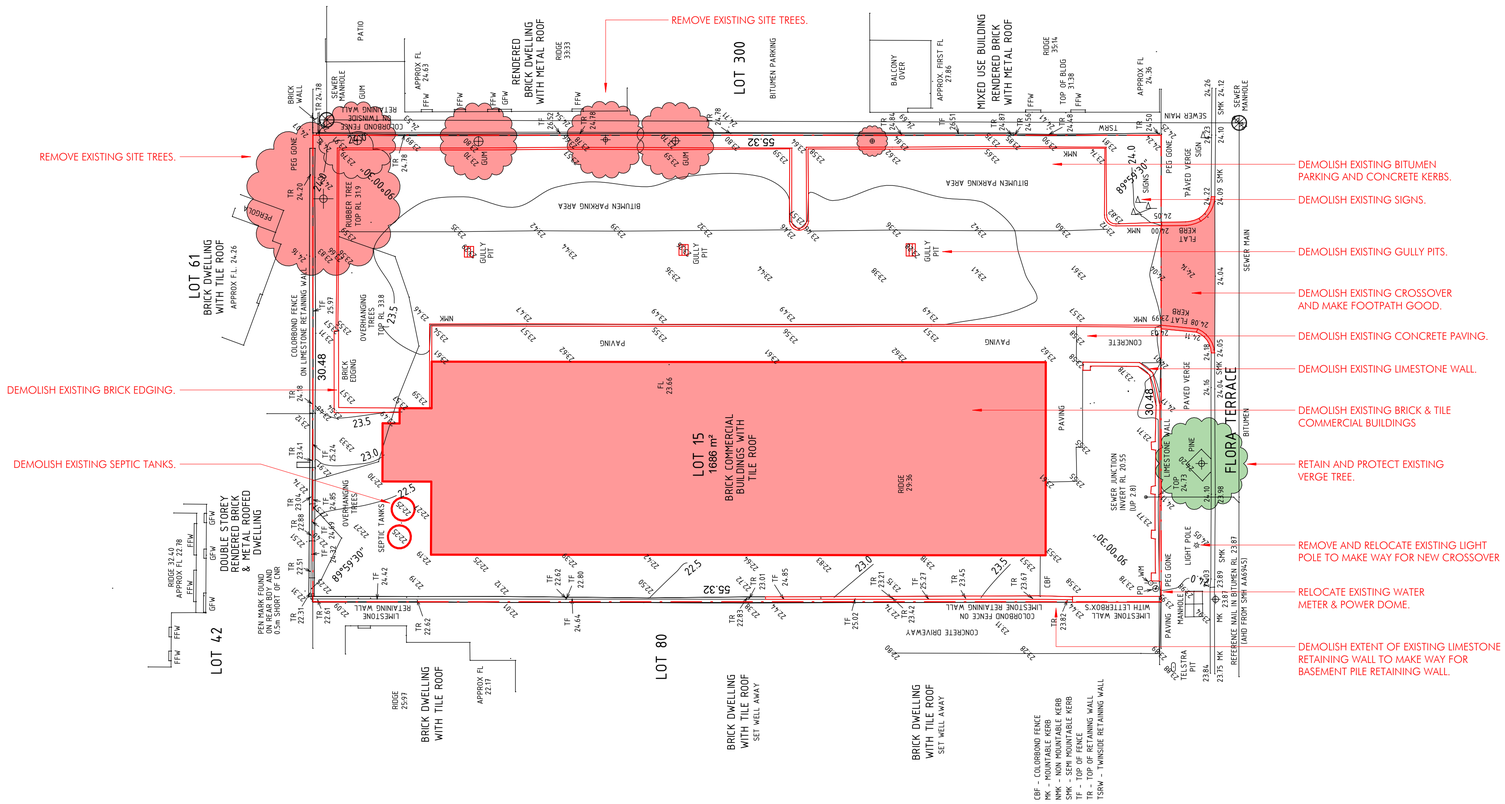
space collective architects

Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 200 @A1 1:200 (A3) 0 1 2 3 4 5 m		27.06.24	SURVEY PLAN PROJECT PHASE DA	2401	SD1-00	A

AMENDED PLAN

City of Stirling
6 November 2024
RECEIVED



DEVELOPMENT ASSESSMENT PANEL

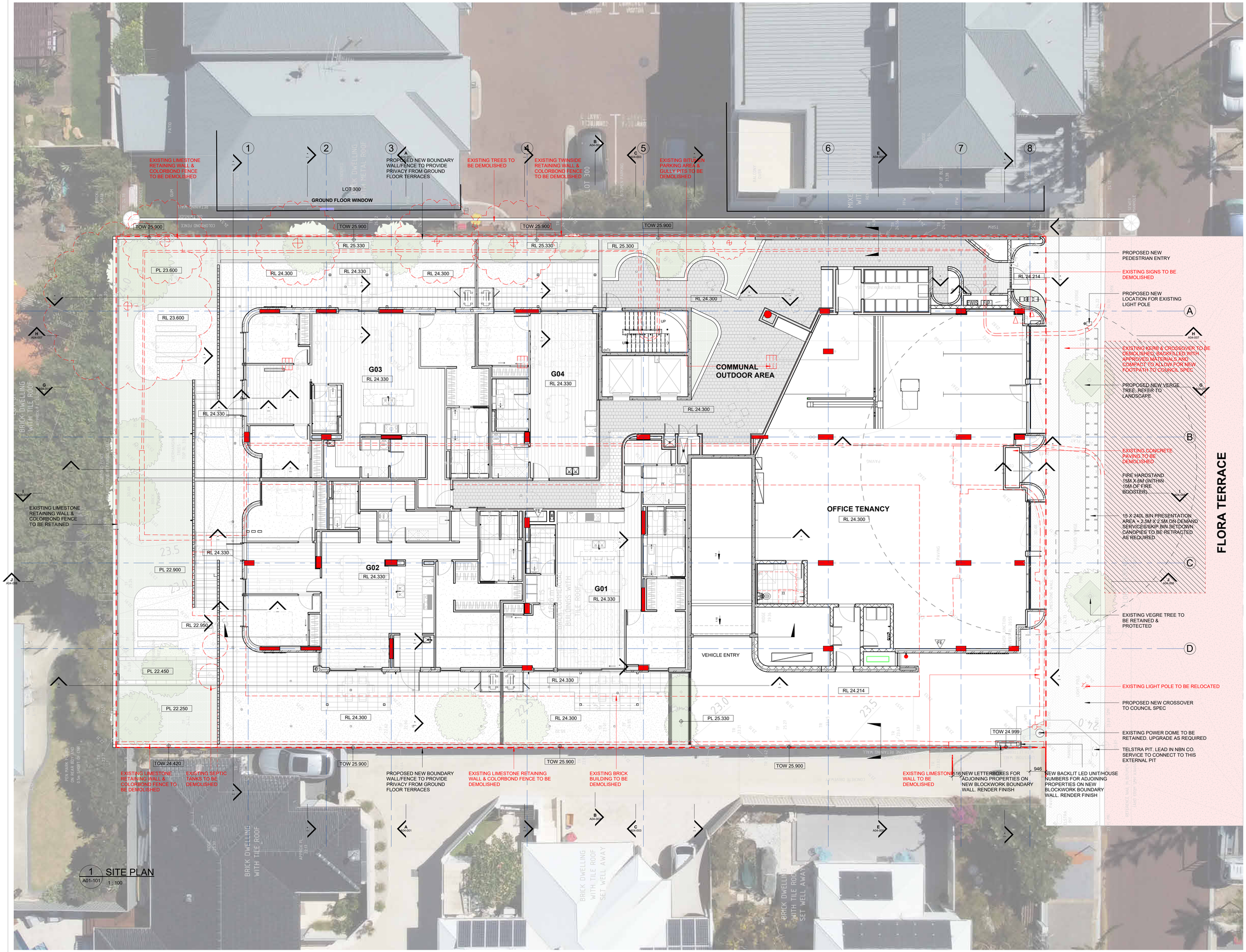
APPROVED

20-Dec-2024

space collective architects

Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
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1 SITE PLAN
A01-101 1 : 100

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ARCHITECT, CONSULTANT DRAWINGS AND SPECIFICATIONS AND SCHEDULES.
2. USE FIGURED DIMENSIONS ONLY DO NOT SCALE.
3. ALL DIMENSIONS ON DRAWINGS SHALL BE CHECKED BY THE BUILDER PRIOR TO COMMENCEMENT OF CONSTRUCTION, PROCEEDING WITH PREPERATION OF SHOP DRAWINGS OR PLACING OF ORDERS. NOTIFY THE ARCHITECT OF ANY DISCREPANCIES FOR CLARIFICATION.
4. ALL WORK SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC), AUSTRALIAN STANDARDS AND THE REQUIREMENTS OF STATE AND LOCAL AUTHORITIES.
5. ALL MATERIALS, FIXTURES, FITTINGS AND BUILDING COMPONENTS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS' SPECIFICATIONS AND RECOMMENDATIONS.

City of Stirling
29 April 2026
RECEIVED

DD.MM.YY	REV	DESCRIPTION	CHECKED
28/04/2026	I	ADDITIONAL INFORMATION FOR AMENDED DA	KL
19/03/2026	H	FORWARD WORK BUILDING PERMIT	KL
10/03/2026	G	BOUNDARY WALL UPDATE	KL
04/03/2026	F	UPDATED APARTMENT PLANS	KL
26/02/2026	E	AMENDED DA	KL
24/02/2026	D	SOUTHERN BOUNDARY WALL	KL
19/09/2025	C	ISSUE FOR DFES MEETING	KL
03/09/2025	B	80% TENDER	KL
13/08/2025	A	50% CD	KL

ARCHITECT
space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
SITE PLAN

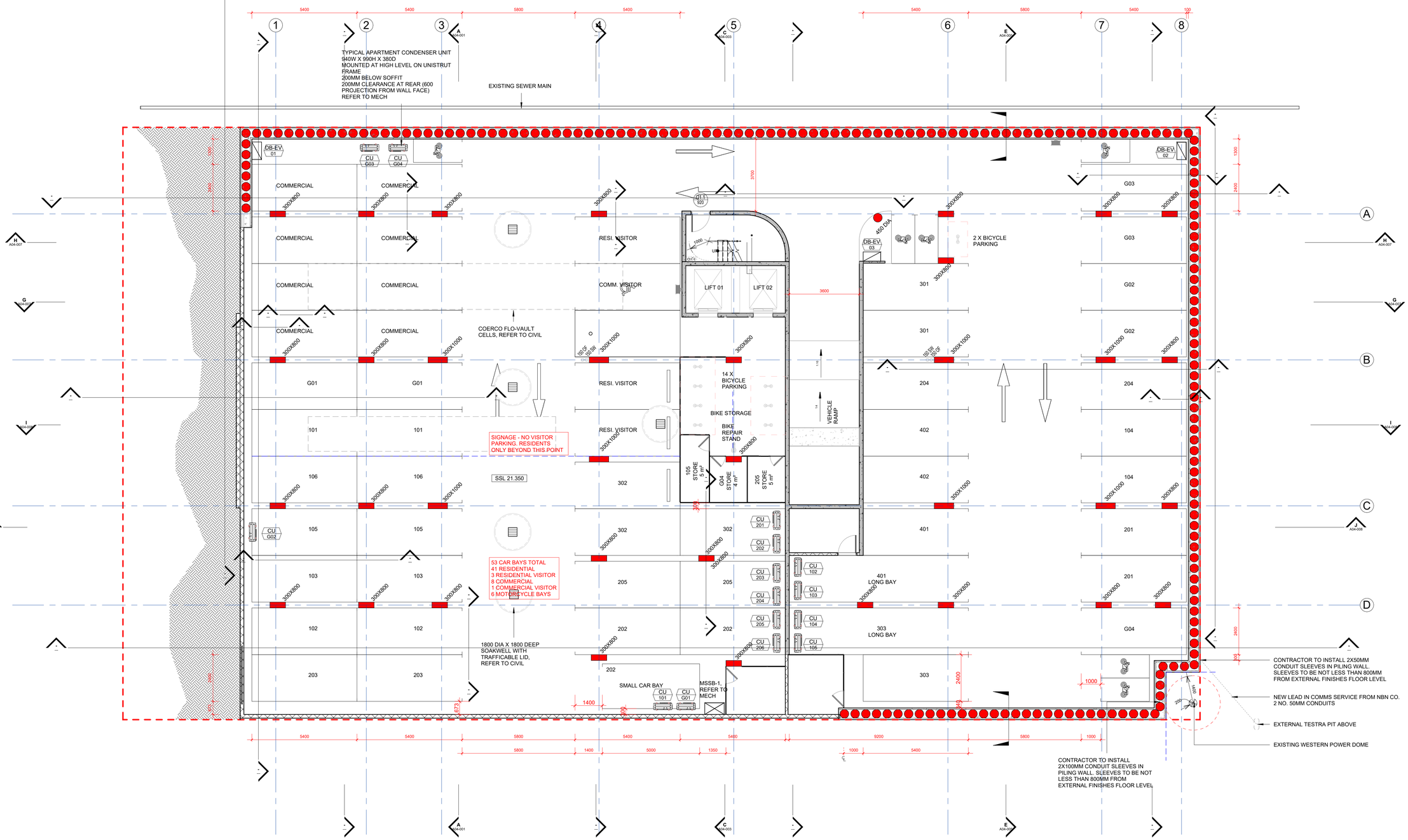
BUILDING PERMIT

SCALE 1: 200 (A3) 1 : 100 @A1
0 1 2 3 4 5 m

PROJECT No.	DRAWING No.	REV
2401	A01-001	I

DRAWN BY KL

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ABBREVIATIONS

LEVELS:
- **SSL** STRUCTURAL SLAB LEVEL (RL)
- **FFL** FINISHED FLOOR LEVEL (RL)
- **PL** PLANTER LEVEL
- **RL** REDUCED LEVEL
- **TOW** TOP OF WALL LEVEL (RL)
- **TOPC** TOP OF PILE CAP
- **BOPC** BOTTOM OF PILE CAP

PLUMBING:
- **BD** BALCONY DRAIN (BELOW FLOOR TILES)
- **CW** COLD WATER
- **FW** FLOOR WASTE
- **FWO** FLOOR WASTE OVERFLOW
- **DP** DOWN PIPE
- **PD** PLANTER DRAIN
- **RWO** RAIN WATER OUTLET
- **S** SANITARY
- **SD** SLUDGE DRAIN
- **SW** STORMWATER
- **V** VENT PIPE

STRUCTURE:
- **COL** CONCRETE COLUMN
- **SHS** SQUARE HOLLOW SECTION STEEL
- **RHS** RECTANGULAR HOLLOW SECTION STEEL
- **PFC** PARALLEL FLANGE CHANNEL
- **UC** UNIVERSAL COLUMN
- **WB** WALL BRACE

FIRE:
- **FHR** FIRE HOSE REEL
- **FH** FIRE HYDRANT
- **FE** FIRE EXTINGUISHER
- **HT** HOSE TRAP

PAVEMENT:
- **BR** BIKE RAIL RESIDENTS

ANCILLARIES:
- **BRV** BIKE RAIL VISITORS
- **DFPA** DIVERSION FALL PREVENTION ANCHOR
- **MFPA** MAIN FALL PREVENTION ANCHOR
- **WMBR** WALL MOUNTED BIKE RACK

MISC.:
- **C.O.S** CHECK ON SITE
- **DIA** DIAMETER
- **T.B.C** TO BE CONFIRMED
- **NOM** NOMINAL
- **SS** STAINLESS STEEL
- **U.N.O** UNLESS NOTED OTHERWISE

City of Stirling
29 April 2026
RECEIVED

DD.MM.YY	REV	DESCRIPTION	CHECKED
28/04/2026	S	ADDITIONAL INFORMATION FOR AMENDED DA	KL
24/04/2026	R	HYDRAULIC COORINDATION	KL
09/04/2026	Q	RETAINING WALL & STORE UPDATE	KL
19/03/2026	P	FORWARD WORK BUILDING PERMIT	KL
04/03/2026	O	UPDATED APARTMENT PLANS	KL
03/03/2026	N	UPDATED APARTMENT PLANS	KL
27/02/2026	M	SMALL CAR BAY, COLUMN, 205 BATHROOM UPDATE	KL
26/02/2026	L	AMENDED DA	KL
20/02/2026	K	CAR PARK LAYOUT UPDATE	KL
18/02/2026	J	AMENDED DA	KL
16/12/2025	I	ISSUED FOR BUILDING PERMIT	LZ
11/11/2025	H	ISSUED FOR INFORMATION	LZ
19/09/2025	G	ISSUE FOR DFES MEETING	KL
03/09/2025	F	80% TENDER	KL
13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

ARCHITECT

space collective architects

3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

GENERAL ARRANGEMENT PLAN - BASEMENT

BUILDING PERMIT

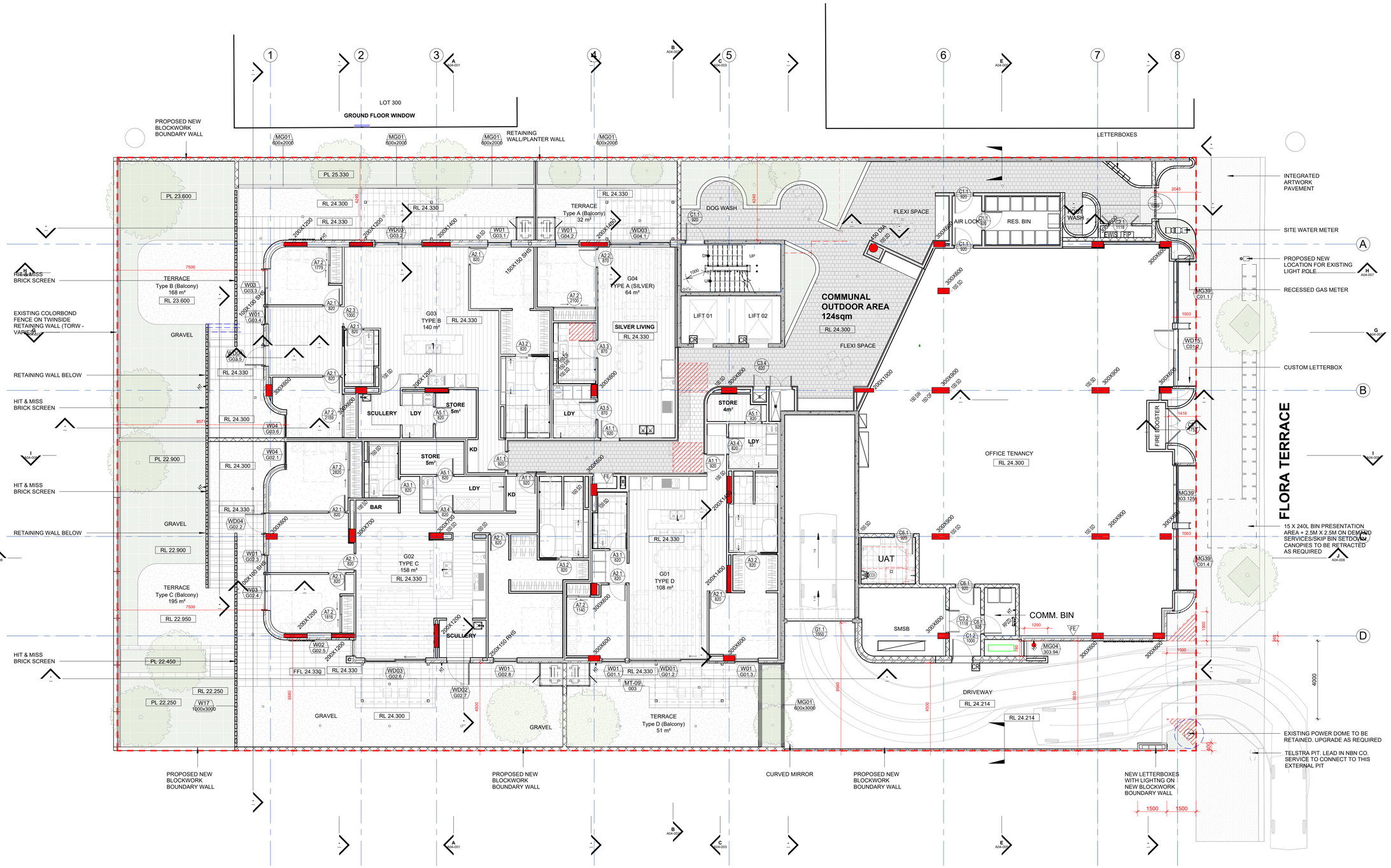
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PROJECT No.	DRAWING No.	REV
2401	A02-001	S

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ABBREVIATIONS

LEVELS:
- **SSL** STRUCTURAL SLAB LEVEL (RL)
- **FFL** FINISHED FLOOR LEVEL (RL)
- **PL** PLANTER LEVEL
- **RL** REDUCED LEVEL
- **TOW** TOP OF WALL LEVEL (RL)
- **TOPC** TOP OF PILE CAP
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PLUMBING:
- **BD** BALCONY DRAIN (BELOW FLOOR TILES)
- **CW** COLD WATER
- **FW** FLOOR WASTE
- **FWO** FLOOR WASTE OVERFLOW
- **DP** DOWN PIPE
- **PD** PLANTER DRAIN
- **RWO** RAIN WATER OUTLET
- **S** SANITARY
- **SD** SLUDGE DRAIN
- **SW** STORMWATER
- **V** VENT PIPE

STRUCTURE:
- **COL** CONCRETE COLUMN
- **SHS** SQUARE HOLLOW SECTION STEEL
- **RHS** RECTANGULAR HOLLOW SECTION
- **PFC** PARALLEL FLANGE CHANNEL
- **UC** UNIVERSAL COLUMN
- **WB** WALL BRACE

FIRE:
- **FHR** FIRE HOSE REEL
- **FH** FIRE HYDRANT
- **FE** FIRE EXTINGUISHER
- **HT** HOSE TRAP

PAVEMENT
- **BR** BIKE RAIL RESIDENTS

ANCILLARIES:
- **BRV** BIKE RAIL VISITORS
- **DFPA** DIVERSION FALL PREVENTION ANCHOR
- **MFPA** MAIN FALL PREVENTION ANCHOR
- **WMBR** WALL MOUNTED BIKE RACK

MISC.:
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28/04/2026	R	ADDITIONAL INFORMATION FOR AMENDED DA	KL
24/04/2026	Q	HYDRAULIC COORINDATION	KL
21/04/2026	P	SERVICE COORDINATION	KL
17/04/2026	O	MECH & ELEC RISER COORDINATION	KL
18/03/2026	N	OFFICE ROOM TAG UPDATE	KL
10/03/2026	M	COMM. BIN DOOR & DRIVEWAY RL UPDATE	KL
10/03/2026	L	BOUNDARY WALL UPDATE	KL
04/03/2026	K	UPDATED APARTMENT PLANS	KL
03/03/2026	J	UPDATED APARTMENT PLANS	KL
26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
19/09/2025	G	ISSUE FOR DFES MEETING	KL
03/09/2025	F	80% TENDER	KL
13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

ARCHITECT
space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - GROUND FLOOR

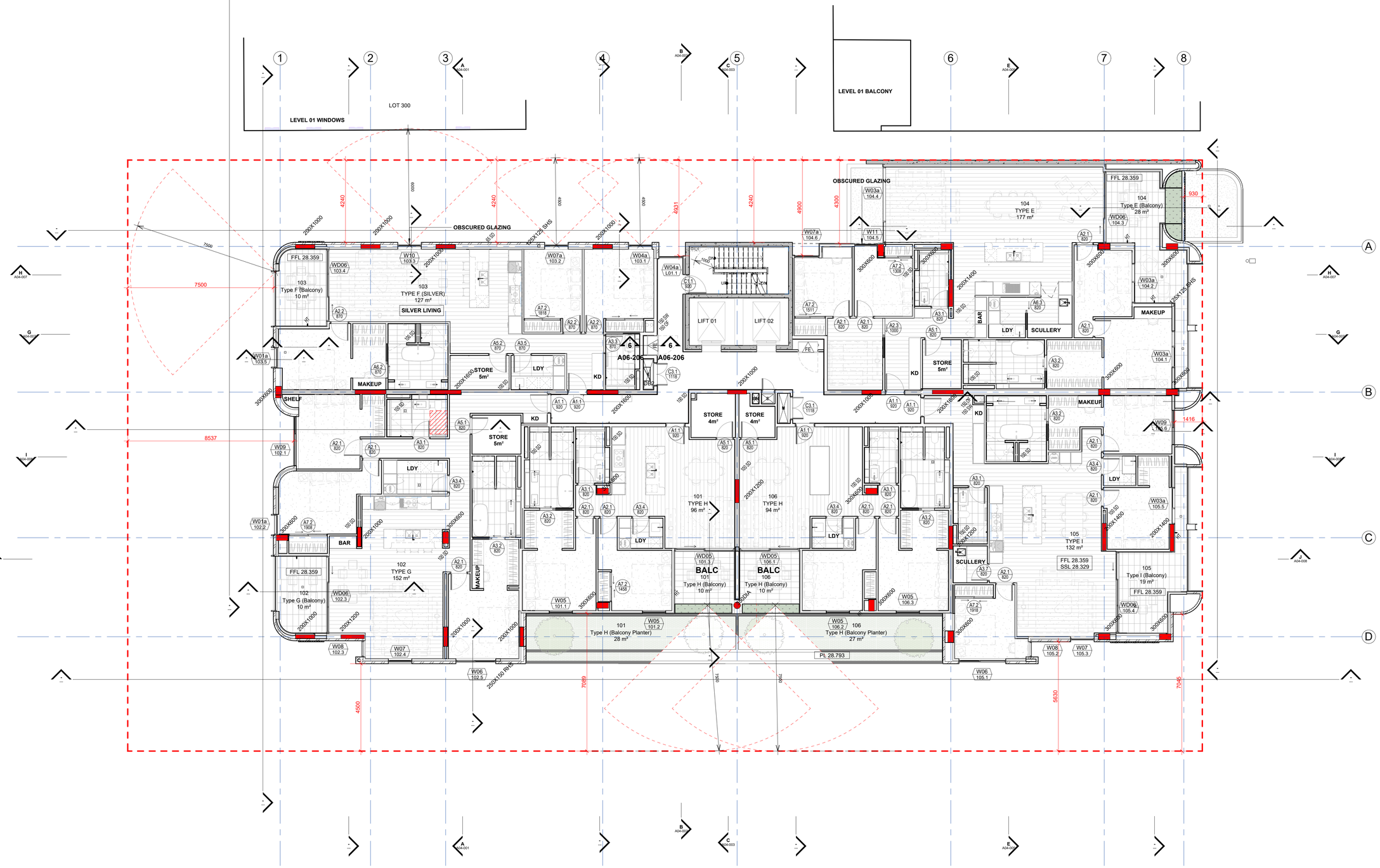
BUILDING PERMIT

SCALE 1: 200 (A3) 1 : 100 @A1
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PROJECT No.	DRAWING No.	REV
2401	A02-002	R

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PLUMBING:
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- **CW** COLD WATER
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- **FWO** FLOOR WASTE OVERFLOW
- **DP** DOWN PIPE
- **PD** PLANTER DRAIN
- **RWO** RAIN WATER OUTLET
- **S** SANITARY
- **SD** SLUDGE DRAIN
- **SW** STORMWATER
- **V** VENT PIPE

STRUCTURAL:
- **COL** CONCRETE COLUMN
- **SHS** SQUARE HOLLOW SECTION STEEL
- **RHS** RECTANGULAR HOLLOW SECTION
- **PFC** STEEL
- **UC** PARALLEL FLANGE CHANNEL
- **WB** UNIVERSAL COLUMN
- WALL BRACE

FIRE:
- **FHR** FIRE HOSE REEL
- **FH** FIRE HYDRANT
- **FE** FIRE EXTINGUISHER
- **HT** HOSE TRAP

PAVEMENT
- **BR** BIKE RAIL RESIDENTS

ANCILLARIES:
- **BRV** BIKE RAIL VISITORS
- **DFPA** DIVERSION FALL PREVENTION ANCHOR
- **MFPA** MAIN FALL PREVENTION ANCHOR
- **WMBR** WALL MOUNTED BIKE RACK

MISC.:
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City of Stirling
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28/04/2026	O	ADDITIONAL INFORMATION FOR AMENDED DA	KL
24/04/2026	N	HYDRAULIC COORINDATION	KL
21/04/2026	M	SERVICE COORDINATION	KL
17/04/2026	L	MECH & ELEC RISER COORDINATION	KL
04/03/2026	K	UPDATED APARTMENT PLANS	KL
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07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

ARCHITECT

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3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

GENERAL ARRANGEMENT PLAN - LEVEL 1

BUILDING PERMIT

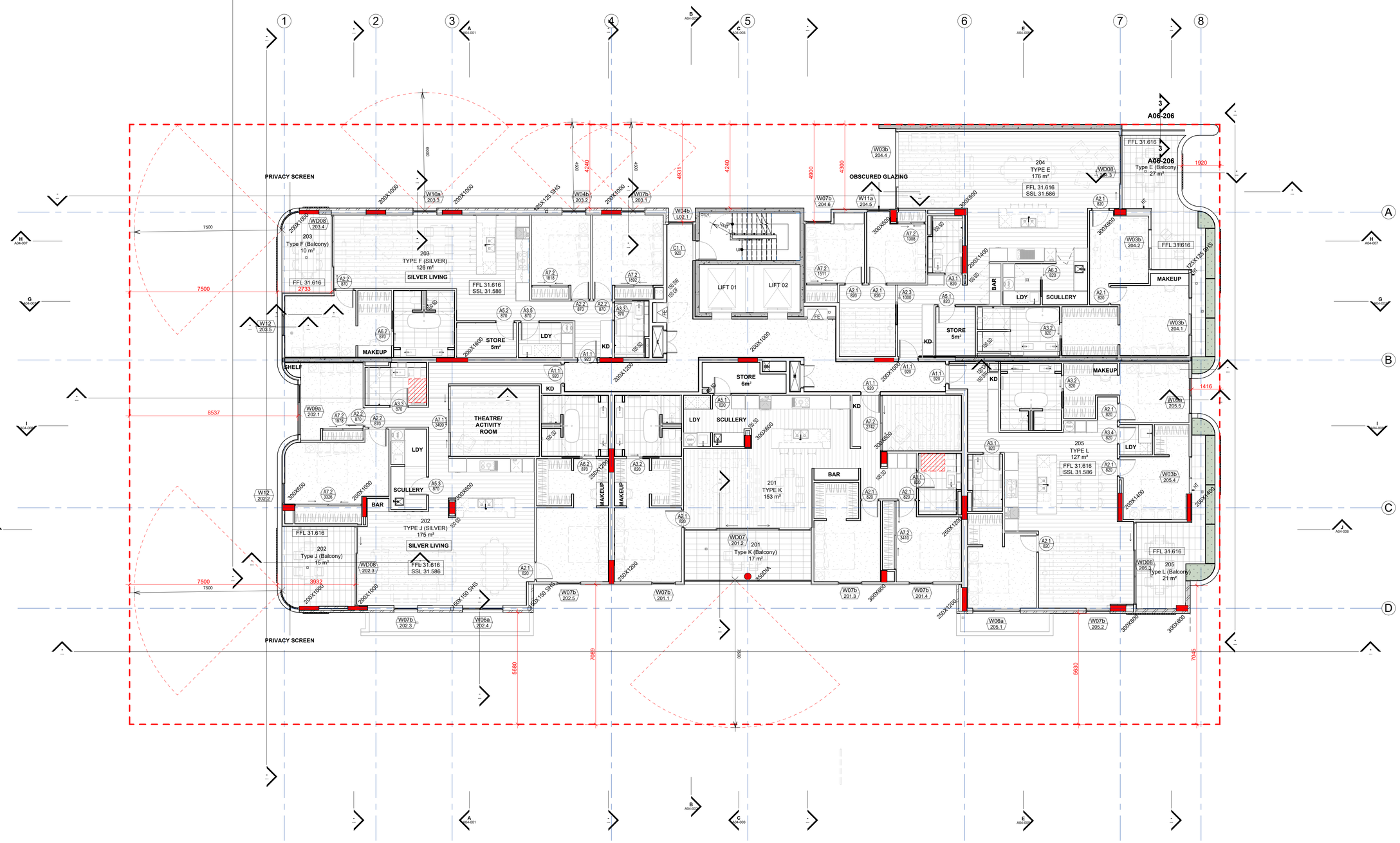
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PROJECT No.	DRAWING No.	REV
2401	A02-004	O

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- **SD** SLUDGE DRAIN
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- **V** VENT PIPE

STRUCTURE:
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PAVEMENT
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City of Stirling
29 April 2026
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21/04/2026	N	SERVICE COORDINATION	KL
17/04/2026	M	MECH & ELEC RISER COORDINATION	KL
04/03/2026	L	UPDATED APARTMENT PLANS	KL
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07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
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06/06/2025	A	DD PRICING PACKAGE	KL

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3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

GENERAL ARRANGEMENT PLAN - LEVEL 2

BUILDING PERMIT

SCALE 1: 200 (A3) 1 : 100 @A1

0 1 2 3 4 5 m

PROJECT No.	DRAWING No.	REV
2401	A02-005	P

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STRUCTURE:
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FIRE:
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- **FH** FIRE HYDRANT
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- **HT** HOSE TRAP

PAVEMENT
- **BR** BIKE RAIL RESIDENTS

ANCILLARIE S:
- BIKE RAIL VISITORS
- **BRV** DIVERSION FALL PREVENTION
- **DFPA** ANCHOR
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3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

GENERAL ARRANGEMENT PLAN - LEVEL 3

BUILDING PERMIT

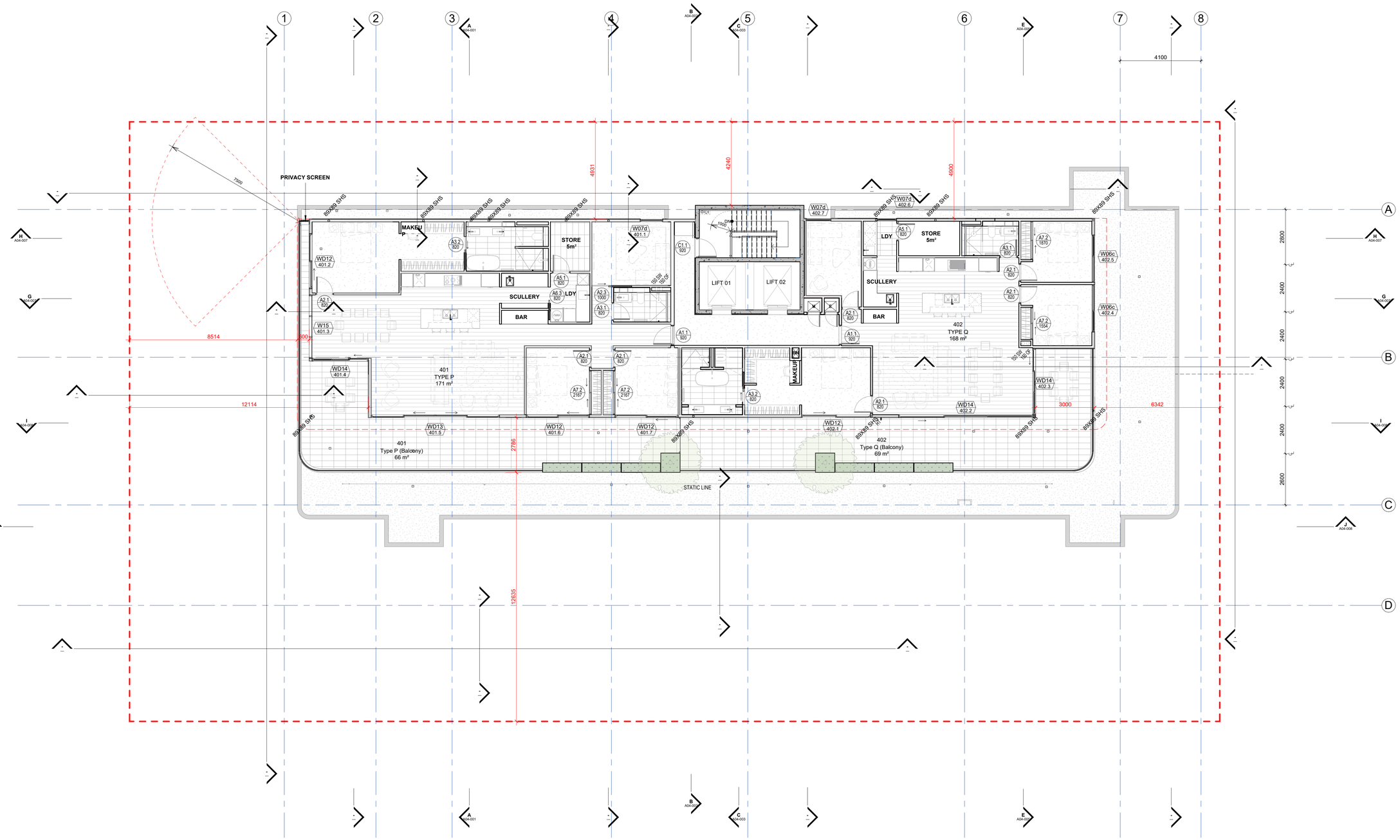
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PROJECT No.	DRAWING No.	REV
2401	A02-006	P

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STRUCTURE:
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RYAN HENDERSON

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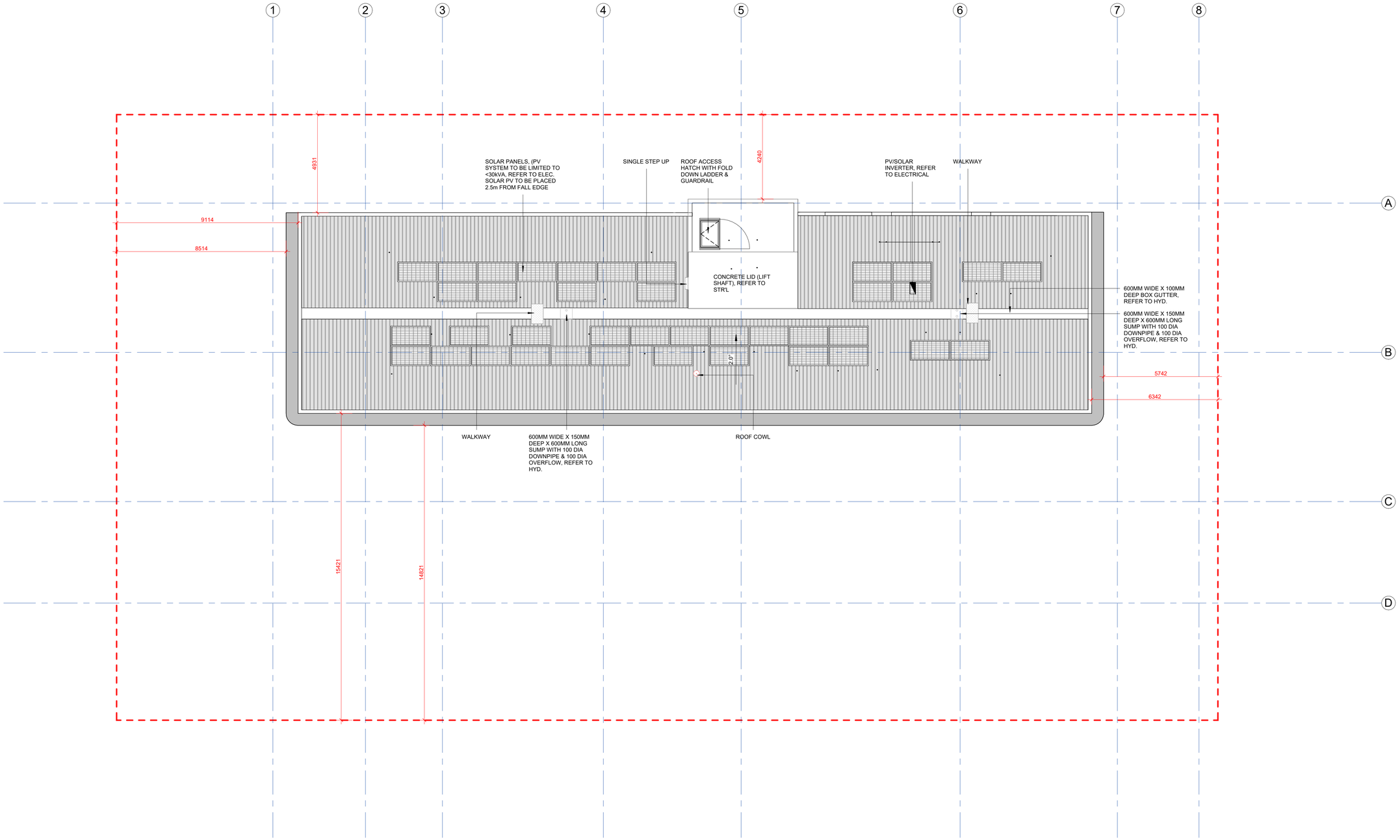
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GENERAL ARRANGEMENT PLAN - LEVEL 4

BUILDING PERMIT

SCALE 1: 200 (A3) 1 : 100 @A1
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PROJECT No.	DRAWING No.	REV
2401	A02-007	Q
	DRAWN BY	KL

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PLUMBING:
- **BD** BALCONY DRAIN (BELOW FLOOR TILES)
- **CW** COLD WATER
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- **DP** DOWN PIPE
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STRUCTURE:
- **COL** CONCRETE COLUMN
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- **PFC** STEEL
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- **WB** UNIVERSAL COLUMN
- WALL BRACE

FIRE:
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- **FH** FIRE HYDRANT
- **FE** FIRE EXTINGUISHER
- **HT** HOSE TRAP

PAVEMENT
- **BR** BIKE RAIL RESIDENTS

ANCILLARIES:
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- **BRV** DIVERSION FALL PREVENTION
- **DFPA** ANCHOR
- **MFPA** MAIN FALL PREVENTION ANCHOR
- **WMBR** WALL MOUNTED BIKE RACK

MISC.:
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- **T.B.C** TO BE CONFIRMED
- **NOM** NOMINAL
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City of Stirling
29 April 2026
RECEIVED

DD.MM.YY	REV	DESCRIPTION	CHECKED
28/04/2026	M	ADDITIONAL INFORMATION FOR AMENDED DA	KL
24/04/2026	L	HYDRAULIC COORINDATION	KL
04/03/2026	K	UPDATED APARTMENT PLANS	KL
03/03/2026	J	UPDATED APARTMENT PLANS	KL
26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
19/09/2025	G	ISSUE FOR DFES MEETING	KL
03/09/2025	F	80% TENDER	KL
13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

ARCHITECT
space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - ROOF PLAN

BUILDING PERMIT

SCALE 1: 400 (A3) 1 : 100 @A1

0 2 4 6 8 10 m

PROJECT No.	DRAWING No.	REV
2401	A02-008	M
	DRAWN BY	KL

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N NORTH
1 : 100

E EAST
1 : 100

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SPECIFICATION SCHEDULE

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- SD SLUDGE DRAIN
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STRUCTURE:
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space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
EXTERNAL ELEVATIONS 1

BUILDING PERMIT

SCALE 1: 200 (A3) 1 : 100 @A1
0 1 2 3 4 5 m

PROJECT No.	DRAWING No.	REV
2401	A03-001	K
	DRAWN BY	KL

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S SOUTH
1 : 100



W WEST
1 : 100

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3/140 ONSLOW RD SHENTON PARK WA 6008

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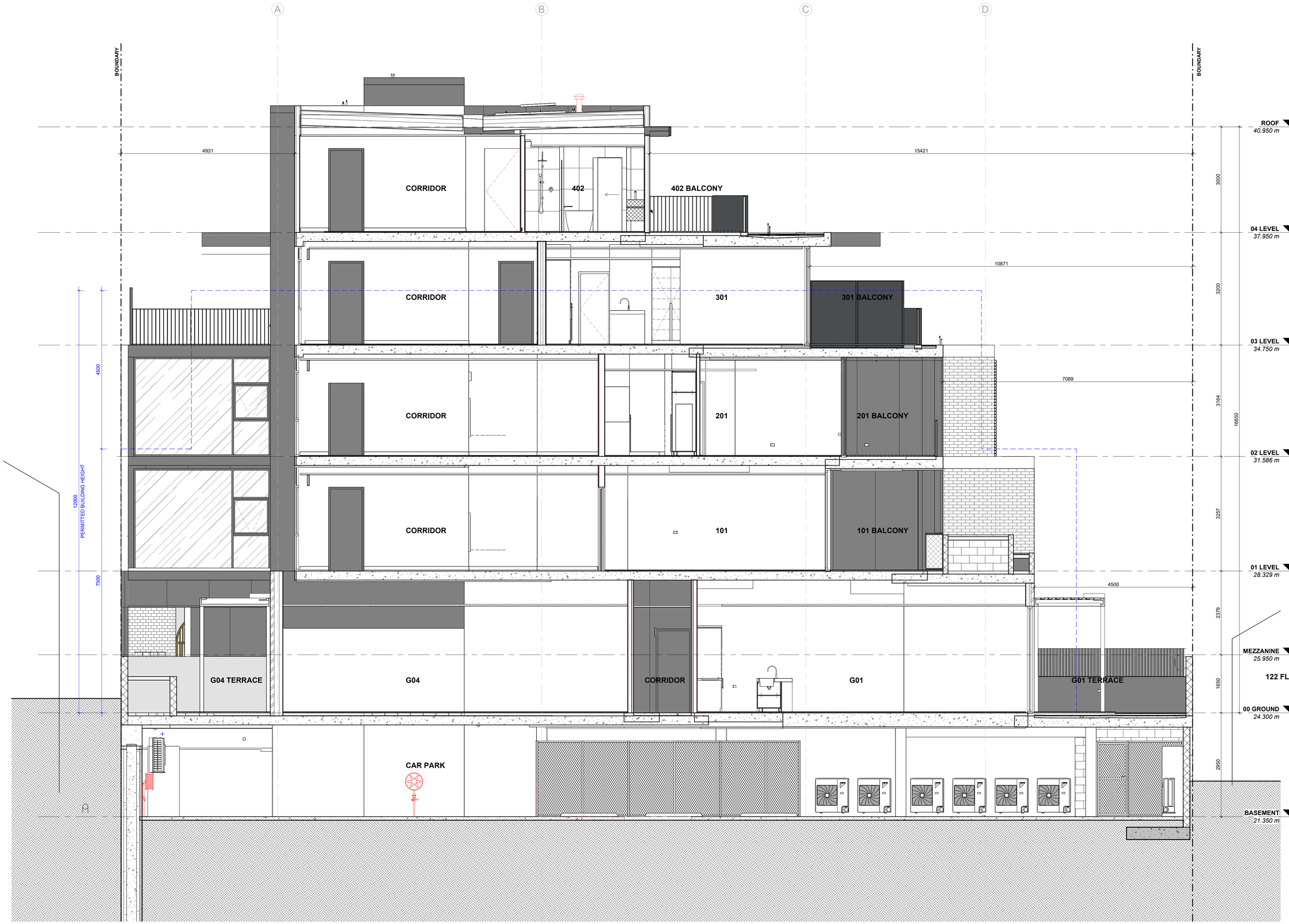
DRAWING NAME
EXTERNAL ELEVATIONS 2

BUILDING PERMIT

SCALE 1: 200 (A3) 1 : 100 @A1
0 1 2 3 4 5 m

PROJECT No.	DRAWING No.	REV
2401	A03-002	L
	DRAWN BY	KL

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B SECTION BB
A01-001
1 : 50

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CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
SECTION BB

BUILDING PERMIT

SCALE 1: 100 (A3) As indicated @A1
0 1 2 3 4 5 m

PROJECT No.	DRAWING No.	REV
2401	A04-002	D

DRAWN BY Author

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G A01-001 SECTION GG
1 : 100



H A01-001 SECTION HH
1 : 100

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3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
SECTION GG & HH

BUILDING PERMIT

SCALE 1: 200 (A3) 1 : 100 @A1
0 1 2 3 4 5 m

PROJECT No.	DRAWING No.	REV
2401	A04-007	D

DRAWN BY Author

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Government of Western Australia
Development Assessment Panels

OFFICIAL

LG Ref: DA24/0971
DAP Ref: DAP/24/02744
Enquiries: (08) 6551 9919

Abbey Goodall
Planning Solutions (Aust) Pty Ltd
GPO Box 2709
Cloisters Square PO 6850

Dear Abbey

METRO INNER DAP - CITY OF STIRLING - DAP APPLICATION - DA24/0971 - DETERMINATION

Property Location:	Lot 15 (118) Flora Terrace, North Beach
Application Details:	Mixed use development

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the City of Stirling on 9 August 2024 for the above-mentioned development.

This application was considered by the Metro Inner DAP at its meeting held on 19 December 2024, where in accordance with the provisions of the City of Stirling Local Planning Scheme No.3, it was resolved to **approve** the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, an application may be made to amend or cancel this planning approval in accordance with regulation 17 and 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Please also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the conditions of approval, please contact Michael Italiano on behalf of the City of Stirling on 08 9205 8860.

Yours sincerely,

DAP executive director

20 December 2024

Encl. DAP Determination Notice
Approved Plans

Cc: Michael Italiano
City of Stirling

Planning and Development Act 2005

City of Stirling Local Planning Scheme No.3

Metro Inner Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Property Location: Lot 15 (118) Flora Terrace, North Beach
Application Details: Mixed use development

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 19 December 2024, subject to the following:

Approve DAP Application reference DAP/24/02744 and accompanying plans as listed in Condition 3 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 Mixed Use Development on Lot 15, House Number 118, Flora Terrace, North Beach subject to the following conditions:

Conditions

1. Pursuant to Clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under Clause 24(1) of the Metropolitan Region Scheme.

2. This decision constitutes planning approval only and is valid for a period of four (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.

3. The development is to 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.	DRAWN BY
Survey Plan	27/06/24	A	SD1-00	Space Collective Architects
Demolition Plan	06/11/24	B	SD1-01	Space Collective Architects
Site Plan	26/11/24	E	SD1-02	Space Collective Architects
Basement Plan	06/11/24	D	SD2-00	Space Collective Architects

PLAN TITLE	DATE	REVISION	DRAWING No.	DRAWN BY
Ground Floor Plan	06/11/24	E	SD2-01	Space Collective Architects
Level 01 Plan	06/11/24	E	SD2-02	Space Collective Architects
Level 02 Plan	06/11/24	E	SD2-03	Space Collective Architects
Level 03 Plan	06/11/24	E	SD2-04	Space Collective Architects
Level 04 Plan	06/11/24	E	SD2-05	Space Collective Architects
Roof Plan	06/11/24	D	SD2-06	Space Collective Architects
Elevations	06/11/24	D	SD3-01	Space Collective Architects
Elevations	06/11/24	D	SD3-02	Space Collective Architects
Section	06/11/24	E	SD4-01	Space Collective Architects

4. Notwithstanding the requirements of Condition 3, amended plans shall be provided as part of the Building Permit submission to the satisfaction of the City of Stirling addressing the following:
   a. Widen the crossover to 5.5m in width with the building to be modified to allow for a 1.5m x 1.5m sightline truncation area at the northern junction of the access way and the Flora Terrace road reserve.
   b. Remove the 1.5m wide painted strip along the northern portion of the driveway.
   c. Amend the eastern major opening to Living Area / Dining Room of Apartment 103 and Apartment 203 to be permanently screened to 1.6m in height in accordance with the requirements of the Residential Design Codes Volume 2 (Element 3.5 Visual Privacy) or alternative treatment to achieve visual privacy to the satisfaction of the City of Stirling
   d. Provide permanent visually impermeable screening at 1.6m in height to the Ground Floor Terrace and Private Open Space Area of Apartment G02 facing the western and southern lot boundaries in accordance with the requirements of the Residential Design Codes Volume 2 (Element 3.5 Visual Privacy) or alternative treatment to achieve visual privacy to the satisfaction the City of Stirling.
   e. Locate the planters on Level 01 along Flora Terrace to be wholly within the lot boundaries.
   f. Remove the proposed awnings to Flora Terrace where they conflict with the existing and proposed street trees and waste collection.

<u>Building Design</u>

5. 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.

6. 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

7. Prior to the submission of a Building Permit application, a Construction Management Plan (CMP) shall be submitted to the City of Stirling for approval. 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, storage of materials, site safety / security and any other relevant matters to the satisfaction of the City of Stirling. The CMP is to be complied with for the duration of the construction of the development, to the satisfaction of the City of Stirling.

Landscaping

8. Prior to the 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. Planting of a Medium Tree Species to replace a Small Tree on the south of the Ground Floor G03 Terrace.
    b. The removal of the Melaleuca Leucadendra tree species and replacement with an alternative tree species as per the City's recommended tree species list.
    c. Details demonstrating the surface treatment within the deep soil areas of the Large and Medium Trees.

9. Prior to occupation of the development, all Advanced Trees required by the approved detailed Landscaping Plan must be planted on site in the area indicated on the approved plan and be thereafter maintained for the duration of the development. The Advanced Trees must be provided with the approved deep soil area at ground level free of intrusions, to the satisfaction of the City of Stirling.

10. Prior to the occupation of the development, all landscaped areas are to 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.

11. All street trees located on the verge shall be retained and protected in accordance with Australian Standard AS 4970-2009 Protection of Trees on Development Sites, to the satisfaction of the City of Stirling.

Lighting and Security

12. Adequate lighting being 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.

13. Any outside lighting to comply with Australian Standard AS 4282-2019 - Control of the Obtrusive Effects of Outdoor Lighting (as amended) for the control of obstructive effects of outdoor lighting. Details of any outside lighting to be submitted at the Building Permit application stage demonstrating compliance with Australian Standard AS 4282-2019 (as amended)

Noise

14. All recommendations provided in the Noise Management Plan prepared by Herring Storer Acoustics received 15 July 2024, are to be implemented, to the satisfaction of the City of Stirling.

15. Prior to the submission of the Building Permit application, the landowner is to provide written confirmation that all recommendations in the Noise Management Plan have been incorporated into the building design, with the certified Building Permit application, to the satisfaction of the City of Stirling.

16. Within three (3) months of the commencement of the development, a Noise Report prepared by an accredited noise consultant shall be submitted to and approved in writing by the City of Stirling. The noise report confirming noise from the development complies with the Environmental Protection (Noise) Regulations 1997, to the satisfaction of the City of Stirling.

Parking and Vehicle Access

17. The minimum number and allocation of car parking, bicycle, scooter and motorcycle on-site is to be provided as follows:
    a. 20 residential car parking bays;
    b. Four residential visitor car parking bays; and
    c. Seven commercial car parking bays.
    d. 10 residential bicycle parking spaces;
    e. Two residential visitor bicycle parking spaces; and
    f. Three residential motorcycle / scooter parking spaces

18. All parking bays, manoeuvring and circulation areas are to comply with Australian Standards AS/NZS2890.1:2004 Amendment 1 and AS2890.2:2018. The number of ACROD car parking bays and their design and layout are to comply with Australian Standards AS/NZS2890.6:2009 (Off-street Parking for People with Disabilities) and the Building Code of Australia (Volume 1 section D3.5), to the satisfaction of the City of Stirling.

19. Prior to the 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. Visitor car, motorcycle, scooter and bicycle parking bays shall be permanently marked, maintained and be accessible at all times for use exclusively by visitors to the property.

21. Prior to the occupation of the development, directional signage shall be provided at the entry to the site. The signage shall direct visitors to the visitor car parking, motorcycle, scooter and bicycle spaces. The signage shall thereafter be retained for the life of the development.

22. The crossover shall be designed, constructed, and installed prior to occupation of the development to the satisfaction of the City of Stirling.

23. Prior to the occupation of the development, any redundant crossover shall be removed and the kerbing and road verge reinstated to the satisfaction of the City of Stirling.

24. Unless otherwise approved, no walls, fences, letterboxes or other structures above 0.75 metres in height to be constructed within the 1.5 metre width x 1.5 metre 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 the further approval of the City of Stirling is obtained.

25. Prior to the occupation of the development, a minimum of 15 bicycle parking bays shall be provided on site. The design and construction of the bicycle bays shall be in accordance with Australian Standard AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking.

26. Where a storeroom is solely accessible through an adjacent car parking bay, the storeroom and the car parking bay are to be assigned to the same dwelling.

27. Where two car parking bays are provided in a tandem arrangement, both car bays are to be assigned to the same dwelling or commercial tenancy.

28. Prior to occupation of the development, the light pole impacted by the proposed crossover and existing light pole south of the site at the eastern carpark entry are to be relocated at the owner's expense to maintain consistent light spacings and lighting levels along Flora Terrace. Lighting to comply with Australian Lighting Standards, to the City's satisfaction and Western Power approvals.

29. Prior to the lodgement of a Building Permit application, the developments fire service needs to be designed to ensure that a Department of Fire and Emergency Services "Fire Appliance Hardstand" and associated line marking is not required to be installed within the road reserve abutting the development. Details, location and elevations are to be submitted and approved by the City of Stirling.

Development Contributions

30. Prior to occupation of the development, a public art proposal for the subject development to the value of 1.0% of the construction value must be submitted to, and approved by, the City of Stirling.

31. Prior to occupation of the development, the approved public art proposal shall be completed and installed by the developer and maintained thereafter by the owners of the development, to the satisfaction of the City of Stirling.

Sustainability

32. Prior to the submission of a Building Permit application, a revised Sustainable Design Statement is to be submitted to the City of Stirling confirming all dwellings exceed the minimum NATHERS requirement for apartments by one star and the development incorporates sustainable initiatives as per the submitted Sustainable Design Strategy prepared by Full Circle Design Services dated June 2024.

Universal Design

33. Prior to the submission of a Building Permit application, certification completed by a Liveable Housing Australia assessor confirming that the detailed design of the 'Silver Level' dwellings are compliant with the 'Silver Level' of the 'Liveable Housing Design Guidelines' produced by Liveable Housing Australia, must be submitted to, and approved in writing by, the City of Stirling. A minimum of 20% of dwellings are to 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

34. Prior to the occupation of the development, each Multiple Dwelling shall be provided with a mechanical dryer, where a concealed drying area is not provided exclusively for the dwelling.

35. In accordance with the Residential Design Codes Volume 2 (Element 4.18 Utilities), 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.

36. Residential storerooms shall be allocated to the dwellings in a manner consistent with Table 4.6 Storage requirements of the Residential Design Codes Volume 2 (Element 4.6 Storerooms), to the satisfaction of the City of Stirling.

Visual Privacy

37. 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

38. The development is to comply with the Waste Management Plan prepared by Talis Consultants received 6 November 2024, unless otherwise approved by the City of Stirling.

39. The development is to be connected to the sewer.

40. Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road 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 having first been sought and obtained.

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 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. In relation to the light pole's relocation, the relocation of the light poles is to is to comply with Australian Lighting Standards, to the satisfaction of the City of Stirling and Western Power.

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

10. 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.

<u>Landscaping</u>

11. The detailed Landscaping Plan is to include the retention of the existing street tree planted in the verge.

12. 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.

Lighting and Security

13. Any outside lighting should meet Australia Standards AS 4282-2019 for the control of obstructive effects of outdoor lighting and must not spill into any neighbouring residential premises. Prior to the issue of the Building Permit a report is to be prepared by a suitably qualified consultant and submitted to the City of Stirling. It should demonstrate that all lighting associated with the development shall comply with AS 4282-2019.

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, the City of Stirling 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 will equate to $100,000.

16. The applicant 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

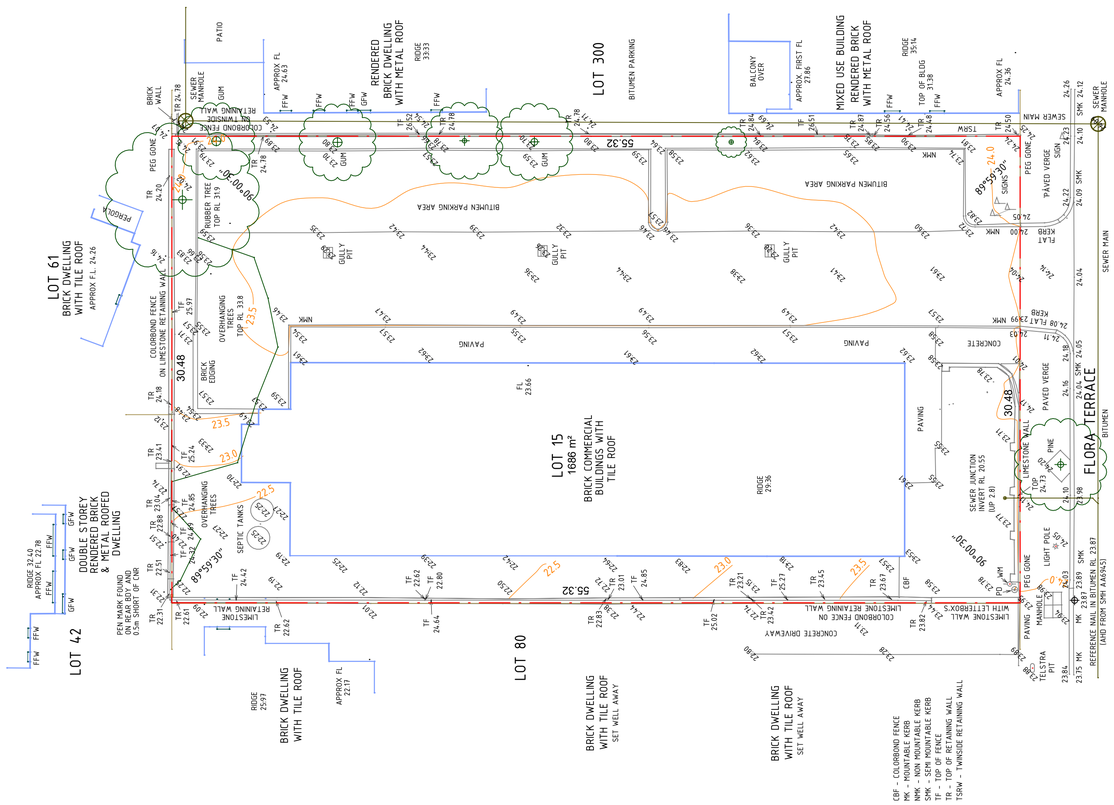
17. The bin enclosure is required to comply with the requirements of the City of Stirling's Waste Management Local Law 2010.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) or local government approval under regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Attachment 1 - DevelopmentApplication Plans (received 6 Novemebr 2024)

AMENDED PLAN

City of Stirling
6 November 2024
RECEIVED



DEVELOPMENT
ASSESSMENT PANEL

APPROVED

20-Dec-2024

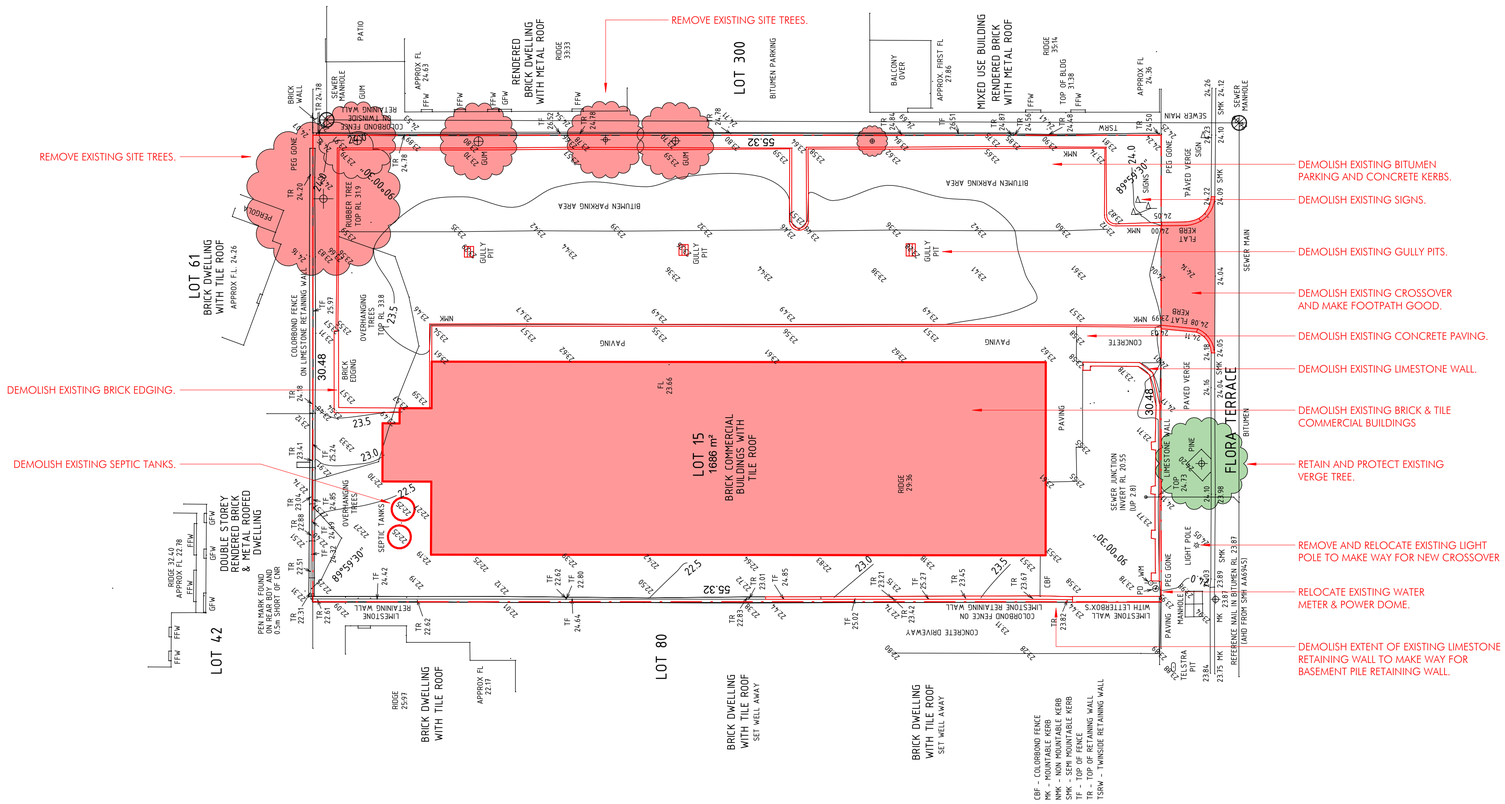
space collective architects

Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 200 @A1 1:200 (A3) 0 1 2 3 4 5 m		27.06.24	SURVEY PLAN PROJECT PHASE DA	2401	SD1-00	A

AMENDED PLAN

City of Stirling
6 November 2024
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DEVELOPMENT ASSESSMENT PANEL

APPROVED

20-Dec-2024

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Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 200 @A1 1:200 (A3) 0 1 2 3 4 5 m		06.11.24	DEMOLITION PLAN PROJECT PHASE DA	2401	SD1-01	B

AMENDED PLAN

City of Stirling
26 Nov 2024
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DEVELOPMENT ASSESSMENT PANEL

APPROVED

20-Dec-2024

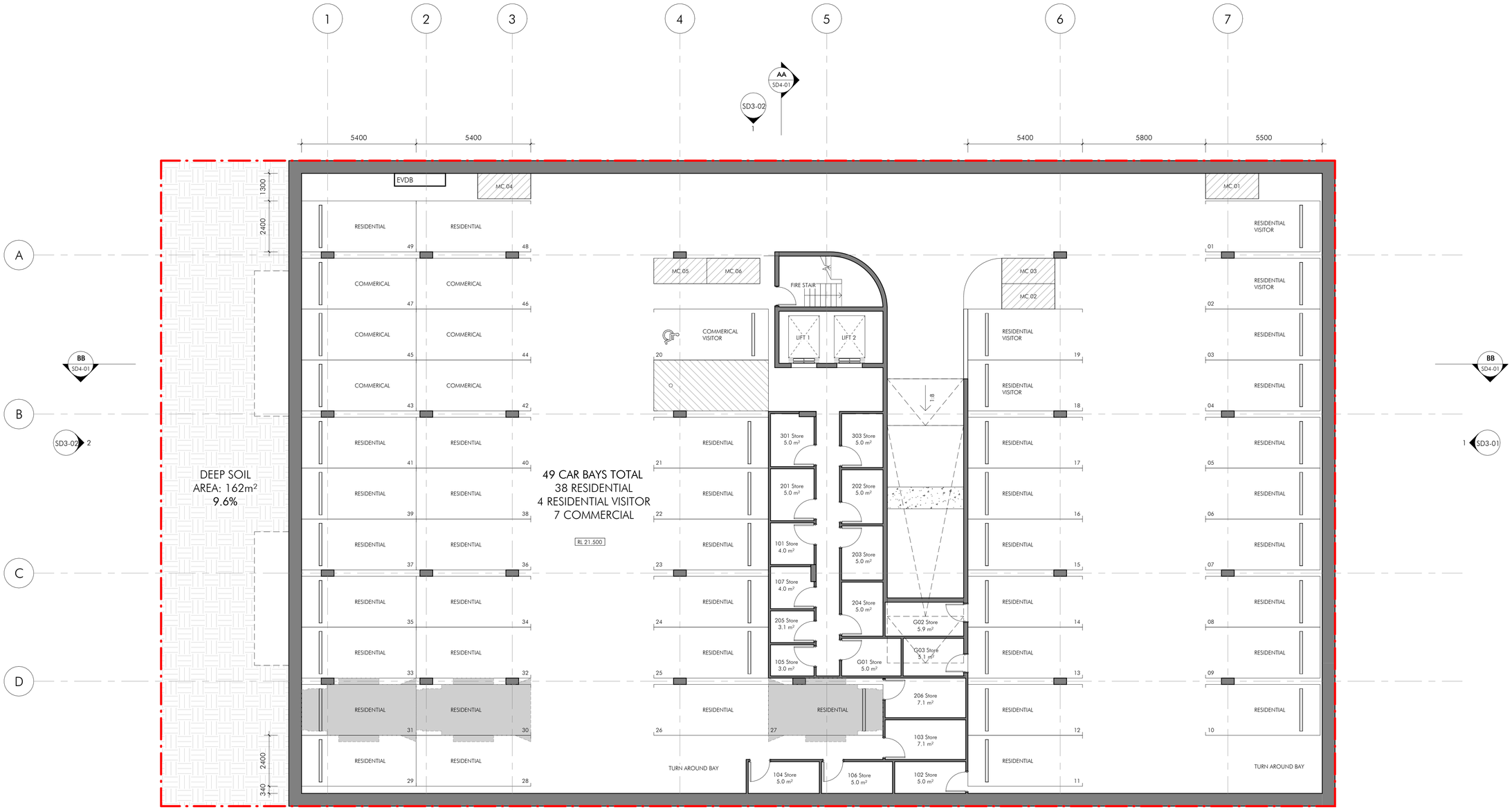
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Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
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AMENDED PLAN

City of Stirling
6 November 2024
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BASEMENT

Parking Schedule

Type Comments	Count
ACROD Bay	1
Car Bay - 2400 x 5400	24
Car Bay - Tandem	24
Motorcycle Bay	6

DEVELOPMENT ASSESSMENT PANEL

APPROVED

20-Dec-2024

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Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 100 @A1 1:200 (A3) 0 1 2 3 4 5 m		06.11.24	BASEMENT PLAN PROJECT PHASE DA	2401	SD2-00	D

AMENDED PLAN

City of Stirling
6 November 2024
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1 2 3 4 5 6 7

A B C D

8500 1000 2000 2000 AWNINGS

LOT 300

1580

4300 Proposed Setback

5740 1240 4500 Proposed Setback

PEBBLE TERRACE
1m RAISED PLANTER
1m RAISED PLANTER
15 BIKE BAYS TOTAL
10 RESIDENT
2 VISITORS
3 COMMERCIAL

NGL 24.150
NGL 23.830
NGL 23.000
NGL 22.250

CANOPY OVER DASHED
Terrace 143.4 m²
NGL 23.500 RL 24.300
Terrace 175.3 m²
EX. 23.660 RL 24.300
Terrace 48.2 m²
NGL 22.640 RL 24.300
CANOPY OVER DASHED

Communal Open Space 160m²
NGL 23.500 RL 24.300
NGL 23.320 RL 24.300
NGL 23.470 RL 24.300
EX. 23.660 RL 24.300
EX. 23.660 RL 24.300
NGL 23.150 RL 24.300
EX. 23.660 RL 24.300

DINING
CO-WORKING
FIRE STAIR
LIFT 1
LIFT 2
7470
G03 3 x 2 128.6 m²
G02 3 x 2 121.6 m²
7320
3750
5900
1000
G01 3 x 2 134.9 m²
4000
Services 7.7 m²
Fire Pump TBC 32.5 m²
Office Tenancy 246.0 m²
Residential Bin Store 19.1 m²
UAT
12x 240L
Commercial Bin Store 4.3 m²
1:4
1:8
VEHICLE ENTRY
1500
5740 Proposed Setback

LETTERBOXES
ENTRY
NGL 23.740
FIP & METER BOXES
1000
PAVED FOOTPATH
FLORA TERRACE

BB SD4-01
AA SD4-01
SD3-02 1
SD3-02 2
SD3-01 1
SD3-01 2
AA SD4-01

FOOT WASH STATION
AWNINGS OVER SHOWN DASHED
PROPOSED NEW TREE TO STREET FRONTAGE
1.4x 240L BIN PRESENTATION AREA = 2.5m x 2.5m ON DEMAND SERVICES/SKIP BIN SETDOWN (SHOWN DASHED BLUE). CANOPIES TO BE RETRACTED AS REQUIRED.
EXISTING STREET TREE
AWNINGS OVER SHOWN DASHED
1.5m WIDE YELLOW PAINTED STRIP TO INDICATE PATH FOR BINS
FIRST 6M OF DRIVEWAY TO BE 5.5M WIDE. ENTERING TRAFFIC SETDOWN SHOWN ORANGE. REFER TO TRAFFIC REPORT.

BOUNDARY LINE
EXTERNAL FACE OF BASEMENT RETAINING WALL
PRIVACY SCREEN
PEBBLE TERRACE
1m RAISED ROUND PLANTERS
CURVED MIRROR
PRIVACY SCREEN
1m RAISED PLANTER

GROUND

7500 4550 12050 Proposed Setback
6000 6675 Proposed Setback

Apartment Area Schedule

Unit Number	Level	Layout	Internal Area
G01	Ground	3 x 2	134.9 m²
G02	Ground	3 x 2	121.6 m²
G03	Ground	3 x 2	128.6 m²
101	Level 1	2 x 2	84.0 m²
102	Level 1	3 x 2	141.7 m²
103	Level 1	3 x 2	129.8 m²
104	Level 1	3 x 2	134.7 m²
105	Level 1	1 x 1	57.4 m²
106	Level 1	3 x 2	101.5 m²
107	Level 1	2 x 2	84.0 m²
201	Level 2	3 x 2	172.4 m²
202	Level 2	3 x 2	132.1 m²
203	Level 2	3 x 2	130.1 m²
204	Level 2	3 x 2	134.6 m²
205	Level 2	1 x 1	57.4 m²
206	Level 2	3 x 2	94.2 m²
301	Level 3	3 x 2	136.0 m²
302	Level 3	3 x 2	167.3 m²
303	Level 3	3 x 2	167.6 m²
401	Level 4	4 x 4.5	268.3 m²
Total Units: 20			2,578.3 m²

DEVELOPMENT ASSESSMENT PANEL
APPROVED
20-Dec-2024

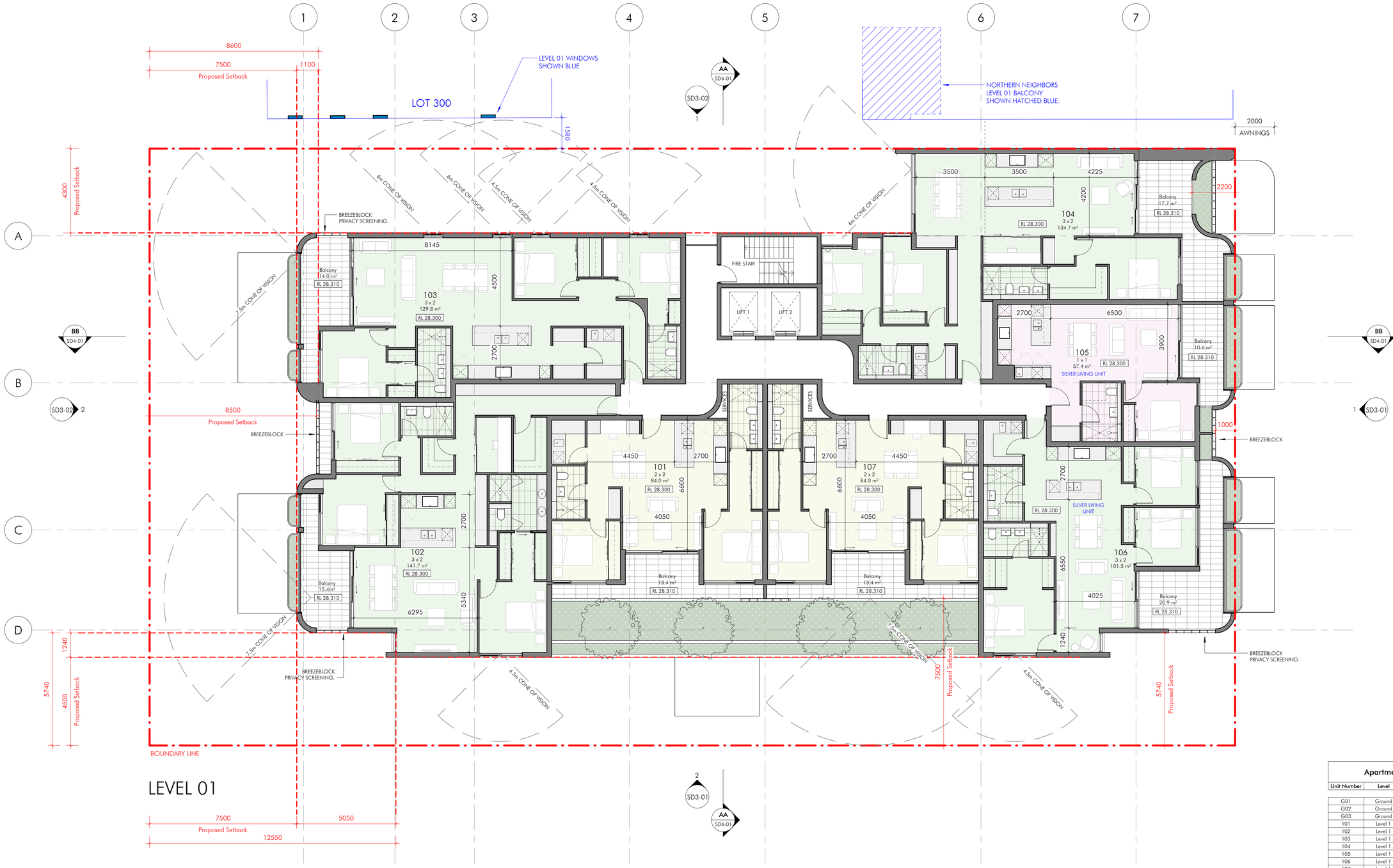
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Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 100 @A1 (1:200 A3)		06.11.24	GROUND FLOOR PLAN	2401	SD2-01	E
0 1 2 3 4 5 m			PROJECT PHASE DA			

AMENDED PLAN

City of Stirling
6 November 2024
RECEIVED



LEVEL 01

Apartment Area Schedule

Unit Number	Level	Layout	Internal Area
G01	Ground	3 x 2	134.9 m²
G02	Ground	3 x 2	121.6 m²
G03	Ground	3 x 2	128.6 m²
101	Level 1	2 x 2	84.0 m²
102	Level 1	3 x 2	141.7 m²
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105	Level 1	1 x 1	57.4 m²
106	Level 1	3 x 2	101.5 m²
107	Level 1	2 x 2	84.0 m²
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203	Level 2	3 x 2	130.1 m²
204	Level 2	3 x 2	134.6 m²
205	Level 2	1 x 1	57.4 m²
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301	Level 3	3 x 2	136.0 m²
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303	Level 3	3 x 2	167.6 m²
401	Level 4	4 x 4.5	268.3 m²
Total Units: 20			2,578.3 m²

DEVELOPMENT ASSESSMENT PANEL
APPROVED
20-Dec-2024

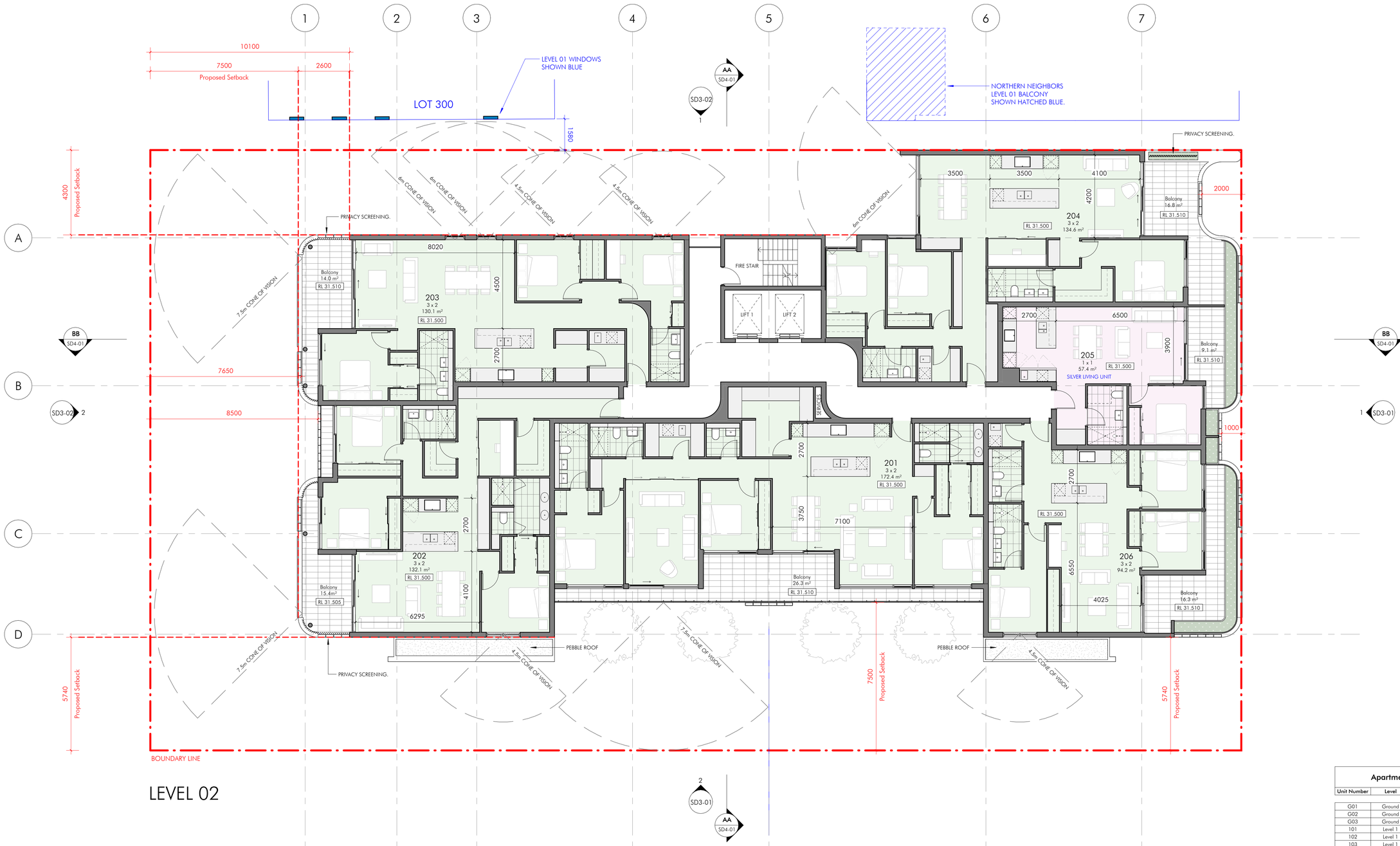
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Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
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AMENDED PLAN

City of Stirling
6 November 2024
RECEIVED



LEVEL 02

Apartment Area Schedule

Unit Number	Level	Layout	Internal Area
G01	Ground	3 x 2	134.9 m²
G02	Ground	3 x 2	121.6 m²
G03	Ground	3 x 2	128.6 m²
101	Level 1	2 x 2	84.0 m²
102	Level 1	3 x 2	141.7 m²
103	Level 1	3 x 2	129.8 m²
104	Level 1	3 x 2	134.7 m²
105	Level 1	1 x 1	57.4 m²
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206	Level 2	3 x 2	94.2 m²
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302	Level 3	3 x 2	167.3 m²
303	Level 3	3 x 2	167.6 m²
401	Level 4	4 x 4.5	268.3 m²
Total Units: 20			2,578.3 m²

DEVELOPMENT ASSESSMENT PANEL

APPROVED

20-Dec-2024

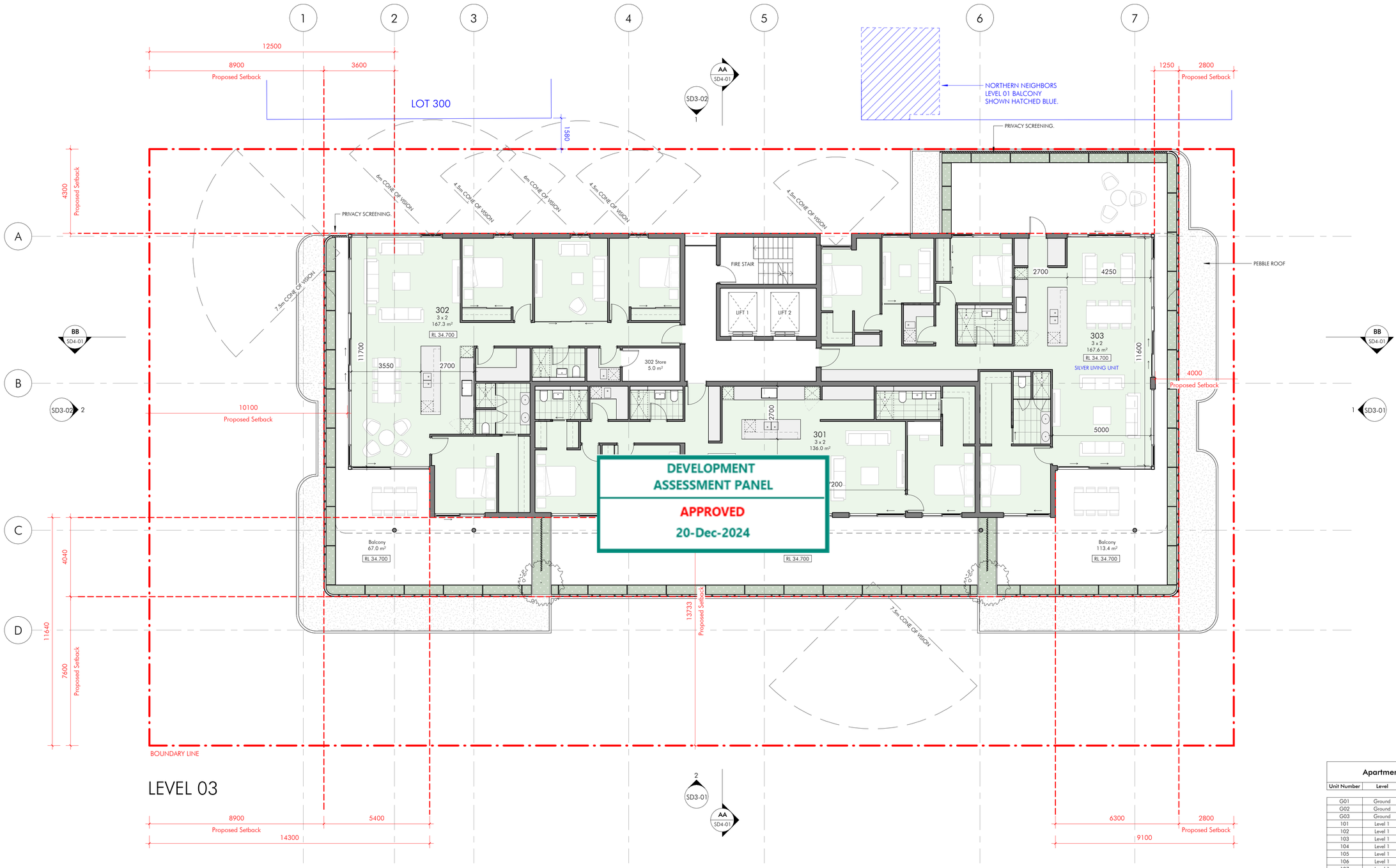
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Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
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0 1 2 3 4 5 m			PROJECT PHASE DA			

AMENDED PLAN

City of Stirling
6 November 2024
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DEVELOPMENT ASSESSMENT PANEL

APPROVED

20-Dec-2024

LEVEL 03

DEVELOPMENT ASSESSMENT PANEL

APPROVED

20-Dec-2024

Apartment Area Schedule

Unit Number	Level	Layout	Internal Area
G01	Ground	3 x 2	134.9 m²
G02	Ground	3 x 2	121.6 m²
G03	Ground	3 x 2	128.6 m²
101	Level 1	2 x 2	84.0 m²
102	Level 1	3 x 2	141.7 m²
103	Level 1	3 x 2	129.8 m²
104	Level 1	3 x 2	134.7 m²
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302	Level 3	3 x 2	167.3 m²
303	Level 3	3 x 2	167.6 m²
401	Level 4	4 x 4.5	268.3 m²
Total Units: 20			2,578.3 m²

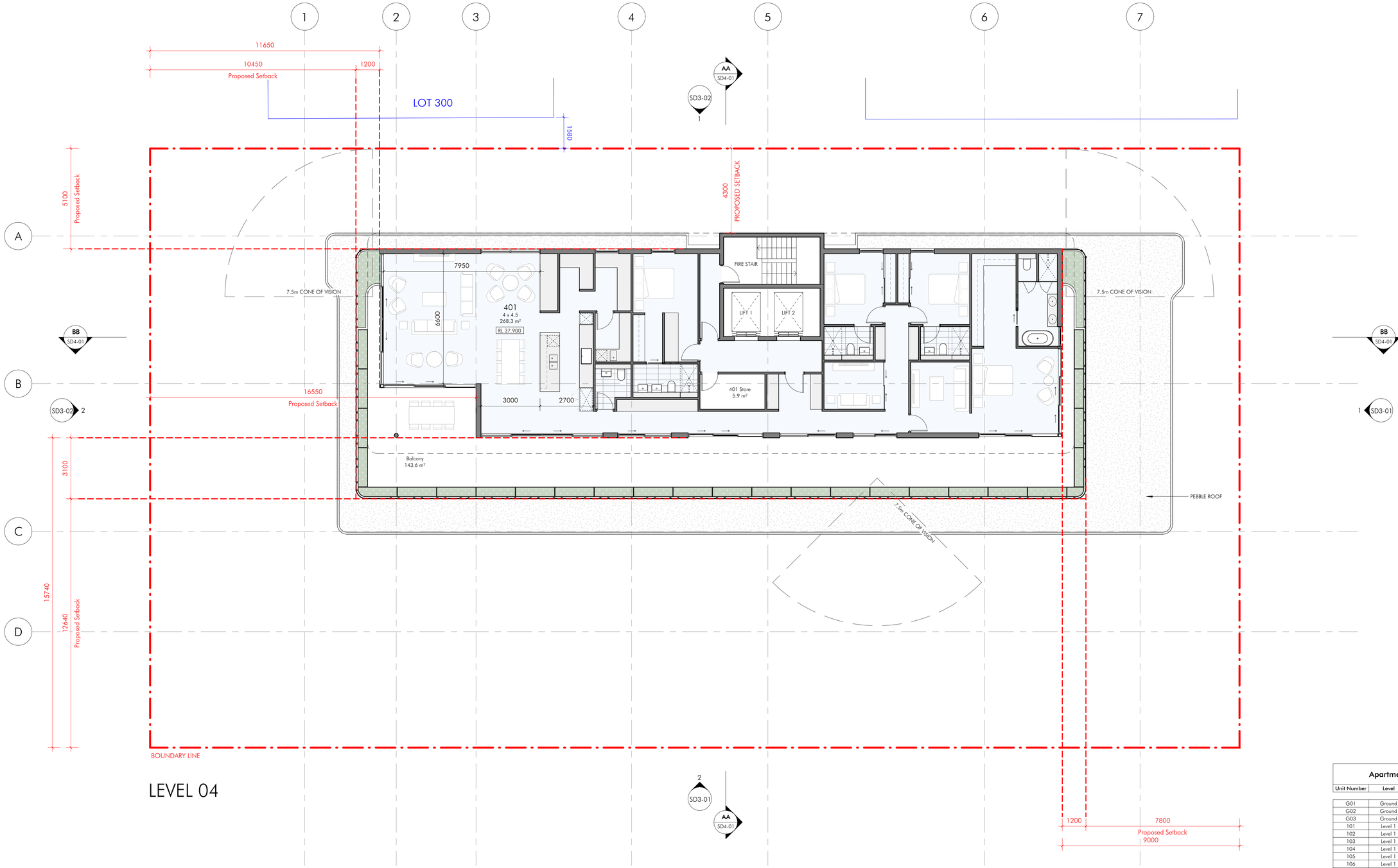
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Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
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AMENDED PLAN

City of Stirling
6 November 2024
RECEIVED



LEVEL 04

DEVELOPMENT ASSESSMENT PANEL
APPROVED
20-Dec-2024

Apartment Area Schedule

Unit Number	Level	Layout	Internal Area
G01	Ground	3 x 2	134.9 m²
G02	Ground	3 x 2	121.6 m²
G03	Ground	3 x 2	128.6 m²
101	Level 1	2 x 2	84.0 m²
102	Level 1	3 x 2	141.7 m²
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302	Level 3	3 x 2	167.3 m²
303	Level 3	3 x 2	167.6 m²
401	Level 4	4 x 4.5	268.3 m²
Total Units: 20			2,578.3 m²

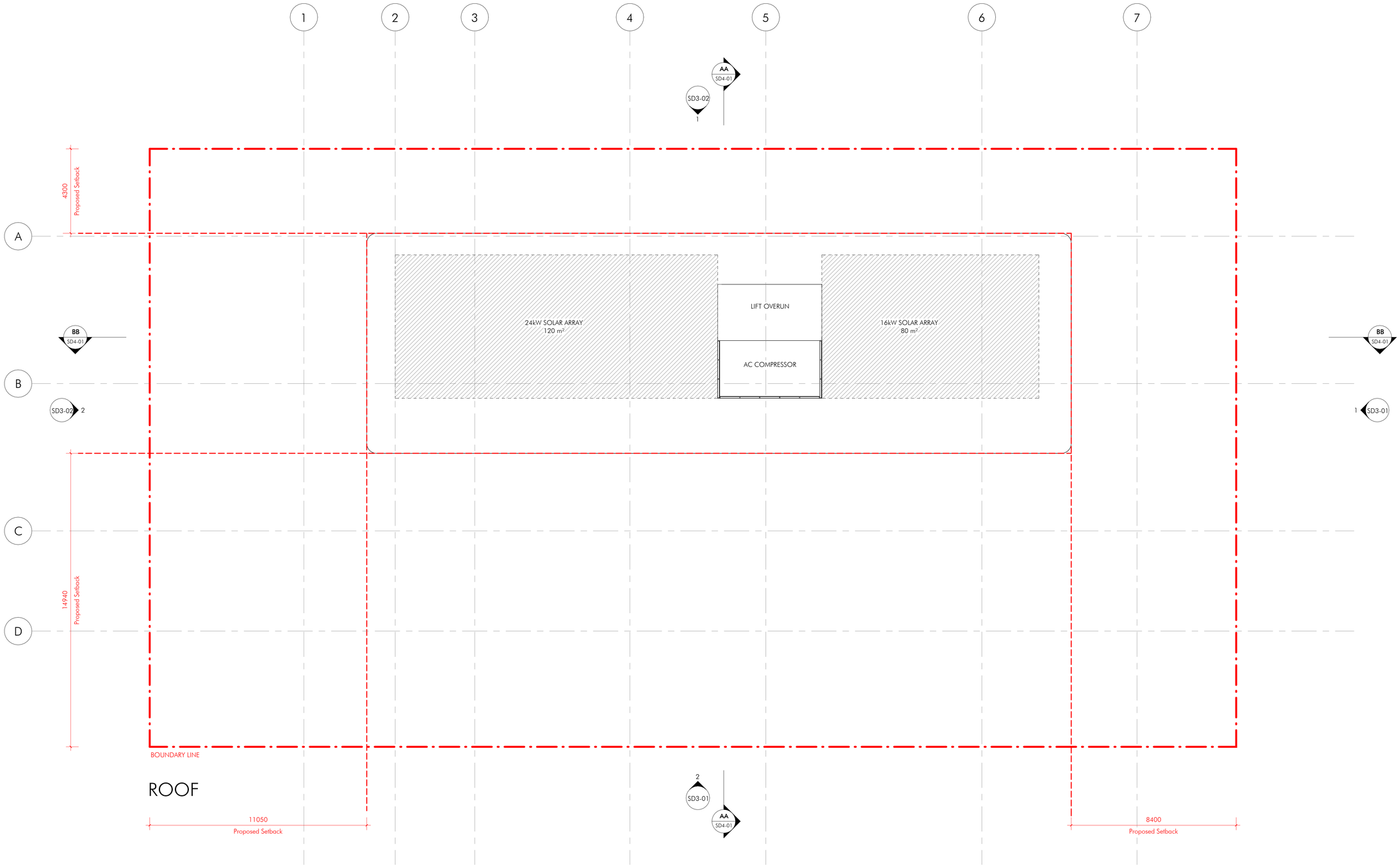
space collective architects

Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 100 @A1 1:200 (A3) 0 1 2 3 4 5 m		06.11.24	LEVEL 04 PLAN PROJECT PHASE DA	2401	SD2-05	E

AMENDED PLAN

City of Stirling
6 November 2024
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ROOF

DEVELOPMENT ASSESSMENT PANEL

APPROVED

20-Dec-2024

space collective architects

Flora Residences
118 Flora Terrace, North Beach

SCALE	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
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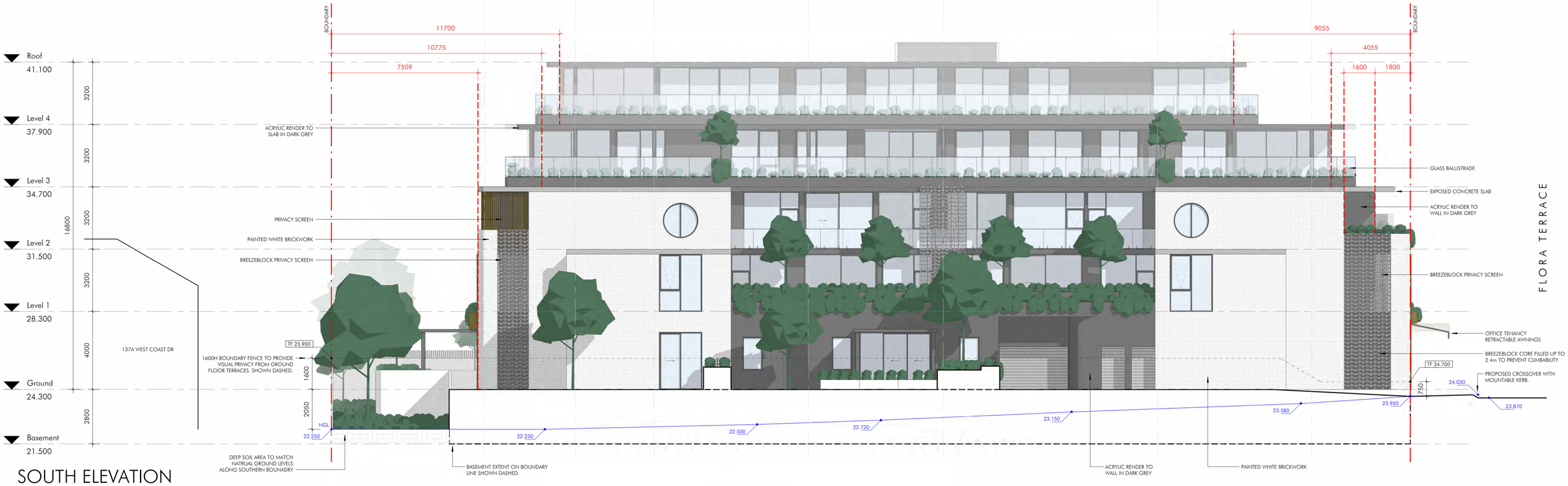
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EAST ELEVATION



SOUTH ELEVATION

DEVELOPMENT ASSESSMENT PANEL

APPROVED

20-Dec-2024

space collective architects

Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 100 @A1 1:200 (A3) 0 1 2 3 4 5 m		06.11.24	ELEVATIONS PROJECT PHASE DA	2401	SD3-01	D

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WEST ELEVATION



NORTH ELEVATION

DEVELOPMENT ASSESSMENT PANEL

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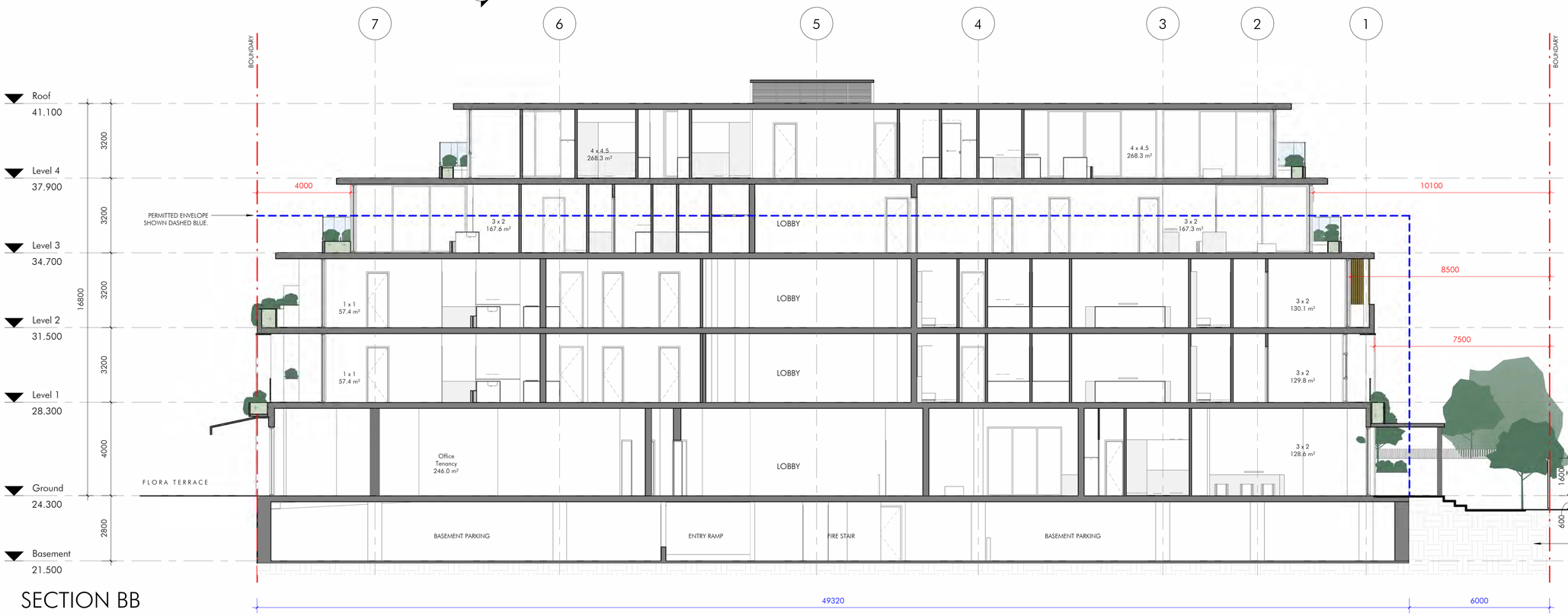
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SECTION AA



SECTION BB

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SCALE	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 100 @A1 1:200 (A3) 0 1 2 3 4 5 m	06.11.24	SECTIONS PROJECT PHASE DA	2401	SD4-01	E

Attachment 3 - Aerial Location Plan



City of Stirling

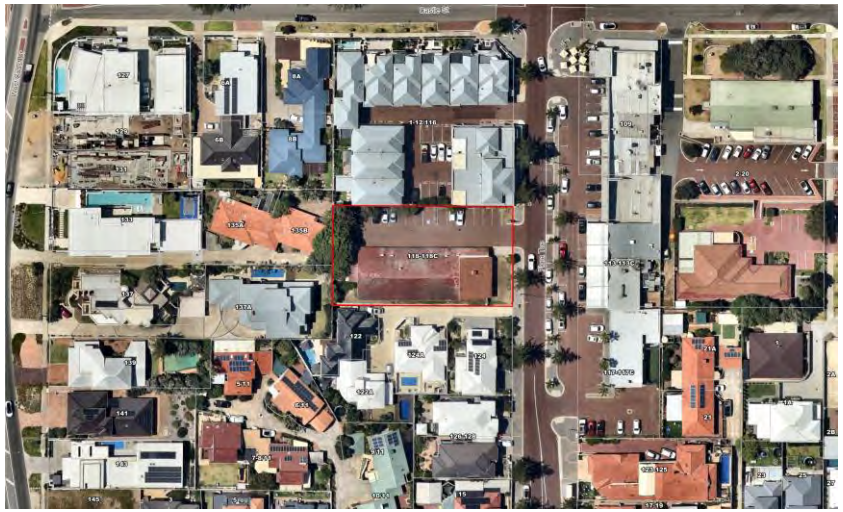
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Aerial Photograph – April 2026
118 Flora Terrace NORTH BEACH WA 6020

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December 2024

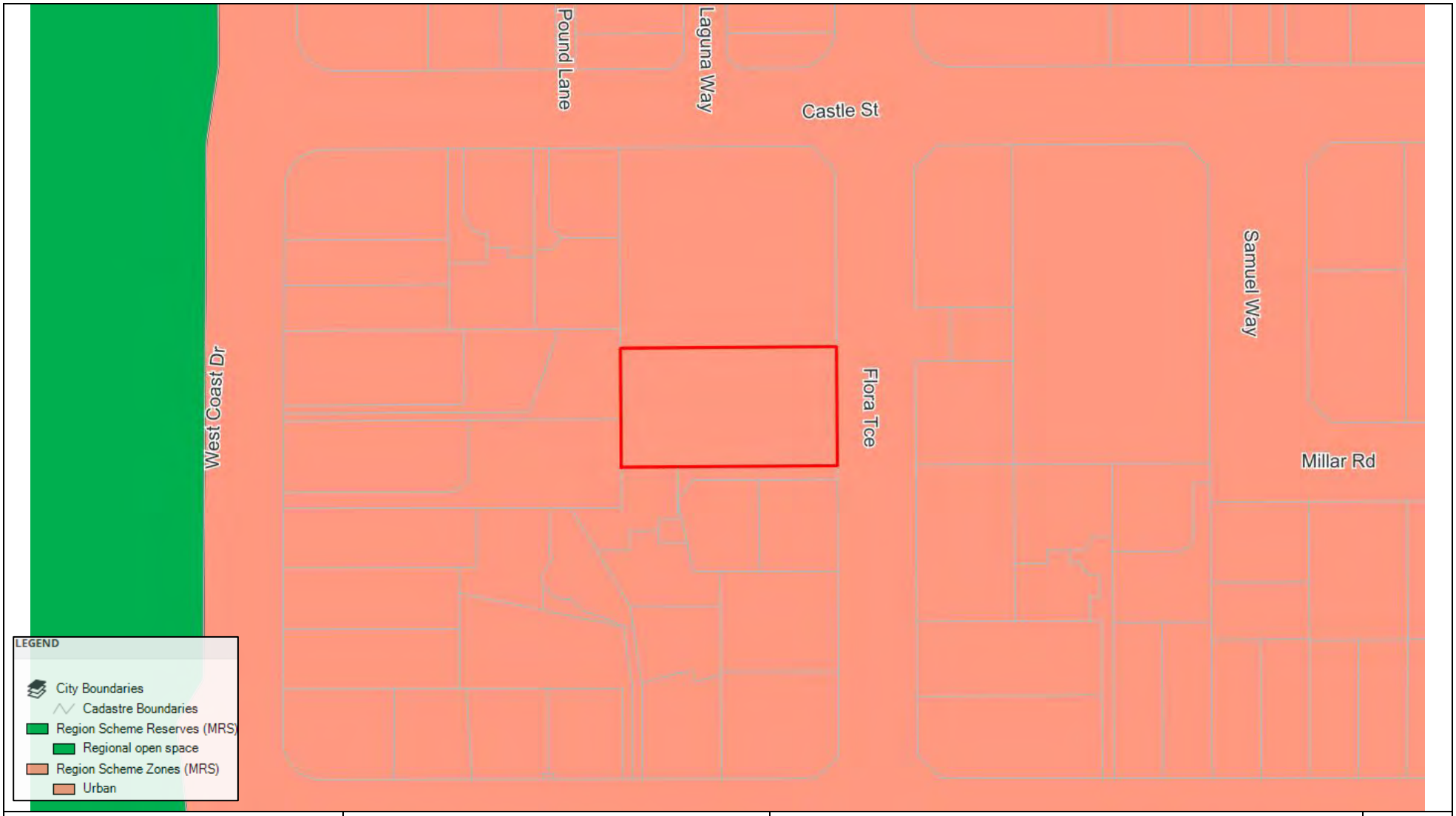


April 2026

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Aerial Photographs – December 2024 & April 2026
118 Flora Terrace NORTH BEACH WA 6020

Attachment 4 - Metropolitan Region Scheme Zoning Map



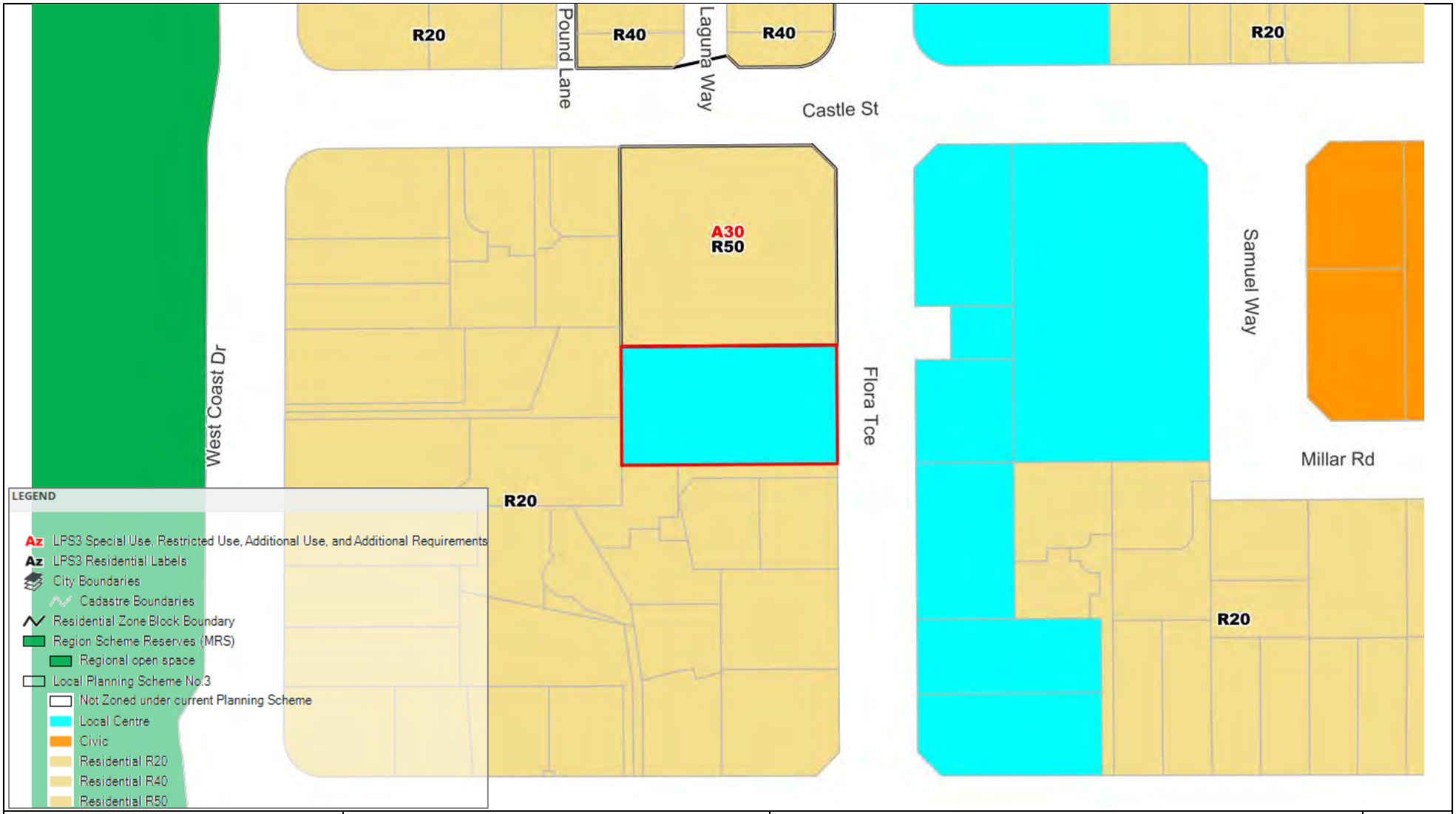
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Metropolitan Region Scheme
118 Flora Terrace NORTH BEACH WA 6020

N

Attachment 5 - City of Stirling Local Planning Scheme Zoning Map



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City of Stirling Local Planning Scheme No. 3
118 Flora Terrace NORTH BEACH WA 6020

N

Attachment 6 – City of Stirling Planning Assessment

1. Local Planning Policy 4.2 – Mixed Use Design Guidelines

2.1 Section 4.2 – Streetscape Relationship

In accordance with the provisions of LPP4.2, Section 4.2 Ground Floor Frontage and Street Parapets, awnings are to include the following:

- Protrude a minimum of 2.0m from the building;
- Be provided over all footpaths that abut a building, including footpaths to the rear;
- Be provided above all entrances and exits of a building;
- Be solid construction using materials that are opaque and non-reflective (e.g. no glass): and
- Match the height of existing adjacent awnings.

Like the approved development, noting Condition 4f requires most of the awnings over the public footpath as shown on the approved plans to be removed, the proposal does not include awnings over all footpaths that abut a building, including footpaths to the rear and all entrances and exits.

Accordingly, the above variation was previously assessed against the following objectives of the policy:

To ensure the ground floor frontage of a building provides an attractive and active street frontage and pedestrian shelter.

The previous assessment outcome continues to apply. The proposed ground floor of the development provides an attractive and active street frontage. The entry point of the development has been clearly defined through the use of a pathway, contrasting renders and a pedestrian entry overhang. The portico and awning overhang provide an additional design feature and ensure the entrance is clearly defined. The ability to provide awnings along the ground floor frontage is restricted given the verge depth, street trees and waste collection points.

2. State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)

SPP 7.0 applies to all development in Western Australia. The purpose of 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 SPP7.0 is as follows:

SPP7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
1.Context and Character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	The development carefully responds to the existing and future development context. The development provides for a three storey podium fronting the street and to the northern boundary which responds to the adjoining northern property and more intense streetscape to the north along Flora Terrace. The heights of the development transition down towards the south and western

SPP7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
	boundary in response to the low-density residential properties. The colour and material palette is appropriate in relation to the existing and future development context.
2.Landscape Quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	The development includes a total of 9.6% (162m²) of ground level deep soil area on the Ground Floor level with an additional 103 m² on structure. The development includes the planting of 18 trees, including three Medium Trees and 14 Small Trees which will provide shade and green relief to both the subject site and the locality. The development includes landscaping to the sides and rear boundaries which provides greater separation to the adjoining residential properties.
3. Built form and scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	Though the development exceeds the building height and plot ratio provisions of the City's planning framework, the development provides sufficient separation to mitigate any adverse impacts to adjoining properties. The proposed development is appropriate within its existing and future context.
4. Functionality and build quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.*	Subject to the recommended condition setting, the proposed development provides for safe and legible access for pedestrians, cyclists and vehicles with adequate parking facilities provided. The development has been designed to meet the specific needs of users. The commercial component can be adapted to meet the needs of specific tenants and the apartments satisfy the various design provisions of the Residential Design Codes Volume 2. The proposed materials are durable and are easily maintained.
5. Sustainability *Good design optimises the sustainability of the built environment, delivering*	The proposal incorporates passive sustainability measures into the design with north facing openings to the majority of dwellings with northern access also

SPP7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
positive environmental, social and economic outcomes.	provided to residential amenities and the communal open space area. The proposed development includes the installation of solar panels on the roof to assist in reducing energy consumption. The landscaping plan incorporates appropriate species for the site location. The proposal provides infill development located within a Local Centre promoting short walkable trips in the immediate vicinity. The Office component further diversifies the commercial land uses in the area.
6. Amenity *Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*	The development provides a high level of amenity to residents, there are no design issues that would substantially affect the liveability of the new dwellings. The commercial component is large and can be adapted to meet the needs of specific tenant. The height, bulk and scale of the development will not have an adverse impact on the adjoining properties with these matters appropriately addressed by the design of the development.
7. Legibility *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*	The development has a legible layout, with evident pathways and entrances internally and externally within the development. A clearly defined entry is accessible from Flora Terrace, with a pedestrian access provided from the entrance of the site and from the car parking area to facilitate safe pedestrian movement to and from the proposed development.
8. Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	The development incorporates passive surveillance measures and minimises safety risks from vehicle movements. 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.

SPP7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
	Subject to the recommended condition setting, there are no significant safety design issues present within the development.
9. Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*	The proposed development provides for a commercial land use and infill development which are appropriate land uses within the Local Centre zone. The development provides for a diversity of dwelling types with one to three bedroom dwelling available which may provide for a diverse range of residents. The development provides opportunities for interaction between pedestrians at street with the commercial tenancy and internally for residents, within the communal open space area and residential amenities on the ground floor.
10. Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*	The proposed development provides for articulated facades to the street and to all boundaries. The development incorporates large openings on each elevation so as to break up overall bulk and uses alternating materials and colours to provide interest. These elements articulate the building and reduces the overall bulk. The design of the approved development had been refined and improved in response to the Design Review Panel's comments within the context of the relevant planning framework. The amended proposal has not substantially changed the design of the development.

3. 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:

Deemed Provisions Clause 67 – Consideration of Application By Local Government	
Provision	**Officer Comment**
(a) *the aims and provisions of this Scheme (including any planning*	The previously approved Office and Multiple Dwelling uses are retained and

Deemed Provisions Clause 67 – Consideration of Application By Local Government	
Provision	**Officer Comment**
codes that are read, with or without modifications, into this Scheme) and any other local planning scheme operating within the Scheme area;	are consistent with the Local Centre zoning of the site as per LPS3. The built form of the proposed development exceeds the building height and plot ratio provisions of the planning framework, however the impacts of height, bulk and scale have been appropriately addressed and do not result in any adverse impacts. The proposal is considered to achieve the Element Objects of the Residential Design Codes Volume 2.
(b) the requirements of orderly and proper planning including scheme or amendment to this Scheme that has been advertised under the Planning *and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;*	The development has been assessed in accordance with the applicable local and state planning instruments and is supported. The development is consistent with LPS3 and the relevant planning instruments, and therefore is consistent with the requirements of orderly and proper planning. Due regard has been given to draft LPS4. Further comments are provided in section 5 of this Attachment.
(c) any approved State planning policy;	The City's assessment of the development application has considered the relevant State Planning Policies. The proposal satisfies the objectives and requirements of those policies.
(g) any local planning policy for the Scheme area;	The City's assessment of the development application has considered the relevant local planning policies. As assessed earlier in this report the proposal satisfies the objectives and provisions of those policies.
(m) the compatibility of the development with its setting, including – *(i) the compatibility of the development with the desired future character of its setting; and* *(ii) the relationship of the development to development on adjoining land or on other land in the locality including,*	The proposed development is appropriate within its the setting with the development designed to mitigate any adverse impacts in terms of height bulk and scale.

Deemed Provisions Clause 67 – Consideration of Application By Local Government	
Provision	**Officer Comment**
but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development.	
(n) the amenity of the locality including the following – *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development;*	The proposal includes 178m² (10.5%) of deep soil area and 119.1m² of planting on structure and the planting of two Large Trees on site and 14 Small 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.
(s) the adequacy of – *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*	Subject to the recommended condition setting, the development provides for suitable vehicle access and egress The development provides for sufficient car parking for the commercial and residential components.
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	The Applicant previously submitted a Transport Impact Statement (TIS) in support of the approved development, and an updated TIS for the amended proposal. The additional traffic generated by the proposal is assessed to be minimal and can be safely accommodated within the road network. The TIS has been reviewed and is supported by the City.
(u) the availability and adequacy for the development of the following – *(i) public transport services;* *(ii) public utility services;* *(iii) storage, management and collection of waste;* *(iv) access for pedestrians and cyclists (including end of trip* *(v) access by older people and people with disability;*	The subject site located within 5m from a bus stop, providing the site with direct access to public transport services. Utility services are available to the development. An updated Waste Management Plan has been provided for the amended proposal and meets the City's requirements. The development provides pedestrian access from the entrance of the site and

Deemed Provisions Clause 67 – Consideration of Application By Local Government	
Provision	**Officer Comment**
	from the car parking areas. The development accommodates access and parking for bicycles as per the planning framework. The development provides 'at grade' car parking and universal access design features throughout the site.
(y) any submissions received on the application;	The DAP Form 1 application was advertised in 2024 and the submissions received with considered as part of that application's assessment and determination. Public consultation was not undertaken for this amended application, as the proposal has not substantially changed the design of the development, the same land uses and residential density are proposed, and the planning framework has not substantially changed since the original assessment.
(za) the comments or submissions received from any authority consulted under clause 66;	No referrals with Government or Service Agencies were required for this amended application, as the proposal has not affected the previous feedback received from the Water Corporation and Western Power, in 2024, and no other referrals are required.

4. Noise and Acoustics

The Applicant submitted an Acoustic Report prepared by Herring Storer Acoustics as part of the DAP Form 1 application. The Applicant's Acoustic Report (Noise Management Plan) includes recommendations in regards to the construction, operation and mechanical services which are to be implemented as part of the development as per the recommended condition setting.

Conditions 14 and 15 require the abovementioned Noise Management Plan to be implemented, with written confirmation the recommendation have been incorporated into the Building Permit application.

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

On 15 August 2023, Council resolved (Council Resolution Number 0823/034) to prepare Local Planning Scheme No.4 (LPS4). City officers have prepared draft LPS4 with a report prepared for consideration by Council at its Ordinary Meeting on 5 December 2023. The purpose of this report was to obtain resolution of Council to support the commencement of advertising of draft LPS4 and to obtain advice from the Western Australian Planning Commission (WAPC) on any modifications to LPS4 prior to the commencement of advertising. At its Ordinary Meeting held on 5 December 2023, Council resolved to proceed to advertise draft LPS4 and the draft Scheme Map,

subject to consent from the WAPC. Advertising of Draft LPS4 commenced on October 18 2024 and concluded on 24 January 2025.

Since the DAP Form 1 application was approved by the Development Assessment Panel on 19 December 2024, the abovementioned advertising has concluded, been reconsidered by Council and is progressing towards a final decision from the Western Australian Planning Commission.

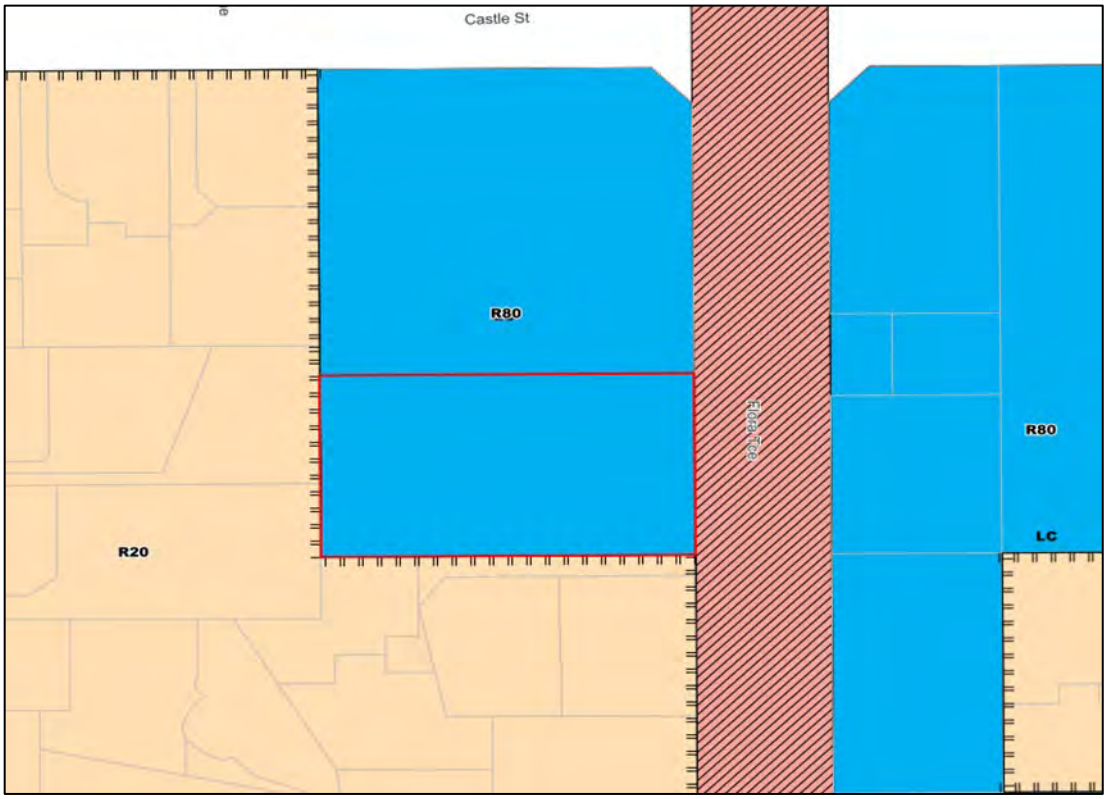
On 10 June 2025 at its Ordinary Meeting, Council considered a report on the outcomes of advertising of draft LPS4 and resolved (Council Resolution Number 0625/004) to support it, subject to modifications. On 18 June 2025, draft LPS4 has been accepted by the Department of Planning, Lands and Heritage for final assessment and determination.

On 27 May 2026, the Statutory Planning Committee of the Western Australian Planning Commission considered a report that sought the WAPC's authorisation to submit Draft LPS4 to the Minister for Planning for final determination. The report and resolution are confidential.

In relation to draft LPS4, a decision-maker can give due regard to a seriously entertained planning proposal when determining an application, in accordance with Schedule 2 Clause 67(2)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The final form of draft LPS4 is not imminent nor certain at this time, though as draft LPS4 has significantly progressed towards final approval some weight can be given to the proposed development controls when determining this application. Based upon the version of draft LPS4 supported by Council on 10 June 2025, the proposed planning provisions for the subject site include:

- Zoning: Local Centre with a Density Coding of R80.
- Dwelling is proposed to be a 'D' Land Use under Draft LPS4.
- Office is proposed to be a 'P' Land Use under Draft LPS4.
- The objectives for the Local Centre are proposed to be:
    - To provide a range of small-scale retail and service uses for the immediate neighbourhood, that are easily accessible, but which do not adversely impact on the amenity of adjoining residential areas.
    - To focus on the main daily household shopping and community needs.
    - To encourage high quality, pedestrian friendly, street-orientated development.
    - To ensure non-residential uses are located at street level and are compatible with adjoining residential uses.

Attachment 6 – City of Stirling Planning Assessment



LPS4 Zoning
Az LPS4 R-Codes
Additional Information
Residential Design Codes
Cadastre Boundaries
LPS4 Reserves
Local Distributor Road
Local Road
LPS4 Zones
Residential
LC Local Centre

Figure 1 - Annotated draft LPS4 Zoning showing development site

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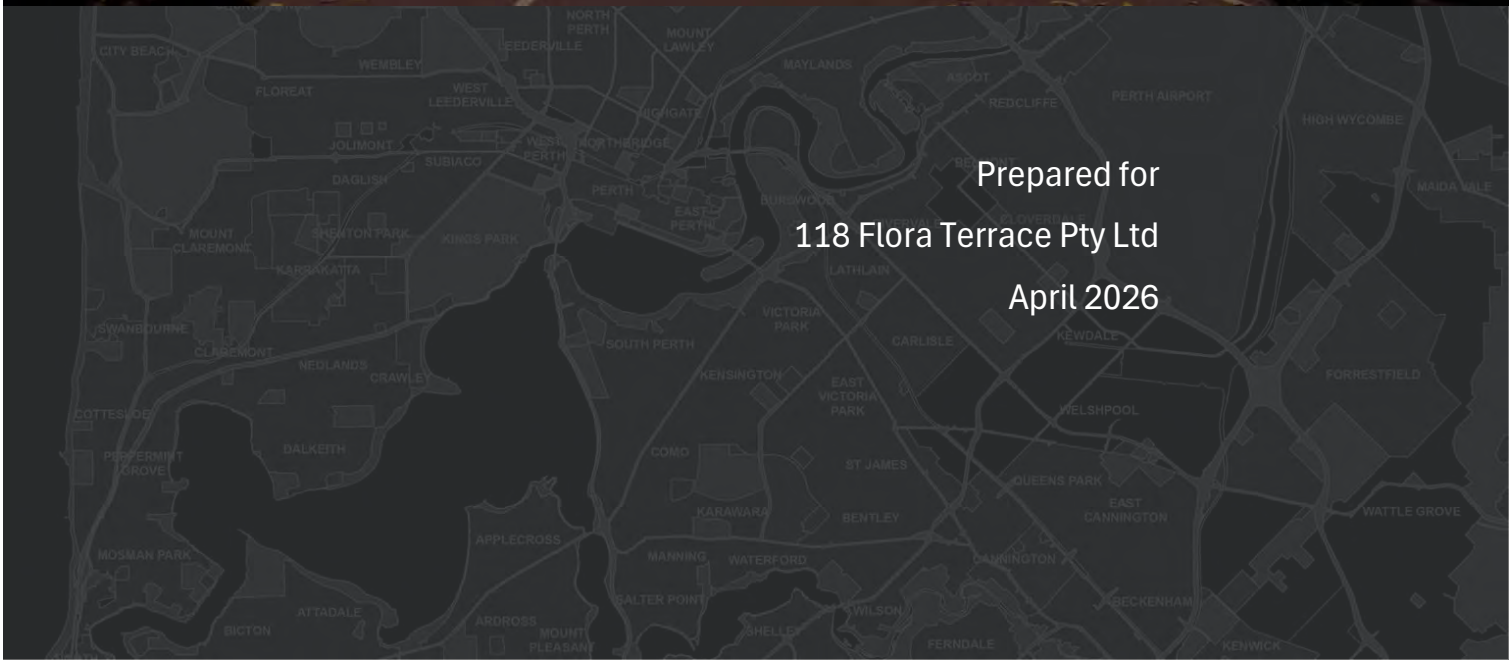
PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING

Amendment Application Report

Flora Terrace Mixed Use Development

Lot 15 (118) Flora Terrace
North Beach





Prepared for
118 Flora Terrace Pty Ltd
April 2026

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Project Details

Job number	9943	
Client	118 Flora Terrace Pty Ltd	
Prepared by	Planning Solutions	
Consultant Team	Town Planning Architecture Traffic Engineering Landscape Acoustic Waste Sustainability	Planning Solutions Space Collective Architects PTG Consulting See Design Studio Herring Storer Acoustics Talis Consultants Full Circle Design Services

Document Control

Version	Purpose	Date	Author	Reviewer
Rev 0	DA Report	15/04/2026	JL/IH	BD

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Figure 1: Aerial image of subject site and surrounds.

Figure 2: Zoning map

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Table 5: Assessment against LPP6.6 development requirements

Table 6: Assessment against LPP6.7 development requirements

Table 7: Comparison of Parking

Table 8: SPP7.0 Design Principles Statement

Table 9: Matters to be considered

Table 10: Requested Condition Modifications

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Appendices

Appendix 1: 19 December 2024 Approval Notice

Appendix 2: Certificate of Title

Appendix 3: Development plans

Appendix 4: Landscaping Package

Appendix 5: Traffic Impact Statement (TIS)

Appendix 6: Waste Management Plan (WMP)

Appendix 7: Acoustic Report

Appendix 8: Residential Code Design Assessment

1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of118 Flora Terrace Pty Ltd, the proponent of the proposed mixed-use development at Lot 15 (118) Flora Terrace, North Beach (**subject site**).

Planning Solutions has prepared the following report in support of an application for development approval. This report will discuss various matters pertinent to the proposal, including:

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- Background
- Site details
- Proposed development
- Statutory planning framework

This application seeks approval for a minor amendment to an existing Development Assessment Panel approval and has been assessed against clauses 17(1)(b) and 17(1)(c) of the Planning and Development (Development Assessment Panels) Regulations 2011. These amendments relate to both the modification of approved conditions pursuant to clause 17(1)(b), and minor design refinements arising from detailed design that do not result in any significant detrimental effect on amenity and are therefore consistent with clause 17(1)(c).

1.2 Background

1.2.1 Previous development approval

The Development Assessment Panel (**DAP**) granted approval on 20 December 2024 for a 5 storey mixed-use development on the subject site. The development approval is subject to 40 conditions, which refer to design amendments, car parking, supporting documents and other related considerations for progression of the development specifics.

Refer to **Appendix 1** for a copy of the previous development approval.

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2 SITE DETAILS

2.1 Land Description

The site comprises a single freehold lot. Refer to **Table 1** below for the lot details and a description of the subject site.

Table 1: Lot details

Lot	Deposited Plan	Volume	Folio	Area (m^2)
15	Diagram 45957	1381	593	1686

Refer **Appendix 2** for a copy of the Certificate of Title and Deposited Plan.

2.2 Location

2.2.1 Local context, land use and topography

The subject site is located in the suburb of North Beach within the City of Stirling (City), approximately 18km north-west of the Perth CBD. The site fronts Flora Terrace, with commercial development abutting to the north, and residential development to the south, west and north-west. It is situated within a local centre, with local shopping tenancies located directly opposite on Flora Terrace. The site is approximately 150m from the coast, accessed via Flora Terrace and Castle Street/Malcolm Street across West Coast Drive.

West Coast Drive provides connectivity to the wider metropolitan area, with links to Marmion Avenue and Reid Highway via North Beach Road to the south.

Refer to **Figure 1** below for an aerial image of the subject site and surrounds.



Figure 1: Aerial image of subject site and surrounds.

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3 PROPOSED DEVELOPMENT

3.1 Development Summary

This amendment application seeks to amend the original DAP approval for a five-storey mixed use development at the subject site. The proposed development includes an office tenancy and 20 residential apartments.

The specifics of the proposed development against the original approved development are outlined in **Table 2** below:

Table 2: Development specifics

Level	Approved development	Proposed development

Basement	• 49 car parking bays including:
	  • 1 Office/ACROD bay
	  • 38 residential bays
	  • 4 residential visitor bays
	  • 7 Office bays
	  • 6 Motorcycle bays
	• Vehicle access ramp
	• 2 residential storerooms
	• 2 elevators and stairwell
	• 18 residential storerooms
		• 53 car parking bays including:
		  • 1 Office/ACROD bay (no change)
		  • 41 residential bays (plus 3)
		  • 3 residential visitors bays (reduce 1)
		  • 8 Office bays (plus 1)
		  • 6 Motorcycle bays (no change)
		  • 14 x bicycle spaces (relocated, loss 1)
		• Vehicle access ramp
		• 5 residential storerooms
		• 2 elevators and stairwell

Ground Floor	• 246m^2 office tenancy
	• 15 bicycle spaces
	• 160m^2 communal open space, including:
	  • Co-working space
	  • Shared dining space
	  • Landscaped seating area
	• Foot wash station at entry
	• 3 x three-bed dwellings
	• Integrated storeroom for unit G03
	• Service areas including fire pump room, separate office bin store and residential bin store areas, and other service areas.
	• Driveway access from Flora Terrace to basement parking
	• 2 elevators and stairwell
		• 285m2 Office tenancy
		• Communal Open space area, including:
		  • 2 Flexi spaces
		  • Dog wash
		  • Foot wash
		  • Landscaped seating areas
		• 2 x three-bedroom dwellings
		• 1 x one-bedroom dwelling (silver living)
		• 1 x two-bedroom dwelling
		• Integrated storerooms for each dwelling, excluding G04 (basement store)
		• Service areas including separate office and residential bin stores
		• Driveway access from Flora Terrace to basement parking
		• 2 elevators and stairwell

Level 1	• 1 x one-bedroom dwelling • 2 x two-bedroom dwelling • 4 x three-bedroom dwellings • 2 elevators, stairwell and associated service areas	• 4 x three-bedroom dwellings • 2 x two-bedroom dwelling • Integrated storerooms for each dwelling, excluding 105 (basement store) • 2 elevators, stairwell and associated service areas
Level 2	• 1 x one-bedroom dwelling • 5 x three-bedroom dwellings • 2 elevators, stairwell and associated service areas	• 5 x three-bedroom dwelling • Integrated storerooms for each dwelling, excluding 202 and 205 (basement stores) • 2 elevators, stairwell and associated service areas
Level 3	• 3 x three-bedroom dwellings • Integrated storeroom for unit 302 • 2 elevators, stairwell and associated service areas	• 3 x three-bedroom dwellings • Integrated storerooms for each dwelling • 2 elevators, stairwell and associated service areas

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Level	Approved development	Proposed development
Level 4	• 1 x 4-bedroom dwelling with integrated storeroom • 2 elevators, stairwell and associated service areas	• 2 x three-bedroom dwellings • Integrated storerooms for each dwelling • 2 elevators, stairwell and associated service areas
Roof plan	• 200m2 40kW solar array • AC Compressor • Lift overrun	• 30kW solar panels and related power infrastructure • Roof access and lift overrun • Gutter and downpipe details for stormwater management

This amendment application seeks approval to amend specific aspects of the previously approved development, including internal layout refinements, parking distribution and servicing arrangements.

The proposed amendments do not substantially change the development approved and maintain consistency with the scale, bulk, height, setback and land use outcomes endorsed by the original DAP approval. The amendments also facilitate the modification of relevant conditions of approval to reflect the updated plans and supporting documentation, pursuant to clause 17(1)(b).

Refer to **Appendix 3** for a copy of the proposed development plans.

3.2 Landscaping

The amended landscaping design has been progressed in response to detailed design outcomes, and provides for 18 trees (3 medium, 15 small), 149m^2 DSA to the southern boundary of the site and 103m^2 planting on structure. This is a minor change from the approved landscaping, with details provided in accordance with the existing approval (i.e. Condition 8a, replacement of a proposed small tree with a medium tree.

Key elements retained in the updated Landscape Master Plan include:

- **Coastal Geology Inspiration**: Reflects local natural reef formations and sand forms, using textures and materials unique to North Beach.
- **Verdant Planting**: Emphasises robust coastal vegetation with varied foliage textures and shades to mirror local dune vegetation.
- **Ground Floor Landscaping**: Includes understorey planting, paving and gravel within the private alfresco area, as well as raised planters and paving through the communal garden space and a Norfolk Island Pine within the front verge of the site.
- **Podium and Upper Floor Landscaping**: The podium and upper floor levels features garden beds big enough to accommodate small trees, cascading plants and balcony planters.
- **Tree Species**: The proposed development incorporates a selection of small and medium trees of a diverse range of species, including Banksia integrifolia, Hakea laurina, and Gleditsia shademaster, chosen for their ecological benefits and suitability to the local climate.
- **Deep Soil Zones**: Supports tree growth, enhances water filtration, and improves air quality. The deep soil planting includes 149sqm on the ground floor (8.8%), 38sqm on the podium, and 103sqm planting on structure, totalling 252sqm (14.9% of the site area).

The landscape design seeks to create a vibrant and sustainable environment that supports community well-being, while also softening the appearance of the built form when viewed from both public and private domains. These minor landscaping refinements will not adversely affect the streetscape or adjoining land and are consistent with the intent of clause 17(1)(c).

Refer to **Appendix 4** for the Landscaping package by See Design Studio.

3.3 Transport

The proposed development continues to provide basement parking accessed via a single crossover from Flora Terrace, with a total of 53 car parking bays, representing an overall increase compared to the approved development. The 4m wide crossover is proposed to be relocated slightly away from the southern boundary in response to detailed design development, allowing for the retention and protection of the existing power dome within the southern truncation area. This minor adjustment does not alter the operational intent of the approved access arrangements, and further retains the northern truncation for sightlines when exiting the site.

Traffic management is to be maintained in accordance with the existing development approval, including the use of internal traffic management measures to regulate inbound and outbound vehicle movements and minimise potential conflicts within the driveway. The internal passing area has been extended from 6.0 m to 6.85 m in length, while maintaining a width of 5.5 m, providing improved capacity for vehicles to pass and queue within the site. This ensures that vehicle movements continue to operate efficiently without impacting Flora Terrace or the surrounding road network.

The amended access and internal circulation arrangements maintain the operational intent of the approved development, with vehicle movements, access control and safety measures remaining consistent with the outcomes of the approved Traffic Impact Statement. On this basis, the amended crossover location and revised parking layout are not expected to result in any adverse traffic, safety or amenity impacts to the local road network or surrounding area, and maintain alignment with the intent of the approved development.

Refer to **Appendix 5** for a copy of the amended Traffic Impact Statement (**TIS**).

3.4 Waste

A revised Waste Management Plan (**WMP**) has been prepared by Talis Consultants in support of the proposed development. The WMP considers estimation of general waste volumes and recommendations for appropriate collection, storage, handling and management of waste and recycling for both residential and office components of the development.

The residential waste store is now provided to the north of the office tenancy for ease of access and transportation of the bins between the building and kerb side for collection. The office bins remain to the south of the office tenancy, with the bins to be transported via the driveway to the kerbside for collection. The revised waste storage locations and dimensions are refinements to the approved arrangement and continue to provide adequate capacity and access for waste collection.

The amendments do not substantially change the approved development and do not give rise to any additional noise, odour or servicing impacts to adjoining land or the locality. It is proposed that the bins will be collection by the City's waste collection services as per the original development approval.

Refer **Appendix 6** for the Waste Management Plan.

3.5 Acoustic

An updated Acoustic Report prepared by Herring Storer has been submitted in support of the proposed amended development and demonstrates the amended development does not alter the acoustic performance assumptions or compliance outcomes established under the original approval.

The amended development does not introduce new noise sources or increase acoustic impacts beyond those previously approved. The changes arose through detailed design and will not have any significant effect on the amenity of the locality or adjoining land.

Refer to **Appendix 7** for the Acoustic Report.

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3.6 Sustainability

The proposed development maintains a strong emphasis on management, energy efficiency, and indoor environmental quality to reduce operational costs and enhance the sustainability of the project and aims to achieve a 4-star rating. Best-practice principles of passive environmental design have been followed in this design concept to minimise the energy required to operate the building. These principles include:

- Maximising the benefit of winter sun to the main foyer and outdoor gathering spaces.
- Sheltering outdoor spaces from cold southerly winds with landscape and building placement.
- Using trees and landscape to create a comfortable micro-climate.
- The building layout and fenestration strategy has been designed to prioritise northern orientation and balanced window distribution to maximise daylight penetration and solar access to all dwellings.
- The design incorporates shading measures through both purpose-designed shading devices and the configuration of the built form, ensuring an effective balance between architectural expression and functional performance.
- Provision for natural and mixed mode ventilation.
- Installation of rooftop photovoltaics (PVs).

A final Sustainable Design Statement will be provided prior to the submission of the relevant building permit application, in accordance with the existing Condition 32 requirements.

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4 STATUTORY PLANNING FRAMEWORK

4.1 Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme (**MRS**) the subject site is zoned Urban.

The subject site is not affected by land reserved by the MRS, nor is it subject to any resolution or declaration made under the MRS.

4.2 Local Planning Scheme

4.2.1 Zoning

The subject site is zoned 'Local Centre' under the City's Local Planning Scheme No. 3 (**LPS3**). The objectives of the Local Centre zone under LPS3 are as follows:

a) *To provide for a limited range of small-scale retail, commercial and community facilities to meet the day-to-day needs of the immediate neighbourhood.*

b) *To ensure safe and convenient access to facilities, in an environment which is conducive to pedestrian movement.*

c) *To ensure development is sited and designed so as to reinforce a sense of place and attractive streetscapes.*

The proposed development has been designed to align with the local centre objectives without creating amenity impacts to the surrounding residential developments. Refer to **Figure 2**, Zoning Map below.



Figure 2: Zoning map

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4.2.2 Land use permissibility

No change is proposed to the approved land uses as part of this amendment application.

4.2.3 Development standards and requirements

Part 5 of LPS3 stipulates the general development requirements applicable to all development within the scheme area. **Table 3** below provides an assessment the LPS3 development requirements relevant to those elements changed as part of this amendment proposal.

Table 3: Assessment against LPS3 development requirements

Objective	Provided	Addressed
Cl 5.2 – Residential Design Codes		
Cl 5.2.2 Unless otherwise provided for in the Scheme, the development of land for any of the residential purposes dealt with by the Residential Design Codes is to conform with the provisions of those Codes.	Refer assessment against the provisions of the Residential Design Codes Volume 2 included in **Appendix 8.**	✓

4.2.3.1 Special Control Area

The subject site is also within the Coastal Height Limit – Non-Residential Zones Special Control Area (**SCA**). The objective of the SCA is as follows:

> *To ensure that buildings over 12 metres in height do not have a detrimental impact on the amenity of the Special Control Area or adjoining sites.*

The proposed amendment has reduced the roof height by 0.15m (RL40.95, where previously approved as RL41.1). However, detailed design amendments have resulted in an increased building height for the TOW to RL41.55. This minor change to the total building height is minimal, and maintains the developments approach and consideration for the surrounding locality.

The setbacks for the boundary towards the existing R20 residential houses remain transitioned, from 4.5m to 15.4m, to ensure that no significant or additional amenity impacts are experienced by these southern neighbours. The stepped setbacks, interface treatment and overall visual impact remain consistent with the approved development, and the amendment will not result in any significant detrimental effect on the amenity of the locality or adjoining land, in accordance with clause 17(1)(c).

4.2.4 Draft Local Planning Scheme No. 4

The City has prepared Draft Local Planning Scheme No. 4 (**Draft LPS4**), which is currently under review by the Department of Planning, Lands, and Heritage. In accordance with Draft LPS4, the subject site is zoned 'Local Centre' with a residential density code of R50. The 'Dwelling' and 'Office' land uses will continue to be capable of approval ('D', discretionary use, and 'P', permitted use) in this zone. The proposed development does not create any conflicts with the provisions of Draft LPS4 at this time.

4.3 Local Planning Policies

4.3.1 Local Planning Policy 4.2 – Mixed-Used Design Guidelines

Local Planning Policy 4.2 – Mixed-Use Design Guidelines (**LPP4.2**) applies to all non-residential, mixed use and residential multiple dwelling development in the Business, District Centre, Hotel, Local Centre, Mixed Use, Neighbourhood Centre, and Service Station Zones.

The relevant provisions of LPP4.2 have been integrated into the Residential Design Code – Volume 2 Assessment, as provided in **Appendix 8** of this report.

4.3.2 Local Planning Policy 6.3 – Bin Storage Areas

Local Planning Policy 6.3 – Bin Storage Areas (**LPP6.3**) applies to all non-residential development in the City of Stirling and prescribes waste management and storage requirements for development.

Refer to **Table 4** for an assessment against the relevant policy provisions.

Table 4: Assessment against LPP6.3 bin storage area requirements

Development Provision	Proposed	Addressed
Bin Storage Area Size		
Non Residential Zones • *Bin storage areas in non-residential zones shall have the following minimum sizes:* o *Size: 10m²*; and* o *Width: 3.5m.* *Note: *A larger area may be required for the turning of a refuse tuck.*	The proposed bin stores have been revised from the approved development, with the following changes: Residential bin store: - 9.6m² (9.5m² reduction) - Minimum dimension of 2.5m (0.13m reduction) Office bin store - 3.3m² (1m² reduction) - Minimum dimension of 1.6m (0.4m reduction). Bin stores are proposed to be slightly smaller than previously approved. The proposed bin stores remain suitable for the development requirements. Refer the WMP for further details (**Appendix 6**).	Discretion required
Bulk Bin Sizes		
• *For residential developments containing 13 or more dwelling units provision is required to be made for a bulk refuse bin of 1.53m², plus 0.38m per three dwellings in excess of 13. ** *Note *Alternative arrangements may be made for the use of MGB's (Green Bins) in consultation with the City's Sanitation Unit.*	The proposed development intends to provide a 2.5m x 2.5m skip bin setback area in accordance with the approved development plans.	No change from approval

As outlined above, the proposed development remains aligned with the objectives of LPP6.3, with limited changes from the original approval. The amended bin storage dimensions differ from those previously approved; however, the revised configuration remains functional and appropriate for the development.

The Waste Management Plan prepared by Talis Consultants confirms that the proposed waste storage areas are capable of accommodating the required number of bins, in accordance with the City of Stirling's *Waste Guidelines for New Developments*. Waste collection will be managed by the building manager, with all bins presented for weekly verge-side collection.

4.3.3 Local Planning Policy 6.6 – Landscaping

The City's Local Planning Policy 6.6 – Landscaping (**LPP6.6**) stipulates the landscaping requirements for non-residential developments within the City. An assessment against the relevant provisions of LPP6.6 is provided in **Table 5** below. Where no change is proposed, those provisions have been excluded from reassessment.

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Table 5: Assessment against LPP6.6 development requirements

Development Provision	Provided	Addressed
Landscaping Areas		
All individual planting areas, excluding those in or adjacent to car parks, must have a minimum width in any direction of 500mm and a minimum plantable area of 2m²; and the inclusion of verge areas (abutting the site) in the overall landscaping design is required.	All planter areas remain of suitable size and have been carefully considered with regards to the needs of proposed plant species. Generally, the landscaped areas of the site contain garden beds which allow ample deep soil space for roots to establish.	✓
Plant numbers and Types		
All landscaped areas (beds) are required to be planted with a suitable number of plants that satisfy the objectives of this policy (plant numbers will be assessed with due regard to the eventual size of the species selected).	The landscaping plan provides a species list inclusive of native vegetation which is generally consistent with the City's schedule of recommended plant species.	✓
Specific Landscaping Provisions for Commercial Developments		
Development applications for commercial development must contain a minimum of 10% landscaping of the total site area. This must include 'soft' landscaped buffers, where setbacks are provided, to adjacent properties with a minimum width of 1.5m.	The proposed development incorporates 168m² of deep soil area and 103m² of on-structure planting. This results in a total percentage of landscaping of 252m², or approximately 14.9% landscaped area of the site.	✓

As assessed above, the proposed development remains compliant with the provisions of LPP6.6. The landscaped areas will be planted with species consistent with the City's designed plant species and have been carefully designed to enhance the amenity of the subject site. Landscaped areas will be reticulated and mulched as per LPP6.6 requirements.

The development incorporates generous areas of deep soil, on-structure landscaping, and tree planting, which collectively contribute to site activation, enhancement of the adjoining verge interface, and the provision of a high level of internal amenity for future occupants.

4.3.4 Local Planning Policy 6.7 – Parking and Access

The City's Local Planning Policy 6.7 – Parking and Access (**LPP6.7**) details the car parking standards and requirements for development in the City. An assessment against the relevant provisions of LPP6.7 has been completed in **Table 6** below.

Table 6: Assessment against LPP6.7 development requirements

Development Requirement	Provision	Addressed
5.1.1 Delivery Bay Ratios		
In non-residential developments with over 500m² of GFA, a minimum of one bay shall be permanently set aside and marked for the exclusive use of delivery, service, and courier vehicles.	The office tenancy remains under 500m² (285m², 39m² increase) which does not require the provision of a delivery or service bay.	✓
9.1 Non-Residential Parking Layout and Design		
g) That include visitor parking which is to be outside any security barriers during operating hours and is to be clearly identifiable from the driveway or have signage as per the Australian Standards AS 1742 where necessary.	All visitor and commercial parking bays remain located outside security barriers and will be clearly identifiable.	✓

Development Requirement	Provision	Addressed
9.2 Non-Residential Access		
b) Be no less than 6.0 metres in width and no greater than 10 metres in width;	The proposed vehicle accessway remains a minimum of 4.5m in width, as approved.	No change from approval
c) Be no closer than 1.5 metres to a side boundary and no closer than 0.5 metres to street poles;	The proposed crossover is setback 1.55m from the southern (side) boundary given the retention of the power dome. There are no street poles within close proximity to the crossover.	✓
d) Be aligned at right angles to the street and parallel in width;	The proposed crossover is aligned at right angles to the street and parallel in width.	✓
e) Be provided with sight line truncations as per Australian Standards AS1890.1	The proposed crossover is provided with sight line truncations as per Australian Standards AS1890.1	✓
f) Be designed so as to minimise traffic or pedestrian hazards, conflict with pedestrian/cyclist pathways and interference with public transport facilities;	The proposed crossover is designed to minimise traffic or pedestrian hazards and provides space for vehicles to wait behind the pedestrian footpath, within the 5.5m wide passing area (6.85m depth behind the truncations).	✓
g) Be designed in accordance with Australian Standard AS 1742 and AS 2890.1;	The proposed is designed in accordance with Australian Standard AS 1742 and AS 2890.1	✓

As assessed above, the proposed development remains consistent with the approved provisions of LPP6.7, with the only variation relating to the location and width of the vehicle access. The crossover has been relocated slightly away from the southern boundary in response to detailed design outcomes, allowing for the retention and protection of the existing power dome within the southern truncation area. This increased separation enables clear definition of the crossover and the provision of a 5.5 m wide by 6.85 m long internal passing area, ensuring that entering vehicles can queue within the site without impacting the public street.

Access will be managed in accordance with the amended Traffic Impact Statement (**Appendix 5**), as provided in the original application via internal management and signals.

4.3.4.1 Parking Comparison

Refer **Table 7** below for a comparison of the approved parking numbers with the proposed amendments.

Table 7: Comparison of Parking

Parking Provision		Approved	Amended	Change
Car / motorbike parking (53 bays)	Residential Parking Bays	38	41	+3
	Residential Visitor Bays	4	3	-1
	Commercial Parking Bays (including ACROD)	7	9	+2
	Motorcycle Bays	6	6	No change
Bike Parking (16 racks)	Residential Bicycle Bays	10	11	+1
	Residential Visitor Bicycle Bays	2	2	No change
	Commercial Bicycle Bays	3	3	No change

Noting the only proposed reduction in the car parking allocation is to the Residential Visitor numbers, an updated assessment against the parking ratios provided under the R-Codes Volume 1 is provided in **Appendix 8.**

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4.3.4.1.1 Bicycle Parking

The proposed development retains provision of 16 bicycle bays, in accordance with Condition 25 of the existing approval. This provides for 11 residential bicycle bays, 2 residential visitor bays, and 3 commercial bays within the updated basement layout.

The basement bicycle parking area also includes provision for a bike repair station, supporting further use of active transport and providing additional amenity and social opportunities to residents.

4.4 State Planning Policies

4.4.1 Residential Design Codes (Volume 2)

In accordance with Clause 5.3 of LPS3 and the assessment completed for the approved development, the proposed development has been assessed at a density coding of R80 pursuant to Volume 2 of the Residential Design Codes (**R-Codes**).

As outlined in **Appendix 8**, the proposal is consistent with the objectives of the R-Codes and the relevant planning policies, including those provisions which replace or prevail over the deemed-to-comply requirements of the R-Codes.

While a limited number of variations to the applicable design standards and planning framework are sought, these are supported by detailed planning justification and technical evidence. The proposed variations are considered to satisfy the intent and performance objectives of the relevant provisions and do not compromise the overall planning outcomes for the site.

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Refer to **Appendix 8** for the Residential Density Codes Assessment for the proposal.

4.4.2 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment (**SPP7.0**) addresses the importance of design quality, and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP7.0 establishes a set of ten (10) 'Design Principles', providing a consistent framework to guide the design, review and decision-making process for planning proposals.

An assessment of the proposed development against the 10 Design Principles of SPP7.0 is provided in **Table 8** below.

Table 8: SPP7.0 Design Principles Statement

SPP7 Design Principle	Design Response
Context and character Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	Development on the adjoining and nearby lots comprises a mix of two- to four-storey residential and mixed-use buildings. The development has been designed to respond to this variation in building heights, with a 3 storey podium below an additional two floors that have been set back to ensure limited impacts are created on the neighbouring lots or public street.
Landscape quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	The proposed development will ensure the provision of quality landscaped areas within the subject site. Landscaping plans have been prepared which depicts landscape planting, with species selected that suit the climate, environment, location and required function of the subject site. Where vegetation removal was required, this has been compensated for through the provision of additional trees above the minimum requirement, which will significantly enhance the overall landscaped and natural areas of the site.

SPP7 Design Principle	Design Response
Built form and scale Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.	The development has been designed with a building form intended to balance the additional height with the perspectives of the public realm. The street and side setbacks remain stepped to ensure overlooking and visual amenity is maintained for the adjoining lots and public realm. The front façade has been designed with full height glazing for the commercial tenancies, as well as detailed façade design and vertical articulation to ensure there is visual connectivity, activation and interest between the public and private realms while maximizing the development potential of the subject site.
Functionality and build quality Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life cycle	The build quality and design of this development demonstrates an exceptional built for and attractive façade, which has been designed to tie into the surrounding locality. The development has balanced the 3-storey podium and additional two storeys of height to ensure that the apartments are functional without impacting the amenity of the existing surrounding developments.
Sustainability Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.	The proposed development incorporates environmentally conscious elements including 40kW solar array and EV charging capabilities for all car parking bays. Socially, the proposed development will deliver opportunities for residents and visitors to interact, with dog wash and foot washing stations integrated into the social areas and entry to the building. This integrates the development with the beach character of the locality, encourages visitors and residents to visit the beach located 150m west from the subject site, and will provide opportunities for social engagement. This will also be expanded to the economic considerations, with the increased residential population expected to increase the investment and engagement with the existing commercial tenancies located within the local centre located across Flora Terrace from the subject site.
Amenity Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.	The internal arrangement of the apartments includes 20 larger apartments, to provide greater amenity levels to residents and visitors on the site. The proposed apartments experience adequate levels of solar access across the development, with the natural ventilation levels also maintained at high levels. Further, a communal open space has been provided on the ground floor, with benches and landscaping providing an inviting atmosphere.
Legibility Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.	The proposed development has been designed with clear delineation between the commercial, private and public realms. Differences in setbacks, awnings, glazing and other articulation highlights the different areas along the street frontage without creating opportunities for concealment or confusion. The central lift area and communal areas ensure that visitors and residents will be able to navigate the building confidently across the different levels.
Safety Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	The proposed development has been designed to remove opportunities for concealment, provide a secure and clear delineation between the private and public realms, and provide opportunities for passive and active surveillance into and from the subject site.
Community Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.	The proposed development includes a mix of 1-, 2- and 3-bedroom apartments, which have been arranged across the floors of the development. These apartments vary in layout, size and composition, and will provide opportunities for a mix of residents to purchase and live in the locality.

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SPP7 Design Principle	Design Response
Aesthetics Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.	The development has been designed with a colour palette that reflects the existing character and palette of the surrounding locality, with sandy and bronzed colours pulled from the nearby Northbeach Beach, and the use of breezeway blocks and white brickwork reflecting the existing surrounding buildings and structures in the locality. This builds on the coastal tones of the area, and assists in building the development as part of the local area character.

The proposed development suitably responds to the SPP7.0 design principles and warrants approval accordingly.

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5 MATTERS TO BE CONSIDERED

Clause 67(2) of the Deemed Provisions sets out the matters for which due regard is to be given when considering a development application. Refer **Table 9** below for an assessment of the relevant matters.

Table 9: Matters to be considered

Matter to be considered	Provided
(a) the aims and provisions of this Scheme (including any planning codes that are read, with or without modifications, into this Scheme) and any other local planning scheme operating within the Scheme area;	Refer **section 4.2** of this report
(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	Refer **section 4.2.4** of this report.
(c) any approved State planning policy	Refer **section 4.4** of this report.
(g) any local planning policy for the Scheme area;	Refer **section 4.3** of this report.
(m) the compatibility of the development with its setting, including — *(i) the compatibility of the development with the desired future character of its setting; and* *(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;*	The proposed development is designed to reflect the local centre zoning and intent for the site with the existing residential development located on the adjacent lots. This includes a design that steps back the building from the lot boundaries with each level, to ensure that the development does not impact the amenity of the neighbouring lots and does not dominate the streetscape of Flora Terrace.
(n) the amenity of the locality including the following — *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development;*	The proposed development incorporates a mixture of deep soil area, small, medium and large trees, design elements that reflect the locality and integrated sustainability services. The intent of these elements is to add positively to the existing coastal streetscape, and encourage positive sustainability outcomes for the development.
(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;	Refer **sections 3.2** and **section 4.3.3** of this report.
(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk	The subject site is located in a developed area, with the proposed mixed-use development replacing the existing building. The site is not considered bushfire prone, and will not experience greater risks than the existing development on site.
(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;*	Refer **section 3.3** and **section 4.3.4** of this report

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Matter to be considered	Provided
(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;	Refer **section 3.3** and **section 4.3.4** of this report
(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;*	Refer **section 3.3** and **section 4.3.4** of this report

5.1 Request for modified conditions

The following condition modifications are sought pursuant to clause 17(1)(b) of the Planning and Development (Development Assessment Panels) Regulations 2011 to reflect the amended development plans and supporting technical documentation, without resulting in any substantive change to the development approved.

Refer **Table 10** below for the requested condition modifications and our justification for the proposed changes.

Table 10: Requested Condition Modifications

#	Condition	Proposed Amendment	Justification
4	*Notwithstanding the requirements of Condition 3, amended plans shall be provided as part of the Building Permit submission to the satisfaction of the City of Stirling addressing the following:*	Delete condition	The amended plans have been updated to reflect this condition, as follows:
	a. Widen the crossover to 5.5m in width with the building to be modified to allow for a 1.5m x 1.5m sightline truncation area at the northern junction of the access way and the Flora Terrace road reserve.		A 4m wide crossover is provided, with building truncation to protect the sightlines in and around the 5.5m wide passing area.
	b. Remove the 1.5m wide painted strip along the northern portion of the driveway.		No 1.5m painted strip included.
	c. Amend the eastern major opening to Living Area / Dining Room of Apartment 103 and Apartment 203 to be permanently screened to 1.6m in height in accordance with the requirements of the Residential Design Codes Volume 2 (Element 3.5 Visual Privacy) or alternative treatment to achieve visual privacy to the satisfaction of the City of Stirling		Proposes obscured windows to living areas for Apartments 103 and 203, per R-Code visual privacy requirements.

#	Condition	Proposed Amendment	Justification
	d. *Provide permanent visually impermeable screening at 1.6m in height to the Ground Floor Terrace and Private Open Space Area of Apartment G02 facing the western and southern lot boundaries in accordance with the requirements of the Residential Design Codes Volume 2 (Element 3.5 Visual Privacy) or alternative treatment to achieve visual privacy to the satisfaction the City of Stirling.*		Amends the ground floor terrace areas for visual privacy purposes, including hit and miss brock walls and screening to the western and southern lot boundaries.
	e. *Locate the planters on Level 01 along Flora Terrace to be wholly within the lot boundaries.*		Ensures planters on level 1 are within the lot boundaries, where proposed.
	f. *Remove the proposed awnings to Flora Terrace where they conflict with the existing and proposed street trees and waste collection.*		Amends the awnings to ensure no conflict with street trees or waste collection requirements.
17b	*The minimum number and allocation of car parking, bicycle, scooter and motorcycle on-site is to be provided as follows:* *b. Four residential visitor car parking bays; and*	*The minimum number and allocation of car parking, bicycle, scooter and motorcycle on-site is to be provided as follows:* *b. ~~Four~~ Three residential visitor car parking bays; and*	To reflect the amended parking alignment as proposed in this amendment.
30	*Prior to occupation of the development, a public art proposal for the subject development to the value of 1.0% of the construction value must be submitted to, and approved by, the City of Stirling.*	*Prior to occupation of the development, a public art proposal for the subject development to the value of ~~1.0% of the construction value~~ $50,000 must be submitted to, and approved by, the City of Stirling.*	Modification requested to provide greater certainty on the application contribution requirement, noting the development also provides for the installation of a new street tree and relocation of streetlights at the cost of the proponent.
38	*The development is to comply with the Waste Management Plan prepared by Talis Consultants received 6 November 2024, unless otherwise approved by the City of Stirling.*	*The development is to comply with the Waste Management Plan prepared by Talis Consultants ~~received 6 November 2024~~ dated 17 March 2026, unless otherwise approved by the City of Stirling.*	To reflect the updated Waste Management Plan provided as part of this amendment (**Appendix 6**).

Table 10 outlines the condition modifications sought as part of this amendment application, pursuant to clause 17(1)(b), to reflect the amended development plans and updated supporting documentation, which will include associated updates to Condition 3 to reference the amended plans. The requested changes are minor in nature, do not alter the intent of the approved development, and ensure the conditions retain consistency with the amended proposal.

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6 CONCLUSION

As detailed within this report, the amendment application relates to the approved development involving the demolition of the existing commercial building and the construction of a mixed-use development in its place. The approved development comprises 20 residential apartments above a ground-floor commercial (office) tenancy and has been designed to appropriately respond to the relevant provisions of the applicable planning framework.

This amendment application warrants approval for the following reasons:

- The application primarily seeks approval for minor amendments to the previously approved development to accommodate detailed design refinements to the internal building layout, with no changes proposed to the approved side or rear setbacks. These amendments enable a more efficient building arrangement and result in improved internal amenity outcomes for future occupants.
- The amended development remains consistent with the relevant development standards and provisions of Local Planning Scheme No. 3 and continues to align with the intended purpose and objectives of the Local Centre zone.
- The amendment application is supported by comprehensive technical investigations, including assessments relating to landscaping, traffic, waste management, and acoustic management. These reports demonstrate that the amended development can be appropriately serviced and managed and will not result in unacceptable amenity impacts or nuisance to the surrounding locality.

The proposed amendments are minor in nature and arise from detailed design development following the original DAP approval. The amendments do not alter the approved land use outcomes nor result in any significant detrimental effect on the amenity of the locality or the development of adjoining land. Accordingly, the amendment application satisfies the requirements of clauses 17(1)(b) and 17(1)(c) of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Having regard to the matters outlined above, the proposed amendment is considered to satisfy the requirements of the applicable planning framework and therefore warrants approval.

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Appendix 1:
19 December 2024 Approval Notice

Refer to Attachment 2 of the Responsible Authority Report.

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Appendix 2:
Certificate of Title

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
1381	**593**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

City of Stirling
20 April 2026
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LAND DESCRIPTION:

LOT 15 ON DIAGRAM 45957

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

118 FLORA TERRACE PTY LTD OF 11 STYNE ROAD CITY BEACH WA 6015
(T Q262361) REGISTERED 20/12/2024

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

1. Q748784 MORTGAGE TO PERPETUAL CORPORATE TRUST LIMITED REGISTERED 30/1/2026.

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

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

STATEMENTS:

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

SKETCH OF LAND:	1381-593 (15/D45957)
PREVIOUS TITLE:	613-136, 1258-697
PROPERTY STREET ADDRESS:	118 FLORA TCE, NORTH BEACH.
LOCAL GOVERNMENT AUTHORITY:	CITY OF STIRLING

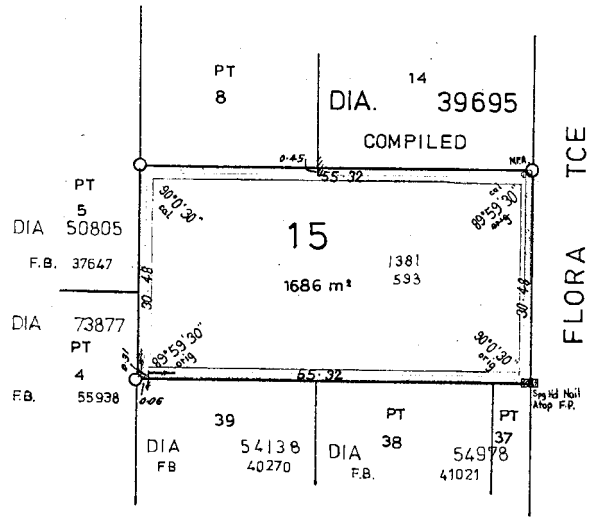
NOTE 1: M942535 SECTION 138D TLA APPLIES TO CAVEAT G112292

LANDGATE COPY OF ORIGINAL NOT TO SCALE 10/03/2026 03:44 PM Request number: 69527270

Landgate
www.landgate.wa.gov.au

Town or District.	Number of Lot or Location.	Field Book.	Scale	Certificate in which Land is Vested.	Area
SWAN	PTS OF LOTS 8, 9, & 10 OF LOC 1152	34190	1:750 ~~Chains to one inch~~	Vol. 613 1258 Fol. 136 697	A. R. P.

City of Stirling
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DIA 45957

Subject to 2 Owners
7/12/73.

CROSSLAND & HARDY
Licensed Surveyors
17 ORD ST., WEST PERTH
21 4273 21 8302

CI

CERTIFICATE

I hereby certify that this survey was performed by me personally (or under my own personal supervision, inspection and field check) in strict accordance with the Licensed Surveyors (Guidance of Surveyors) Regulations, 1961.

Licensed Surveyor.

Date 18/10/73

34364

From

Approved by Town Planning Board

Chairman

Date 23/10/73

Approved	On	Registered	Diagram No.
APPROVED Inspector of Plans and Surveys Examined Date 14.6.74	Plan 2680 Diagram Index Plan ~~5461~~ PERTH 2000 07.35	8/11-00 2456 29.10.73	45957

29734/9/66-2M-O

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Appendix 3: Development plans

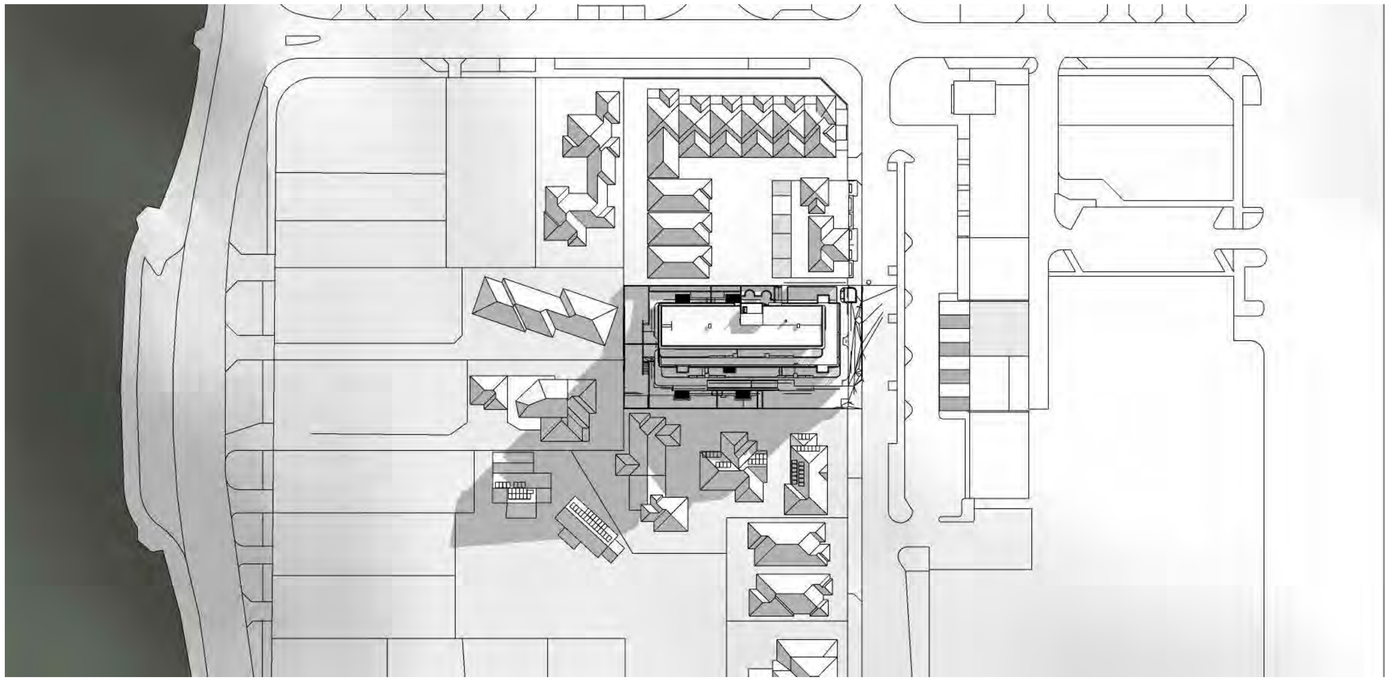
Refer to Attachment 1 of the Responsible Authority Report for the final proposed plans.

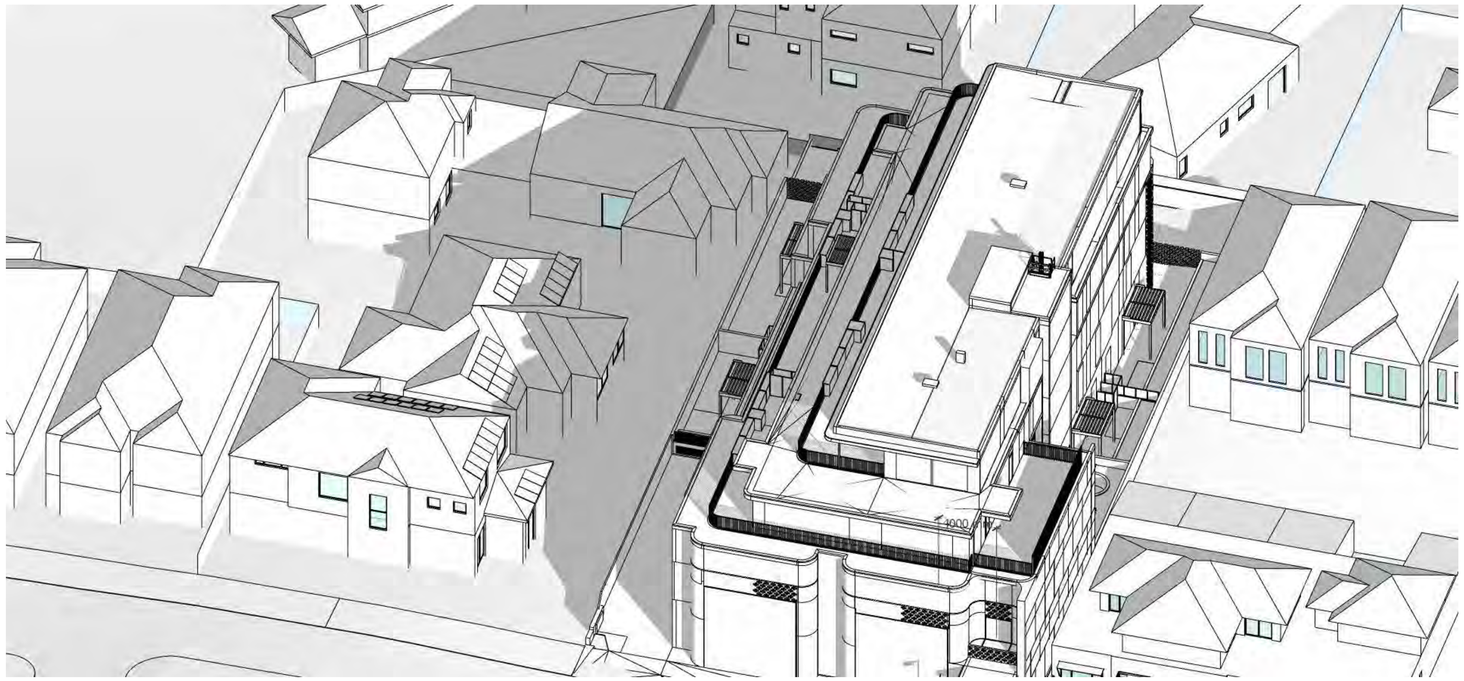
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20 April 2026
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WINTER SOLSTICE: 9am





WINTER SOLSTICE:
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GENERAL NOTES

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DD.MM.YY	REV	DESCRIPTION	CHECKED
28/04/2026	B	ADDITIONAL INFORMATION FOR AMENDED DA	KL
10/03/2026	A	COMM. BIN DOOR & DRIVEWAY RL UPDATE	KL

ARCHITECT
space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
OVERSHADOWING STUDY 9AM

BUILDING PERMIT

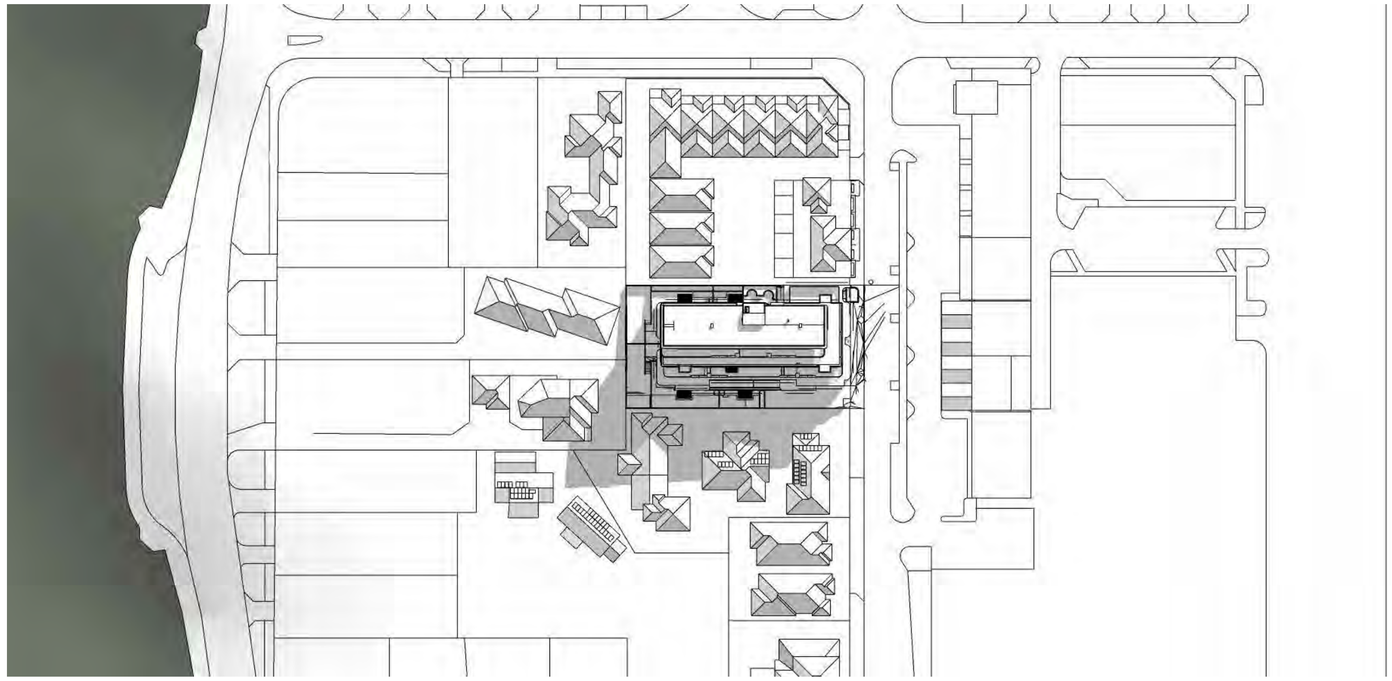
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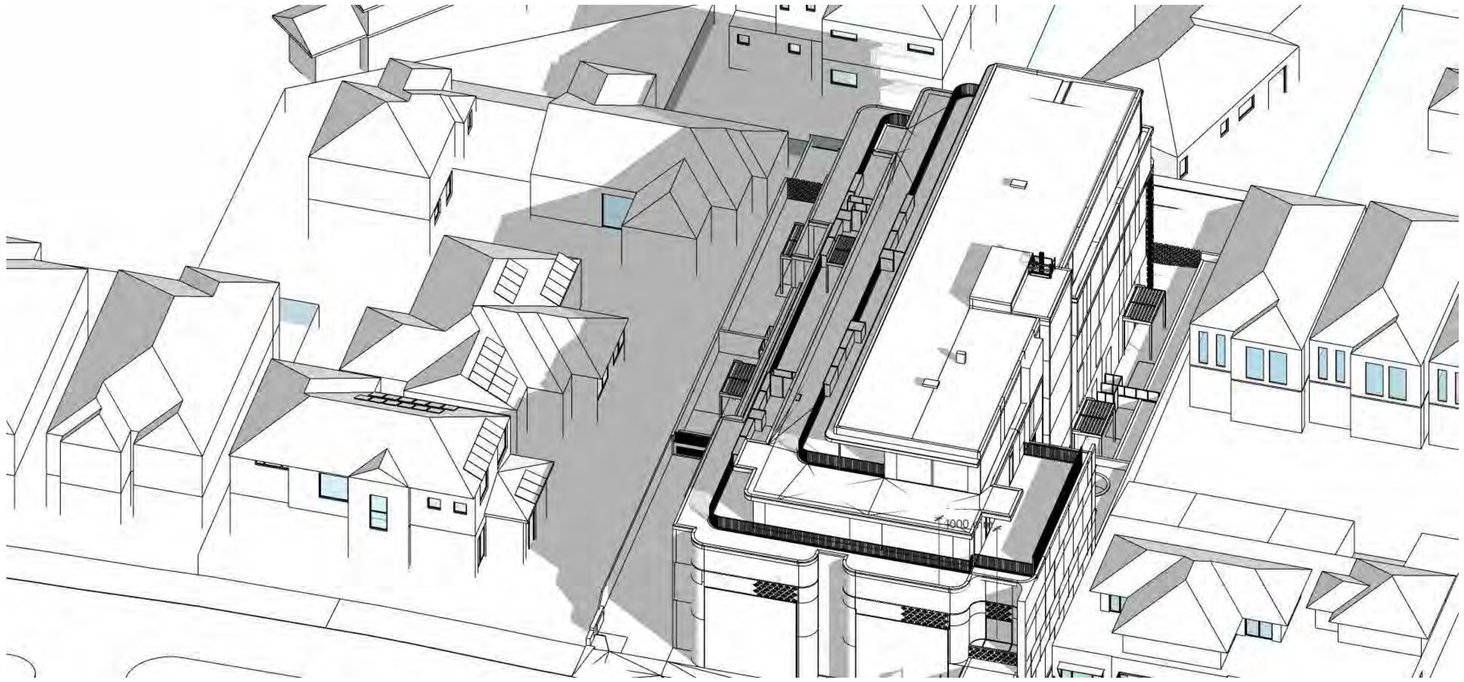
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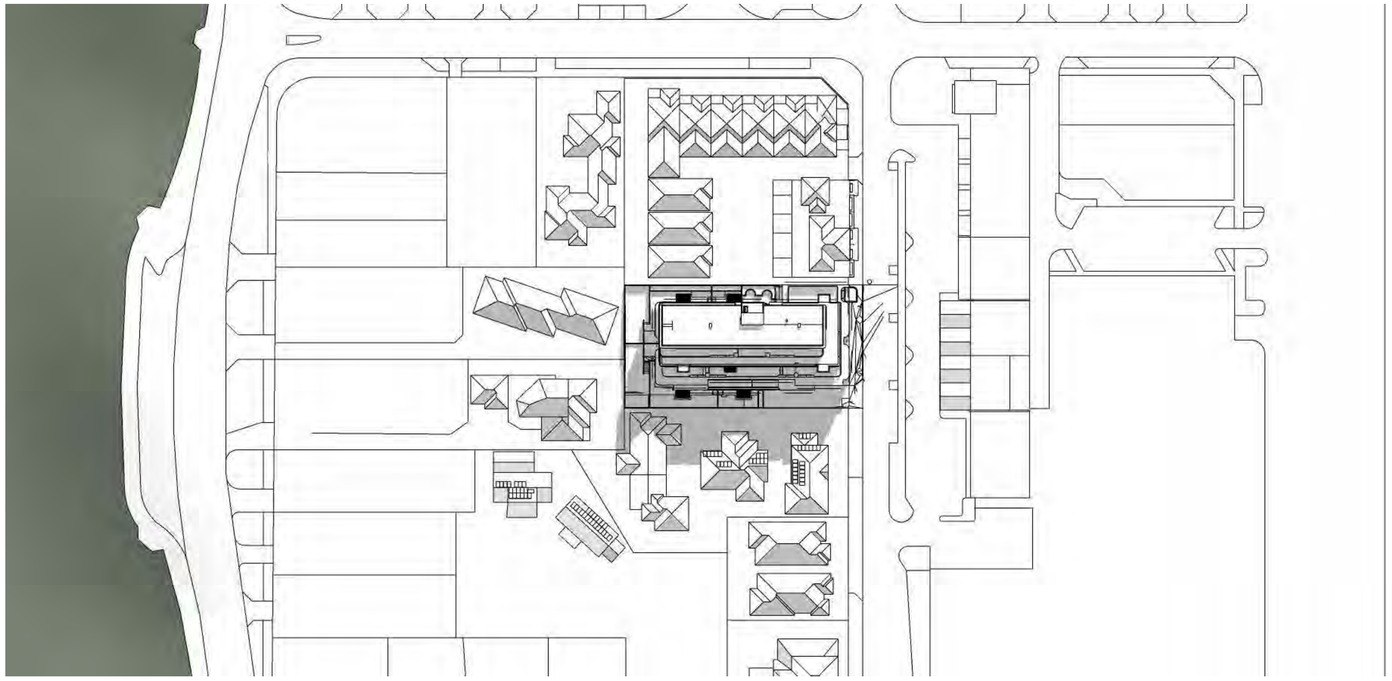
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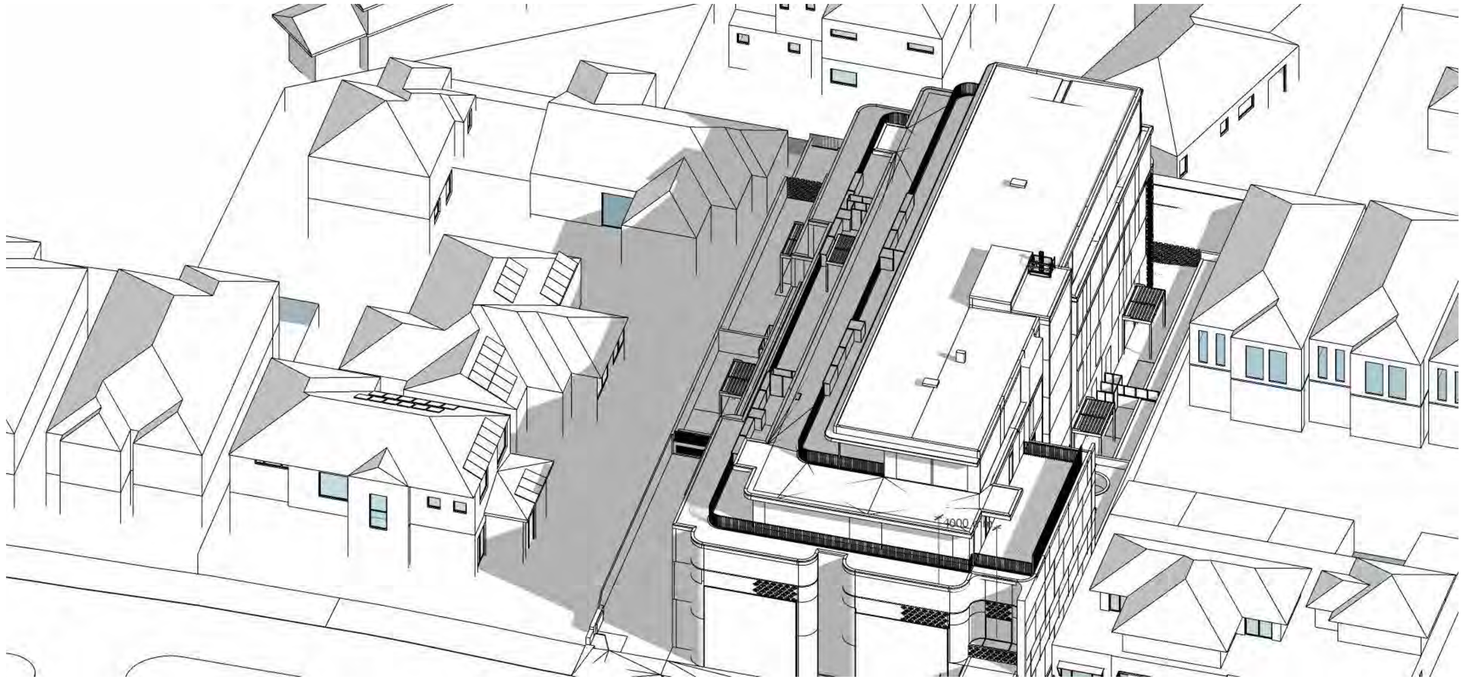
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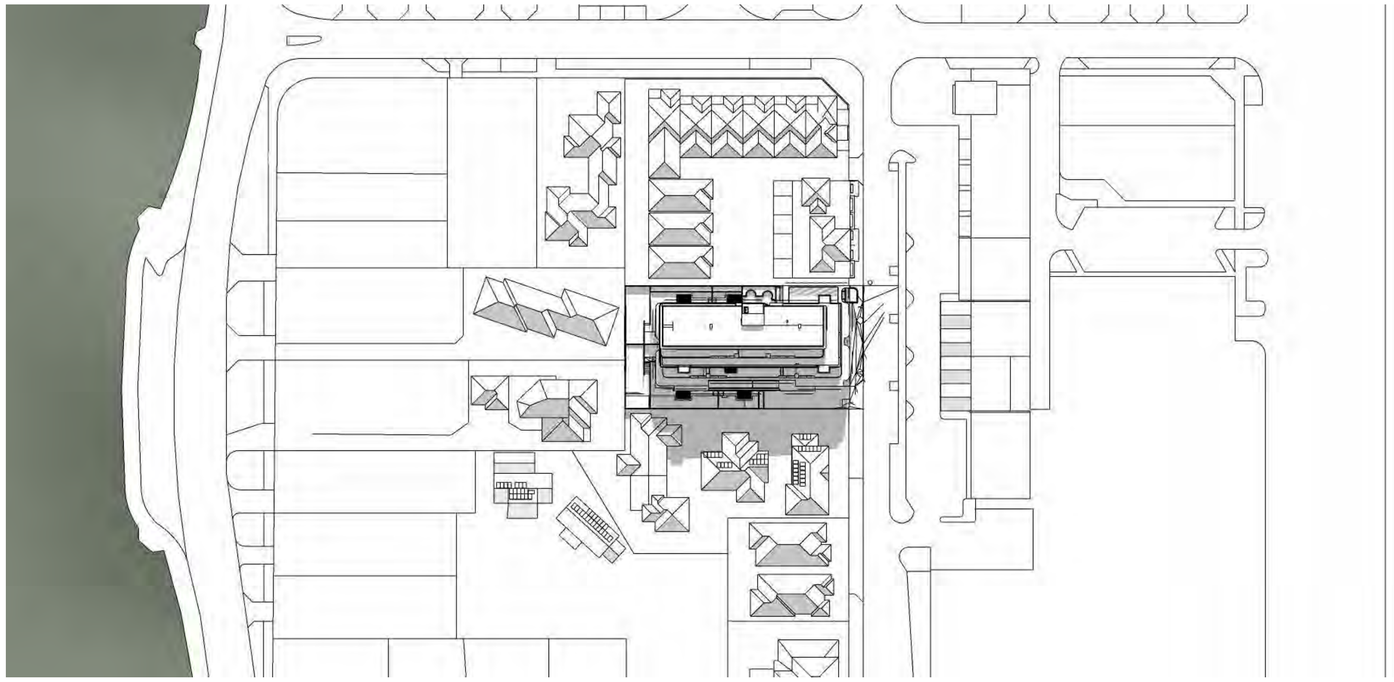
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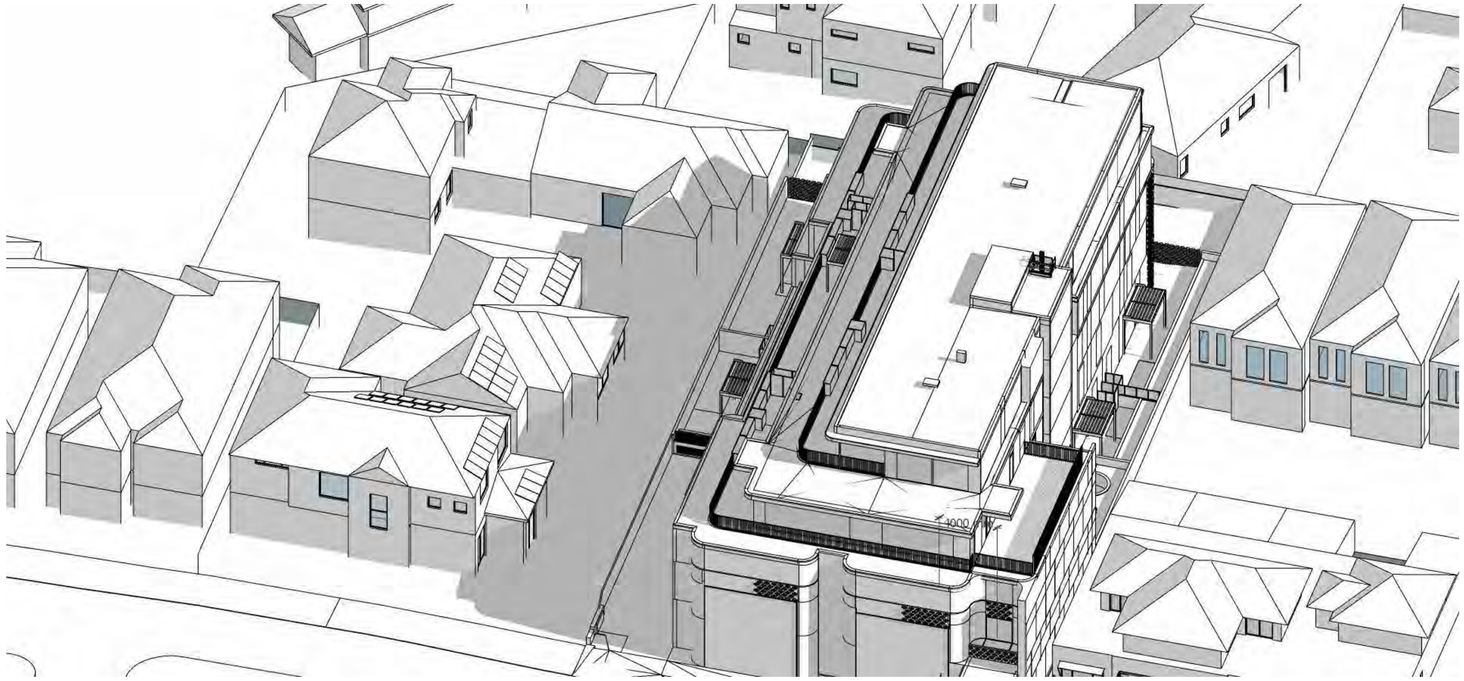
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DRAWING NAME

OVERSHADOWING STUDY 12PM

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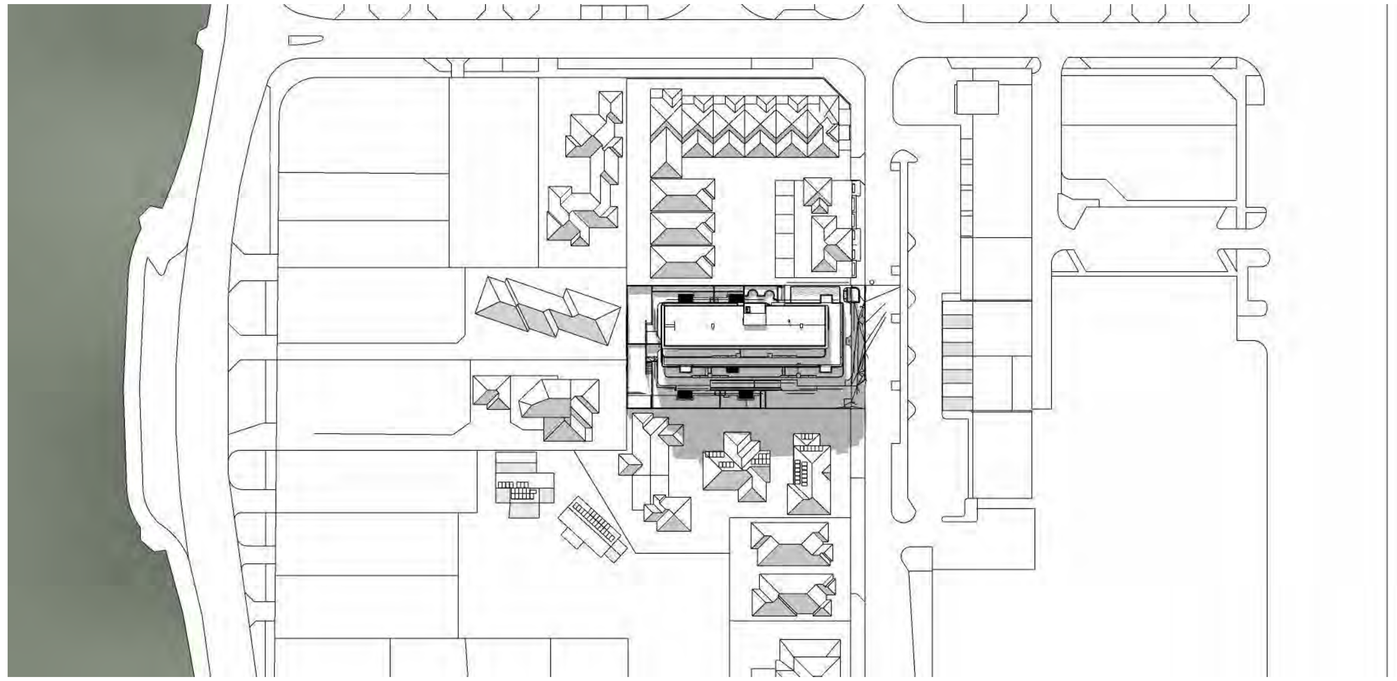
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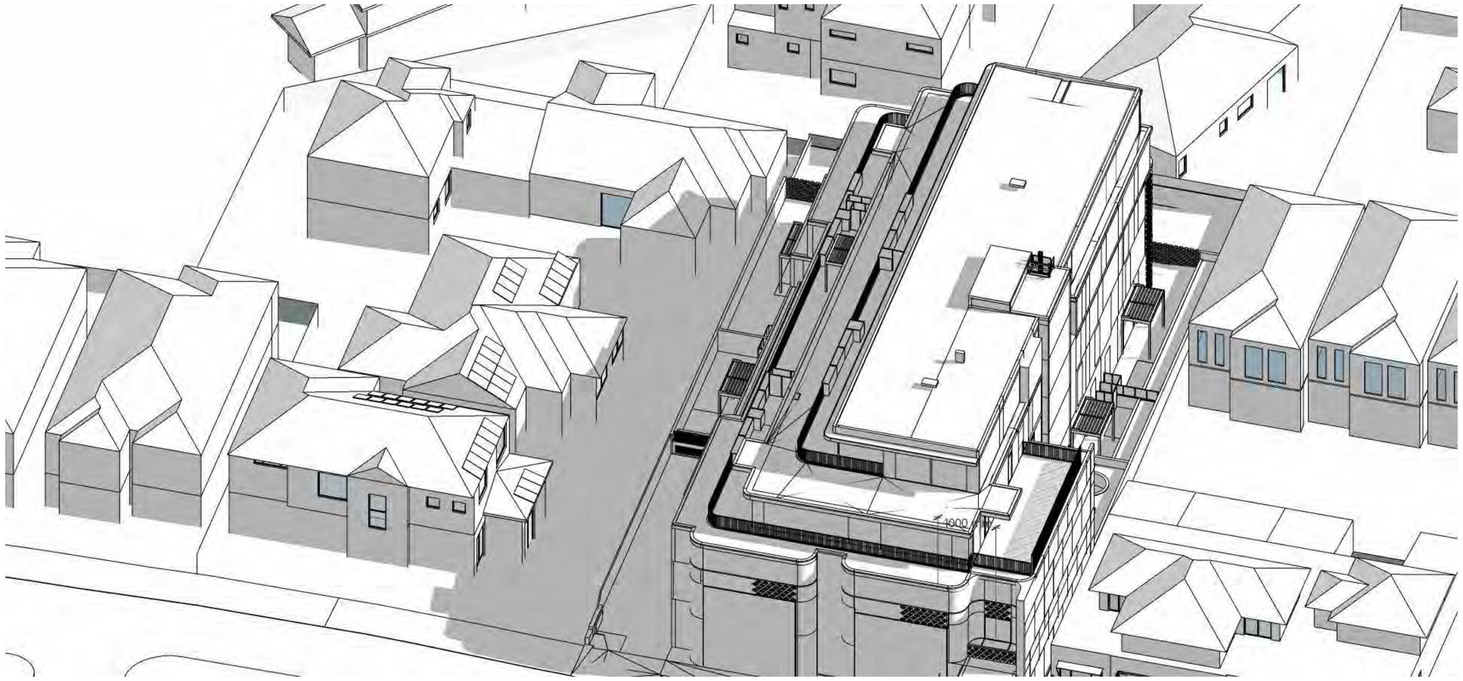
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PROJECT NAME
FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
OVERSHADOWING STUDY 1PM

BUILDING PERMIT

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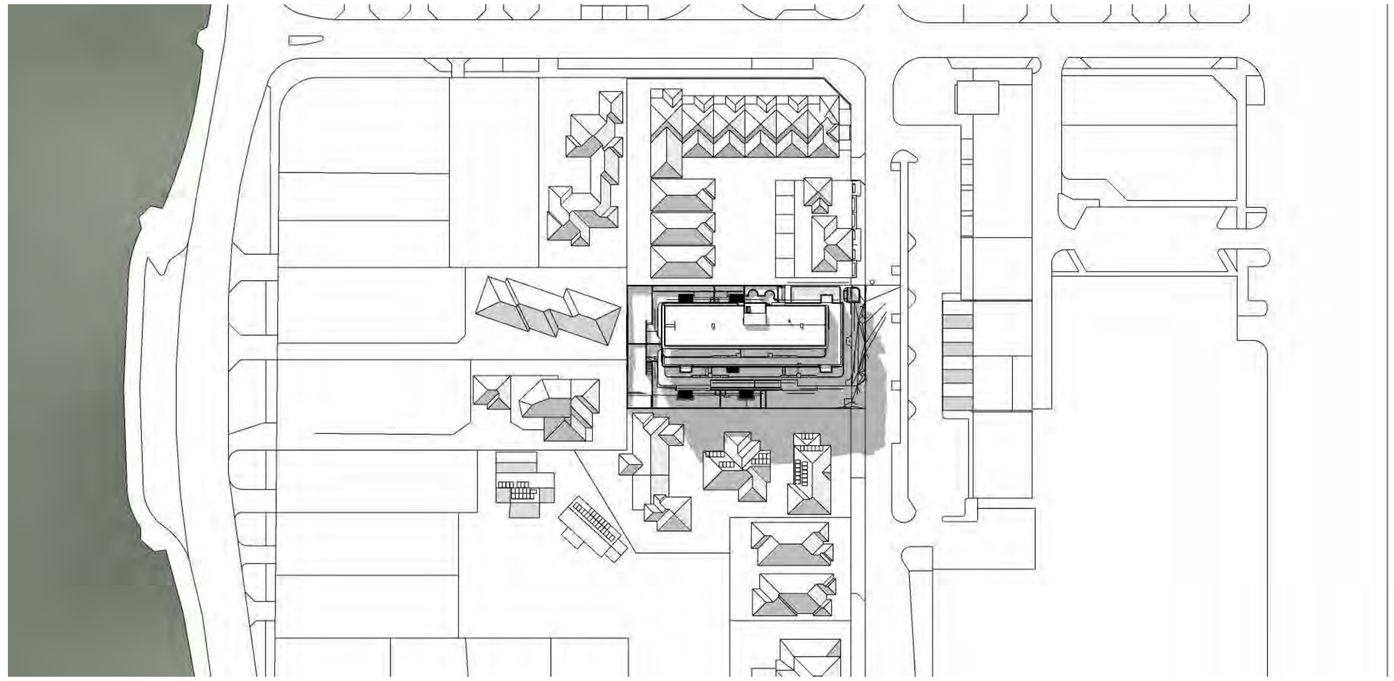
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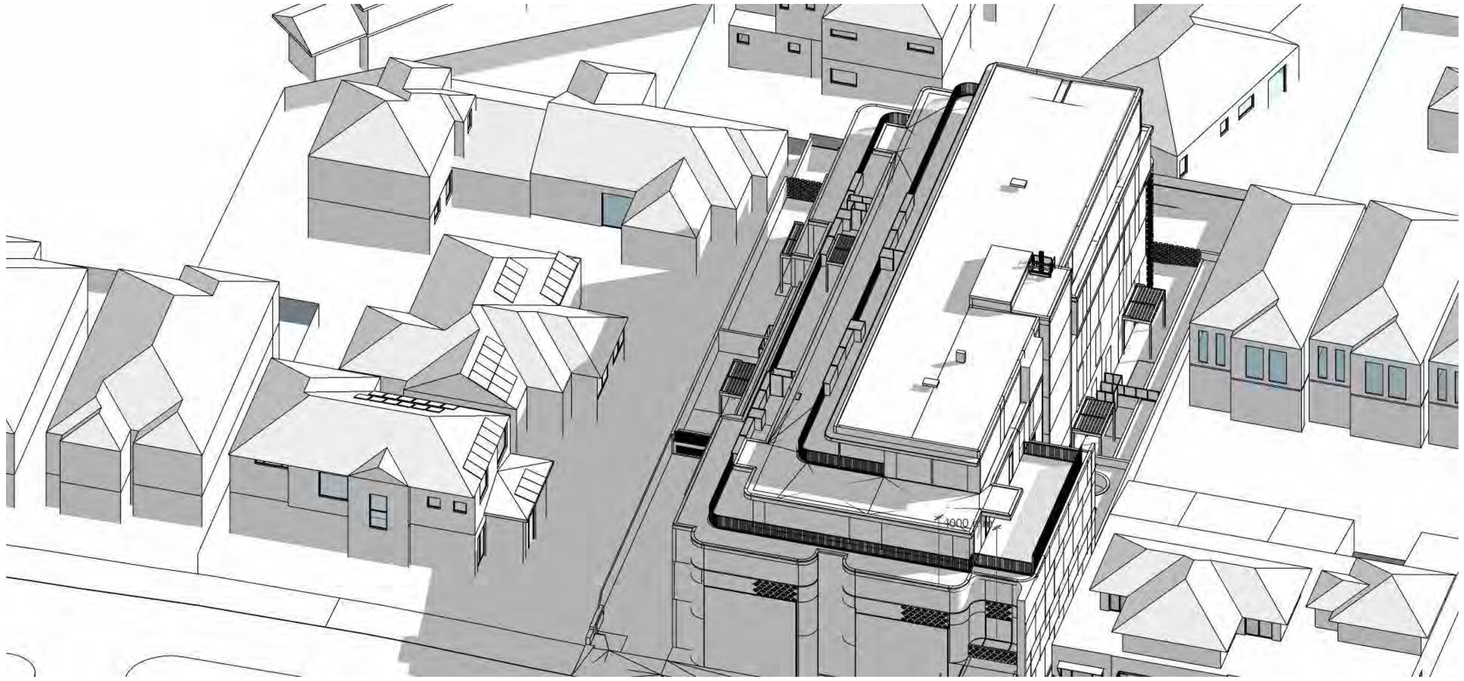
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10/03/2026	A	COMM. BIN DOOR & DRIVEWAY RL UPDATE	KL

ARCHITECT
space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
OVERSHADOWING STUDY 2PM

BUILDING PERMIT

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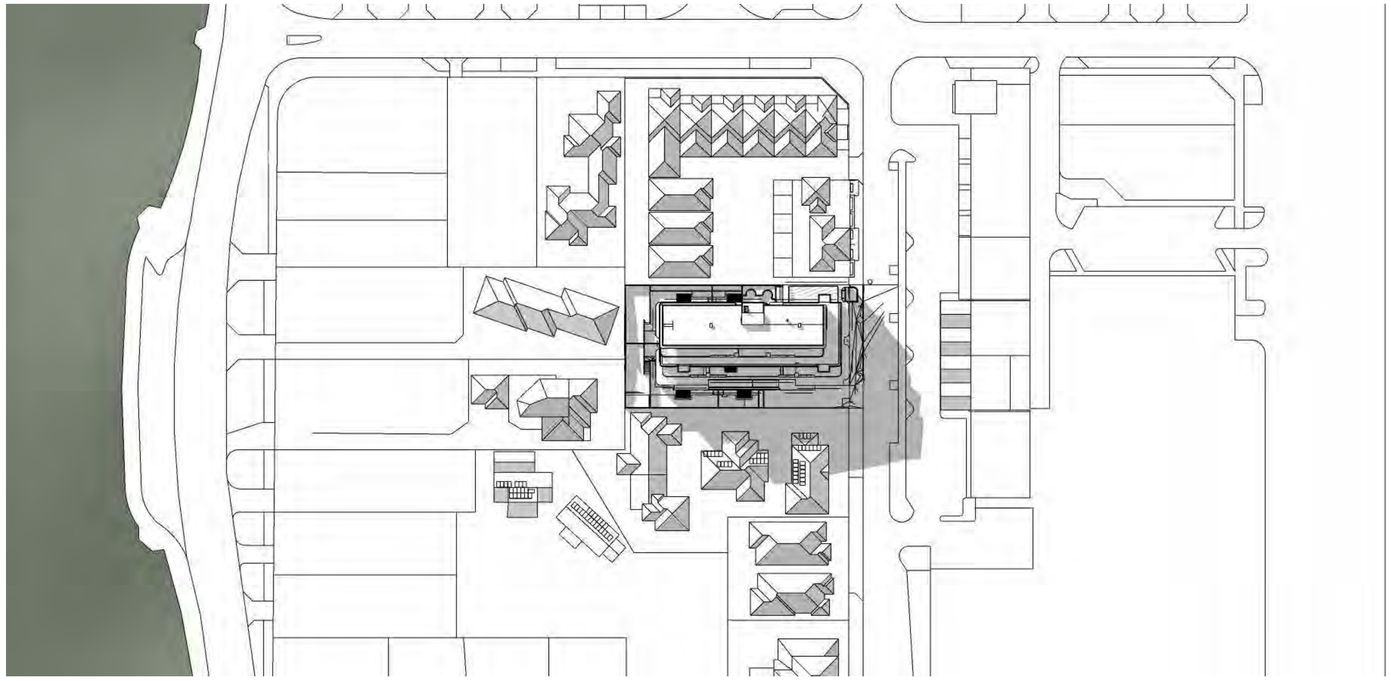
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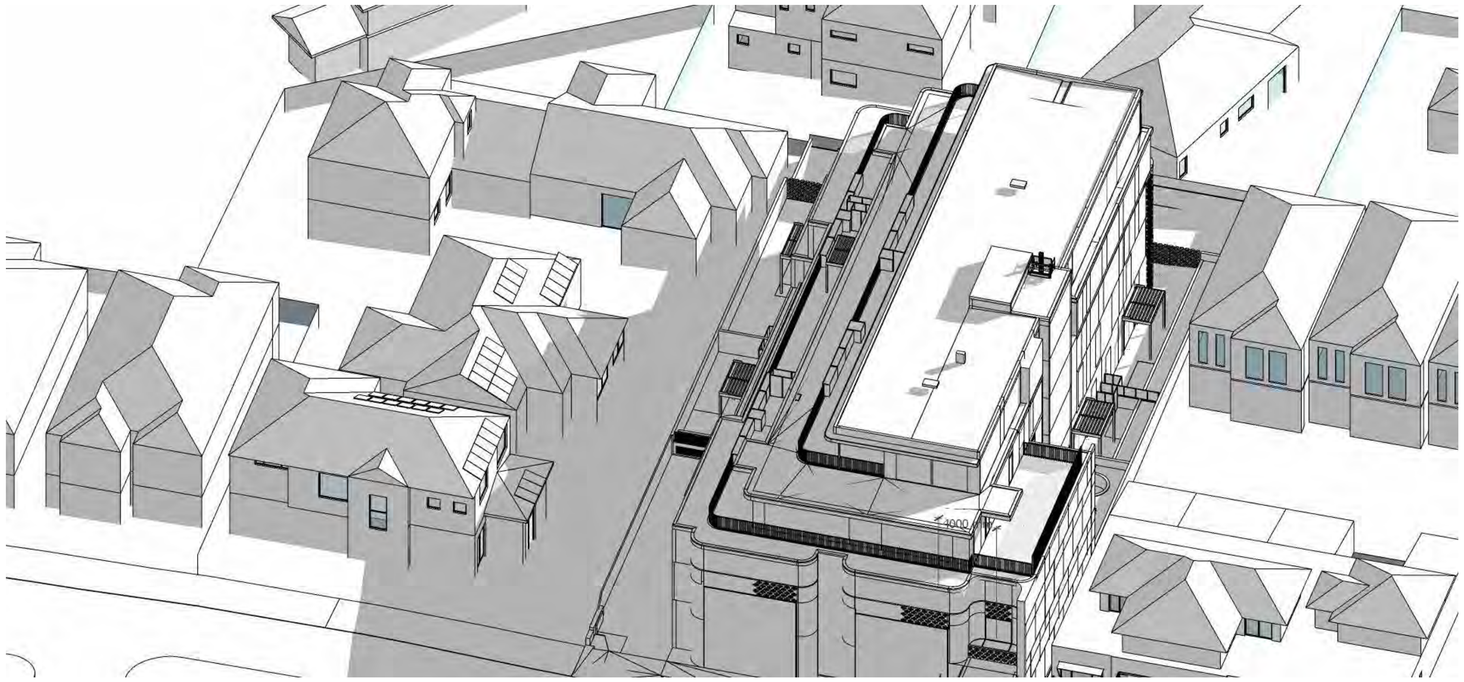
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ARCHITECT
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CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
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BUILDING PERMIT

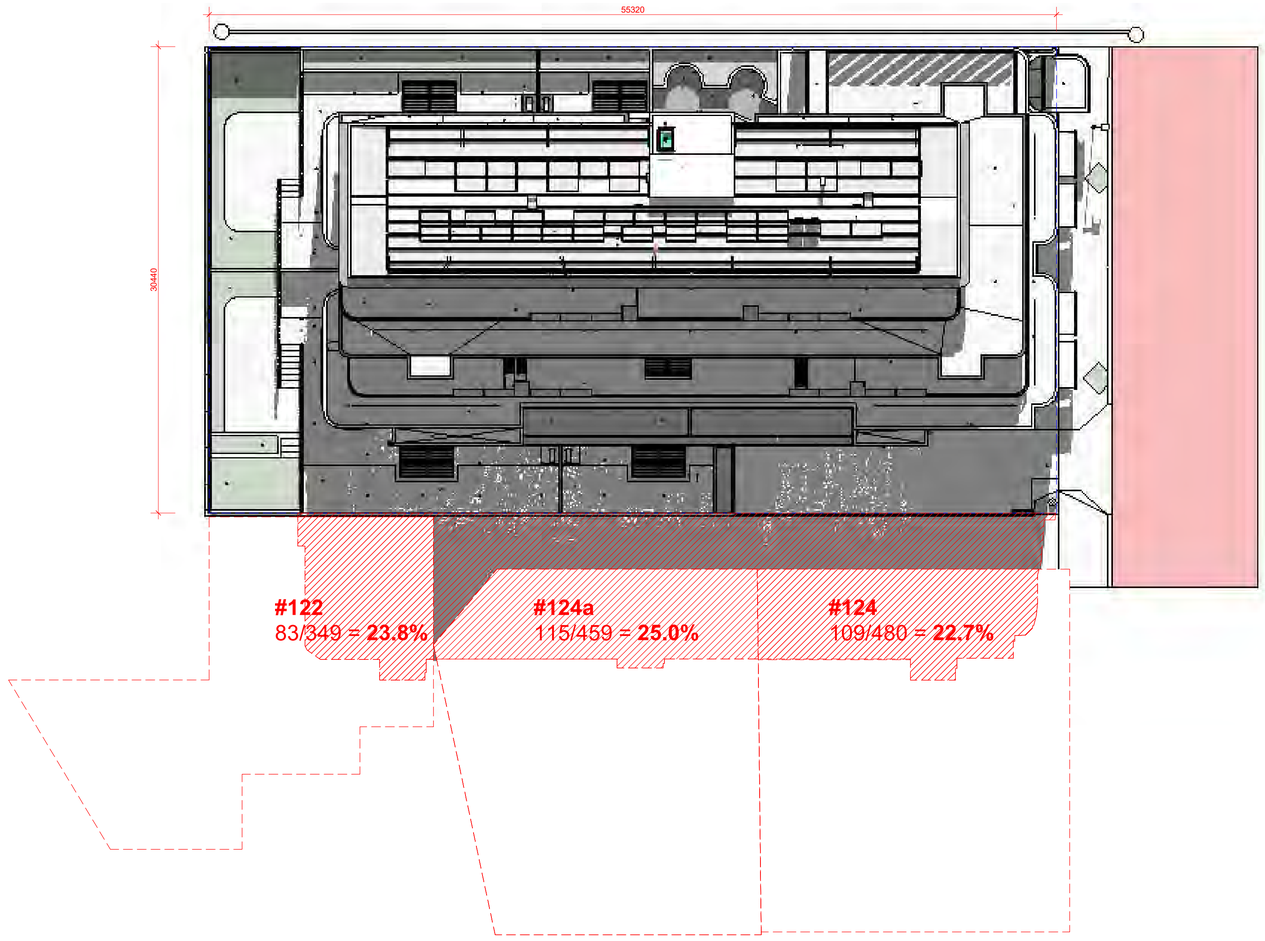
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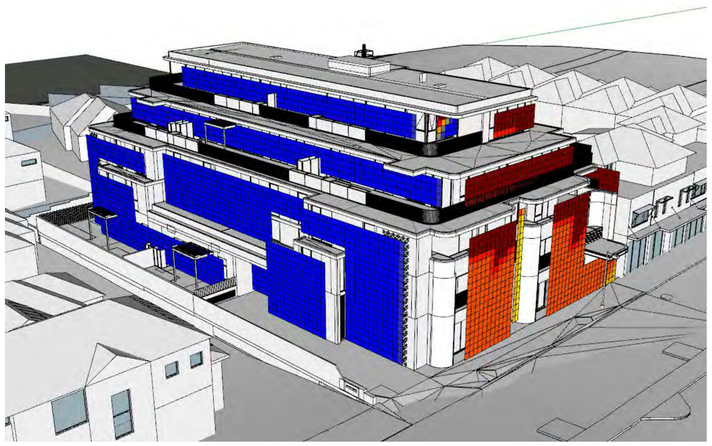
0 1 2 3 4 5 m

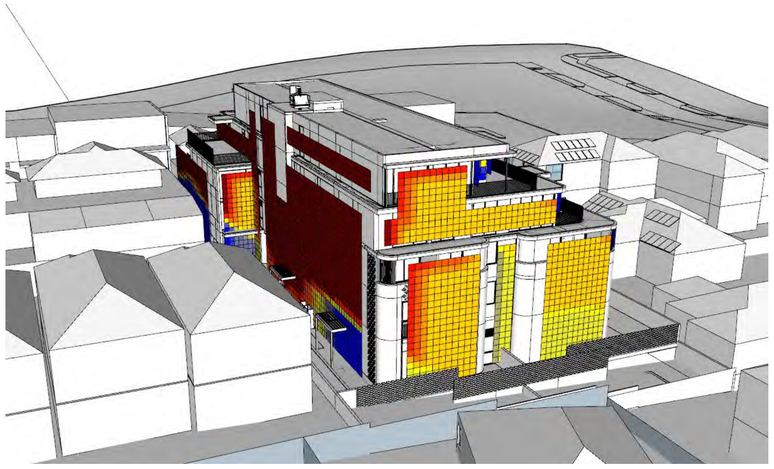
PROJECT No.	DRAWING No.	REV
2401	A02-035	B

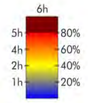
DRAWN BY KL

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LEVEL	TOTAL APT UNITS	APT UNITS COMPLIED
GROUND FLOOR	4	3
LEVEL 1	6	4
LEVEL 2	5	4
LEVEL 3	3	2
LEVEL 4	2	2
TOTAL	20	15

WINTER SOLSTICE - JUNE 21ST

75% OF APARTMENT RECEIVED AT LEAST 2 HOURS OF SUNLIGHT

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ARCHITECT, CONSULTANT DRAWINGS AND SPECIFICATIONS AND SCHEDULES.
2. USE FIGURED DIMENSIONS ONLY DO NOT SCALE.
3. ALL DIMENSIONS ON DRAWINGS SHALL BE CHECKED BY THE BUILDER PRIOR TO COMMENCEMENT OF CONSTRUCTION, PROCEEDING WITH PREPERATION OF SHOP DRAWINGS OR PLACING OF ORDERS. NOTIFY THE ARCHITECT OF ANY DISCREPANCIES FOR CLARIFICATION.
4. ALL WORK SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC), AUSTRALIAN STANDARDS AND THE REQUIREMENTS OF STATE AND LOCAL AUTHORITIES.
5. ALL MATERIALS, FIXTURES, FITTINGS AND BUILDING COMPONENTS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS'

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DD.MM.YY	REV	DESCRIPTION	CHECKE
10/03/2026	A	COMM. BIN DOOR & DRIVEWAY RL UPDATE	KL

ARCHITECT
space collective architec
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - OVERSHADOWING STUDY
BUILDING PERMIT

SCALE 1: 200 (A3) 1 : 200 @A1

0 1 2 3 4 5 m

PROJECT No.	DRAWING No.	REV
2401	A02-028	A
	DRAWN BY	KL

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Appendix 4:
Landscaping Package

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118 FLORA TERRACE NORTH BEACH

WA, 6020

06 March 2026

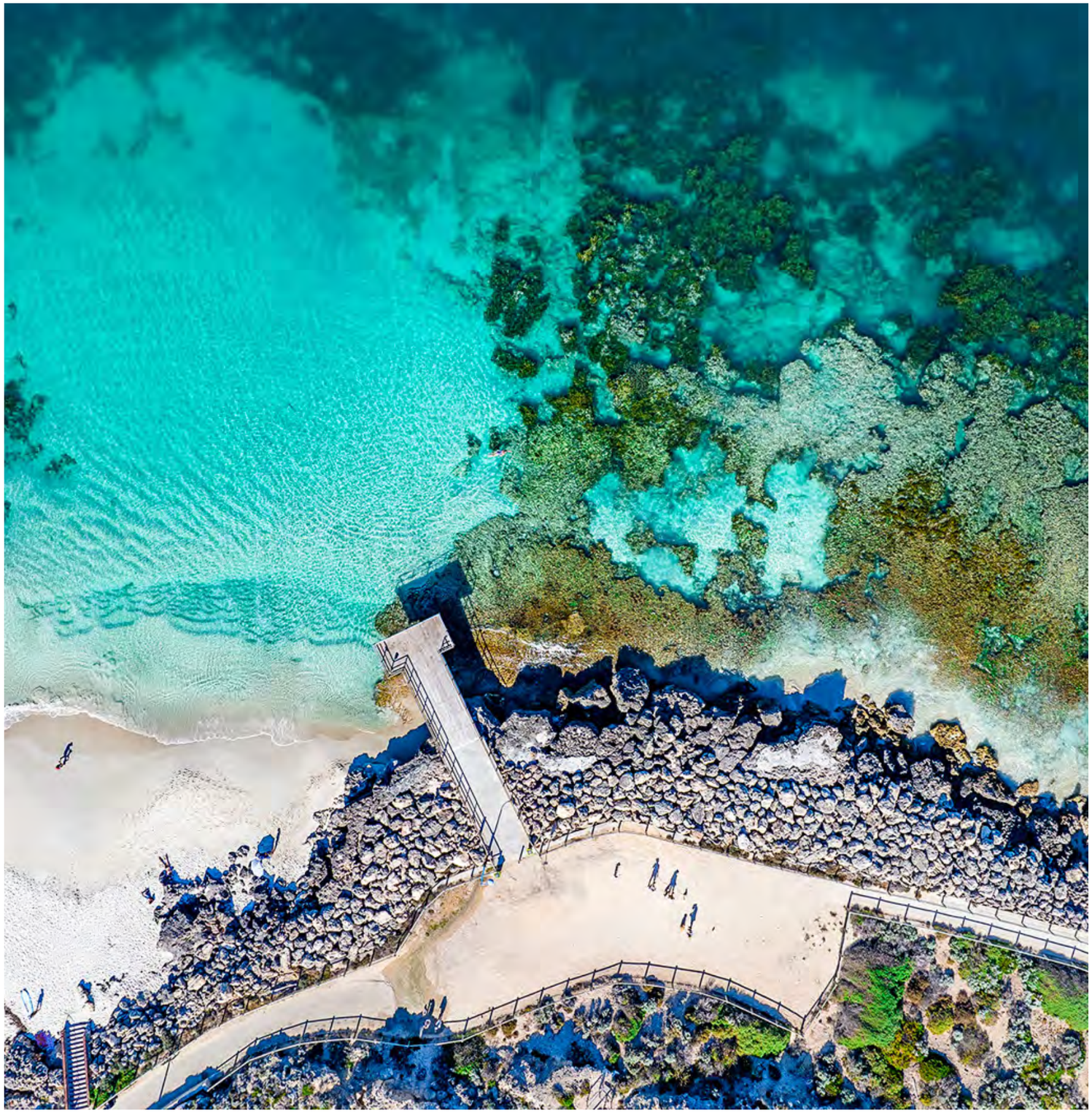
Landscape Architecture
Concept Design Report

See Design Studio
Landscape Architects

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See Design operates in Walyalup (Fremantle) on Whadjuk country of the Noongar nation. We honour Elders past and present and recognise their ongoing care for the land and waters on which our work takes place.

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Contents

Context Diagrams	4
Design Concept	7
Landscape Masterplan	12
Selections	18
Technical Information	23

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Context Diagrams

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Site Context

Legend

- The Site
- West Coast Drive
- Shared use path
- Eateries and small businesses
- North Beach Jetty
- Indian Ocean
- Apex Park
- Star Swamp Reserve



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Site Analysis



Legend

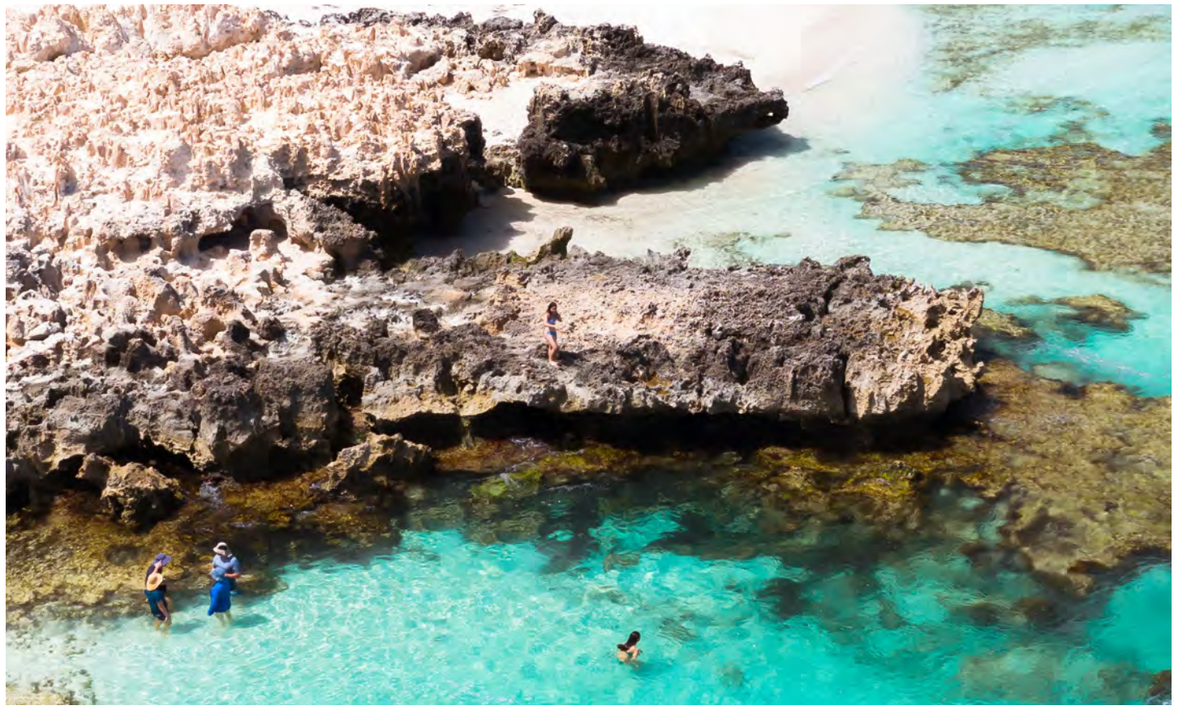
- The Site
- Bus route
- Shared use path
- Beach access
- Bus stop
- Food and beverage
- Public open space
- Commercial
- Existing street tree
- Playground

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Design Concept

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Landscape Character



Coastal Geology

The coastal geology at North Beach will inspire textures and forms used in the design at 118 Flora Street, with the material palette reflecting the sense of place unique to this Perth beach.

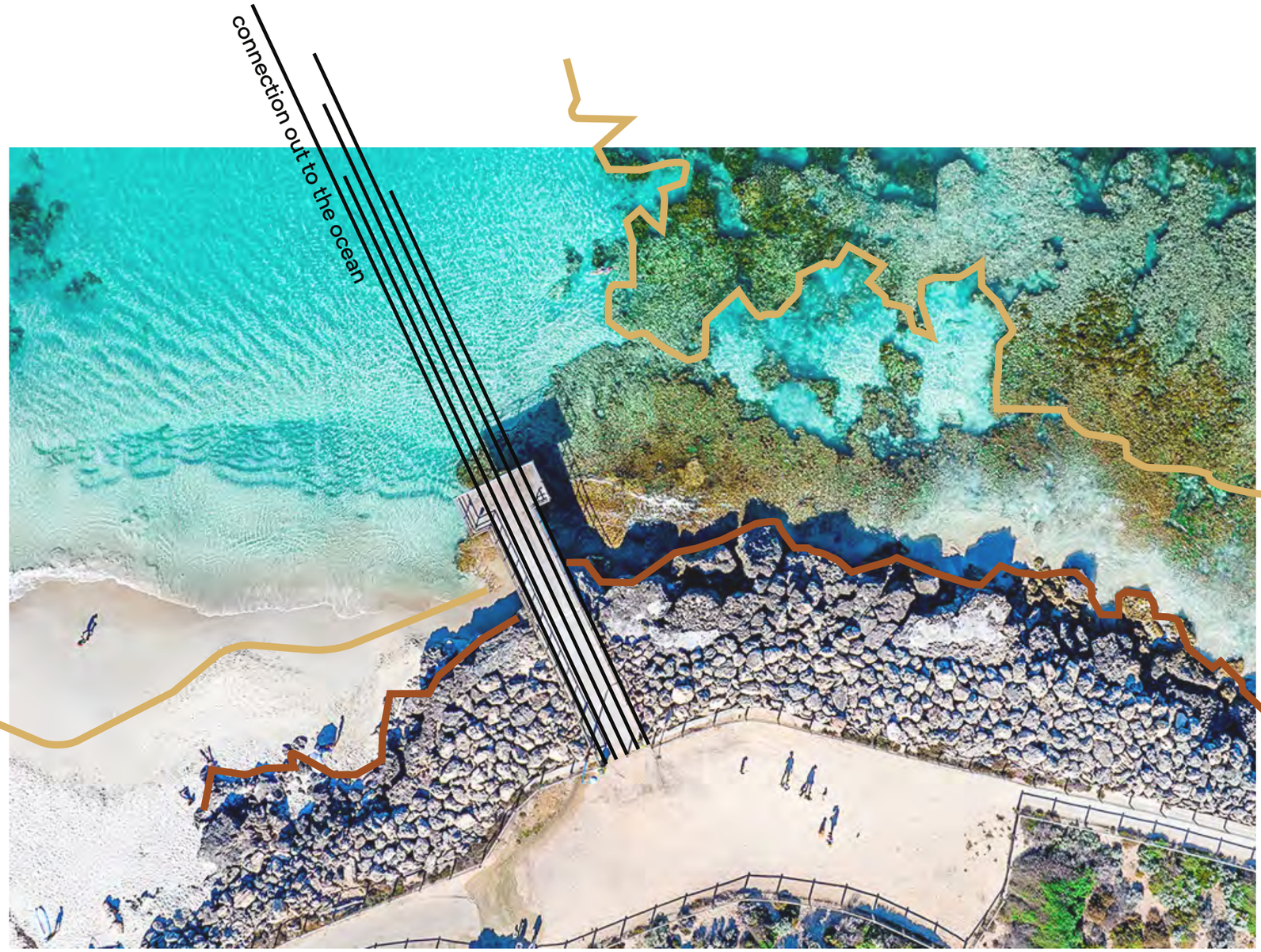


Verdant Planting

Robust coastal planting with an emphasis on foliage textures and contrasting shade of grey and green will create a planting scheme that creates a sophisticated analogy of the local dune vegetation. These plantings will thrive in this exposed coastal location.

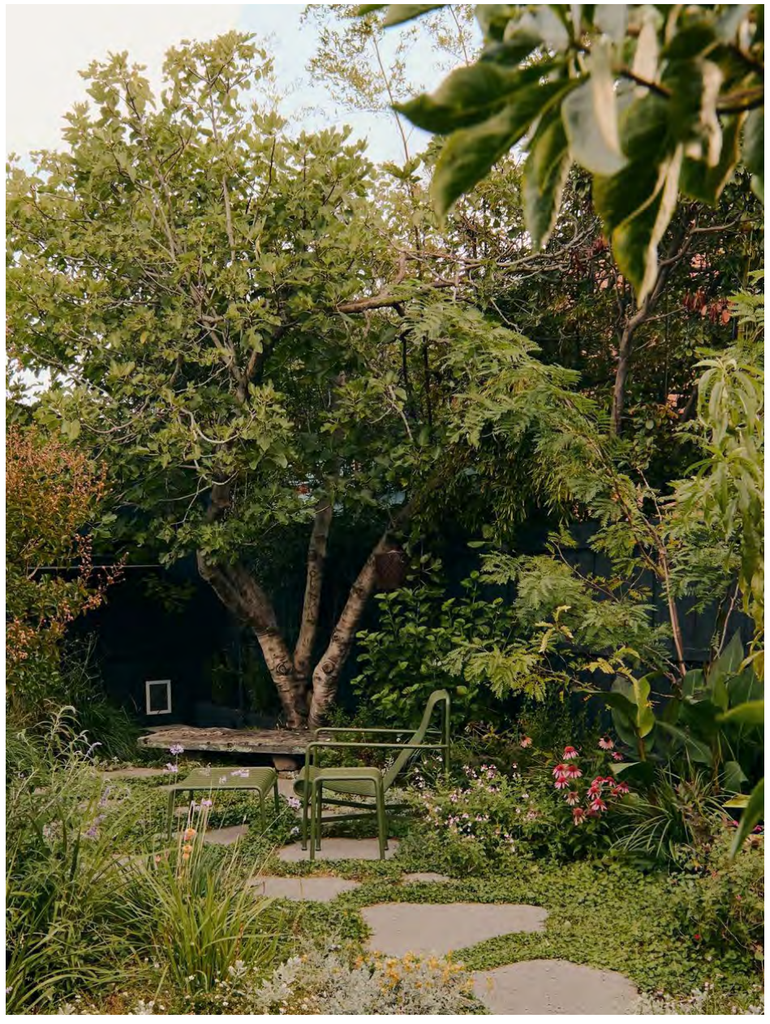
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Local Coastal Influence

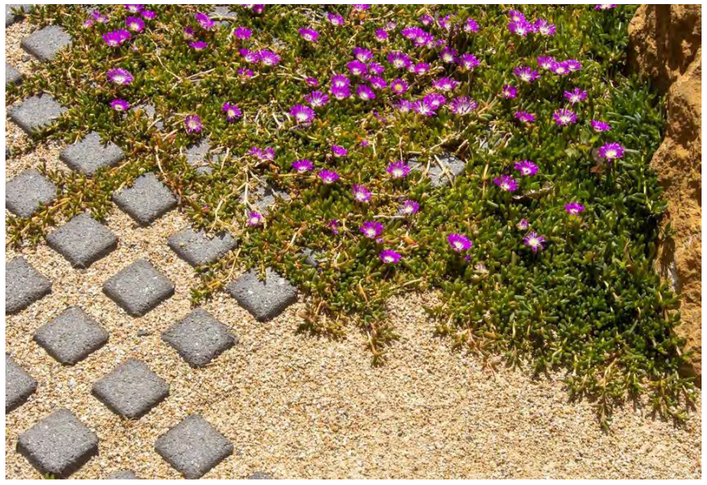


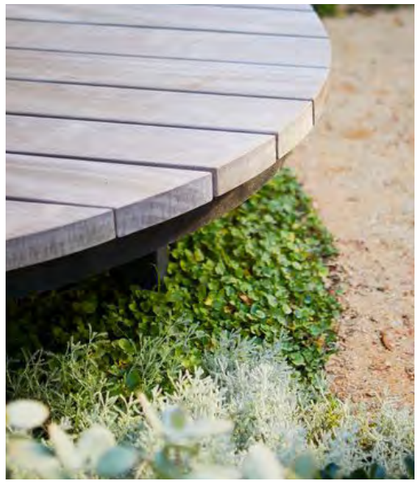
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Ground Floor Design Imagery













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Podium Design Imagery













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Landscape Masterplan

Ground Floor Landscape Plan

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Legend

1. Entry area with seating and raised planters
2. Private courtyard and permeable paving
3. Garden seating
4. Garden path and bird bath
5. Raised planter and trees
6. Garden and shade trees
7. Gravel
8. Paved alfresco
9. Proposed Norfolk Island Pine
10. Council foot path
11. Driveway
12. Planter + cascading plants

1:200 @ A3

N

1st Floor
Landscape Plan

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Legend

1. Garden bed with small trees + cascading plants
2. Cascading plants
3. Feature boulder + bird bath

1:200 @ A3

N

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2nd Floor Landscape Plan



Legend

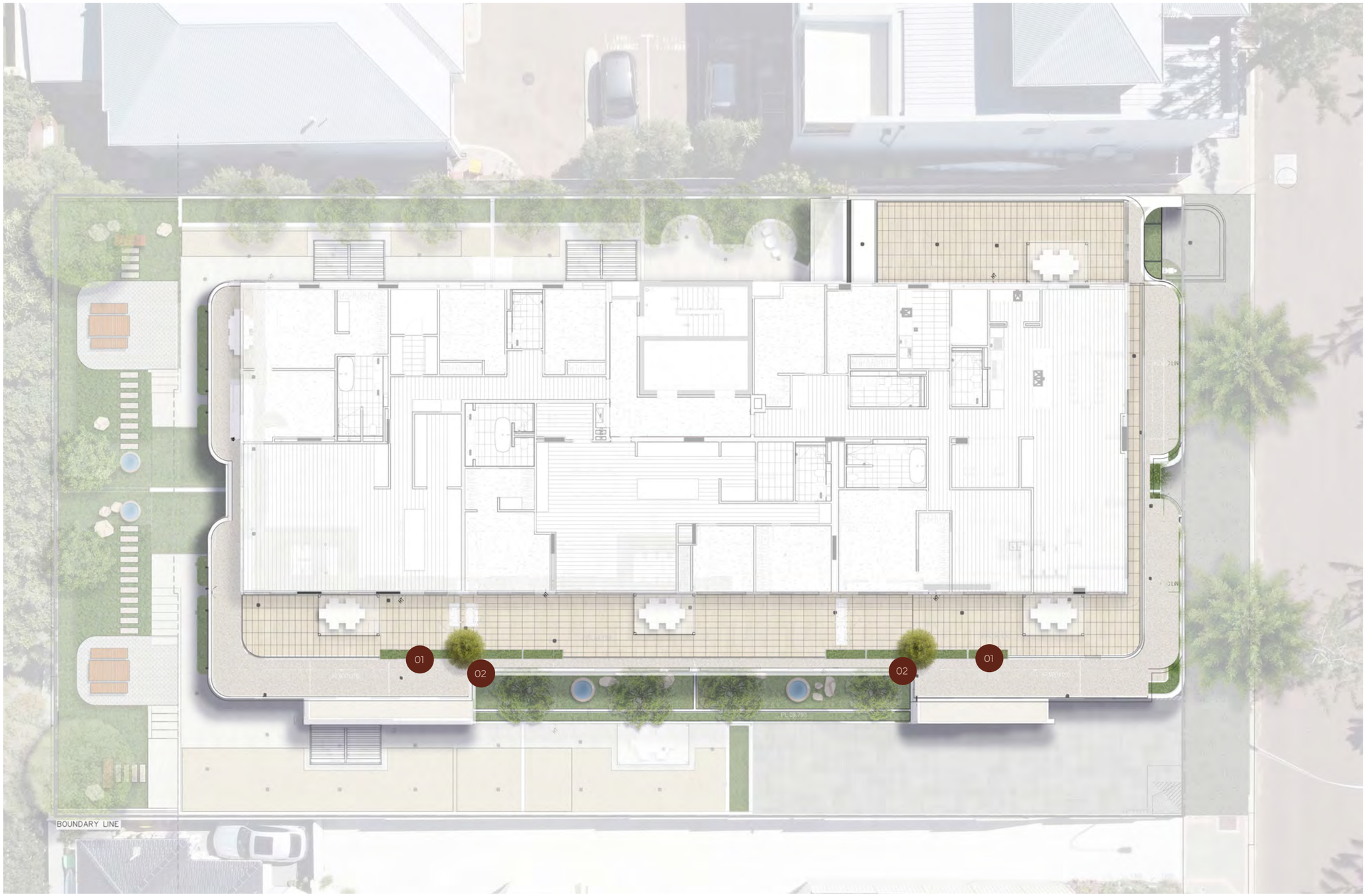
1. Balcony Planter + cascading plants

1:200 @ A3

N

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3rd Floor
Landscape Plan



Legend

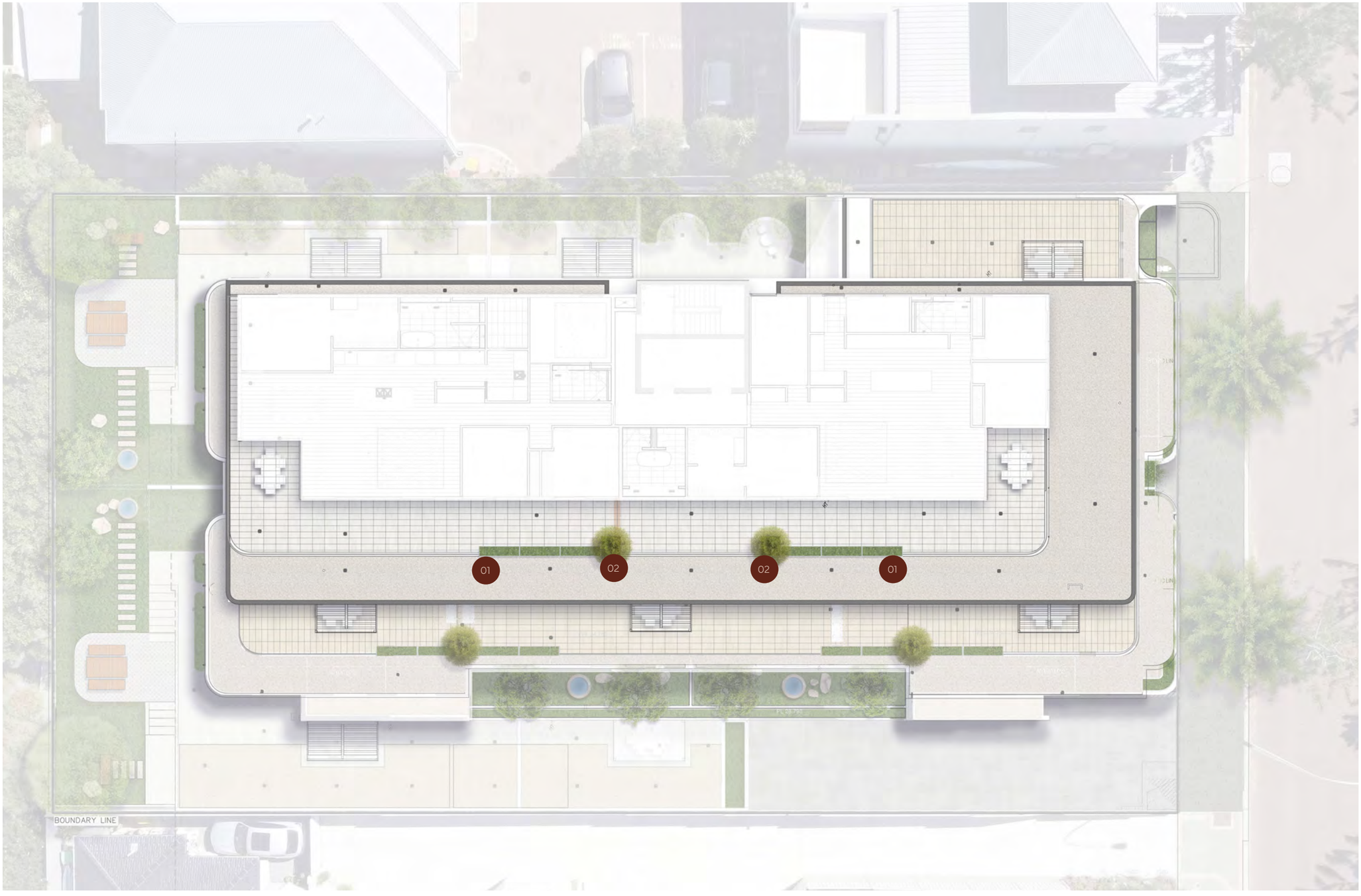
1. Balcony Planter + cascading plants
2. Balcony Planter + small tree

1:200 @ A3

N

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4th Floor
Landscape Plan



Legend

1. Balcony Planter + cascading plants
2. Balcony Planter + small tree

1:200 @ A3

N

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Selections

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Ground Floor Planting

CASCADING


Casuarina Cousin It


Acacia Saligna Prostrate


Myoporum Insulare Prostrate


Hibbertia Scandens


Banksia Integrifolia Roller Coaster


Grevillea Gingin Gem


Myoporum parvifolium

STRAPPY LEAF


Lomandra Tanika


Liriope Isabella


Liriope Emerald Cascade


Conostylis candicans


Poa 'Eskdale'


Lomandra Nyalla


Pennisetum Nafray

GROUNDCOVERS


Melaleuca hugelii prostrate


Banksia blechnifolia


Eremophila 'Kalbarri carpet'

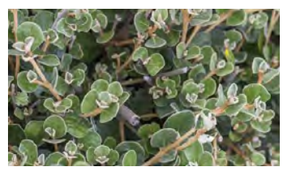

Banksia Integrifolia Roller Coaster


Banksia Nivea


viola hederacea


Myoporum Insulare Prostrate

SHRUBS


Correa Alba


Calothamnus hirsutus


Banksia menzeisii dwarf


Acacia howitii Honey Bun


Westringia Grey Box


Rhaphiolepis 'Oriental Pearl'


Casurina Green Wave

CLIMBING


Hardenbergia White Out


Trachelospermum jasmineoides

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Podium Planting

CASCADING


Casuarina Cousin It


Acacia Saligna Prostrate


Hardenbergia White Out


Hibbertia Scandens


Carpobrotus aussie rambler


Grevillea Gingin Gem


Rosemary prostrate

STRAPPY LEAF


Lomandra Tanika


Liriope Samantha


Liriope Emerald Cascade


Conostylis candicans


Nolina nelsonii


Austrostipa stipiodes


Pennisetum Nafray

GROUNDCOVERS


Banksia nivea


Senecio Blue Chalky Sticks


Banskia Petioralis


Santolina Lavender Cotton


Carissa Green Carpet


Viola hederacea


Dichondra Silver Falls

SHRUBS


Correa Alba


Kalanchoe Silver Spoons


Melaleuca Little Red


Eremophila 'Silver Ball'


Westringia Grey Box


Westringia Mundi


Helichrysum Silver Mist

FEATURE


Agave Blue Glow


Kalanchoe beharensis


Cotyledon silver waves


Crassula ovata undulata

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Tree Planting

SMALL TREES



Banksia integrifolia

10h x 4w



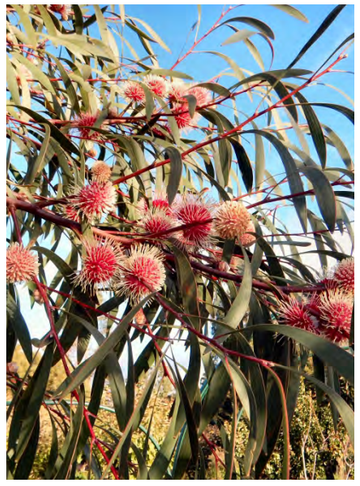
Agonis 'Lemon Lime'

5h x 4w



Magnolia grandiflora 'Teddy Bear'

6h x 4w



Hakea laurina

5h x 3w

MEDIUM + LARGE TREES



Gleditsia Shademaster

15h x 10w



Waterhousia floribunda

8h x 5w



Araucaria heterophylla

25mH x 10mW

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Materials

SURFACES

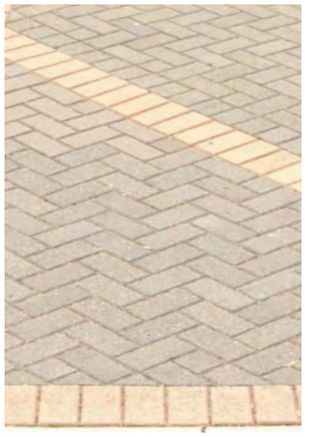

Porcelain Paver


Permeable Paver


Stabilised Gravel


Rainbow Stone Gravel


Feature steppers


Council paver

FURNITURE


Limestone Feature Boulder


Copper + Sandstone Birdbath


Aluminium Planters


Tall Planter

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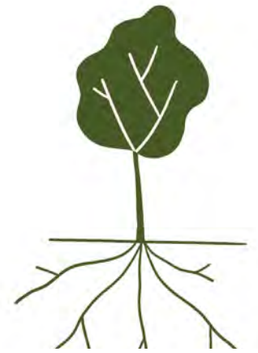
Technical Drawings

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Deep Soil Zone Benefits

Trees and gardens make a significant contribution to the ecology, character and amenity of neighbourhoods. They provide habitat for fauna, shade, storm water management and micro-climate benefits, as well as improve apartment outlook and privacy.

The provision of deep soil areas to support and sustain the development of tree canopy can also make a major contribution to the retention of existing trees. A deep soil area is an area of soil that is free of built structure and has sufficient area and depth to support tree growth and infiltrate rainwater. Site planning should seek to co-locate deep soil areas with existing trees on and adjacent to the site, and in locations best suited to the development of a viable tree canopy and landscaping.



Healthy roots = healthy tree



Enhance water filtration



Comfortable Micro-Climate + Reduction of Urban Heat Island Effect



Create Habitat



Improve Air Quality



Community Health through increased canopy coverage

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Deep Soil Calculation

Deep Soil Total	
Total Site Area	1686 sqm
Deep Soil Planting required	168 sqm
Ground Floor DSA	149 sqm (8.8%)
Ground Floor DSA shortfall	19 sqm
Podium planting requirement (min 1m wide x 1m deep)	38 sqm
Planting on structure (min 1m wide x 1m deep)	103 sqm
Total DSA and Planting on Structure	252 sqm
Total DSA percentage	14.9 %

Deep Soil Planting

Planting on Structure

Ground Floor



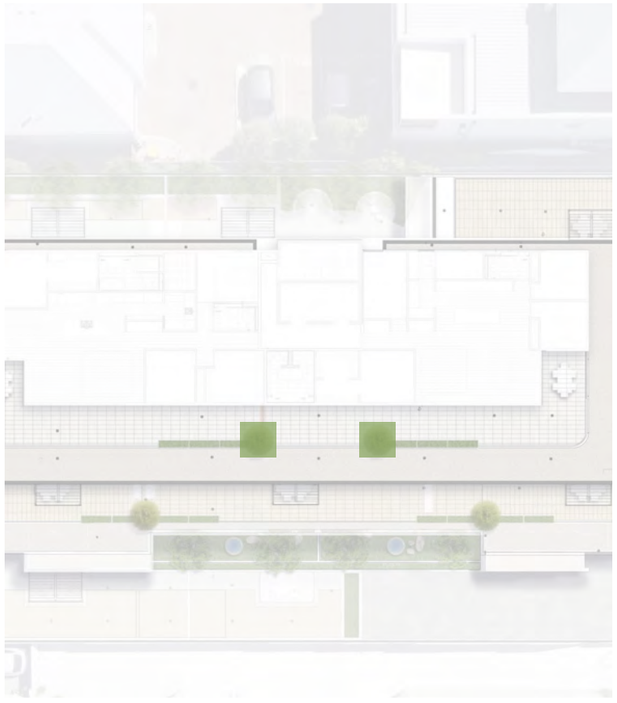
1st Floor



3rd Floor



4th Floor



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Tree Requirements

Tree Requirements	Area
Site Area	1,686 sqm
Site wide tree requirements (>1,000m2)	3 medium & small trees to suit area
TOTAL TREE NUMBERS	Medium trees = 3 total
	Small trees = 15 total

Legend

- Small tree (9m2 DSA per tree)
- Medium tree (36m2 DSA per tree)
- New street tree

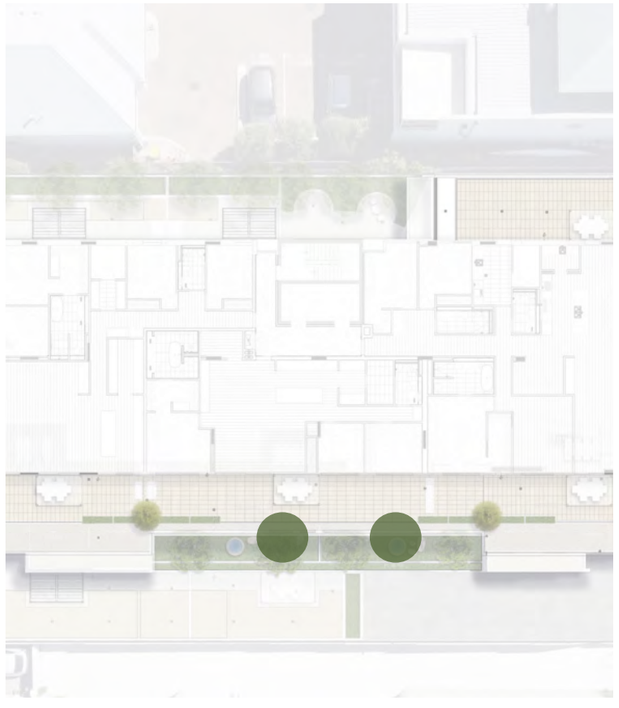
Ground Floor



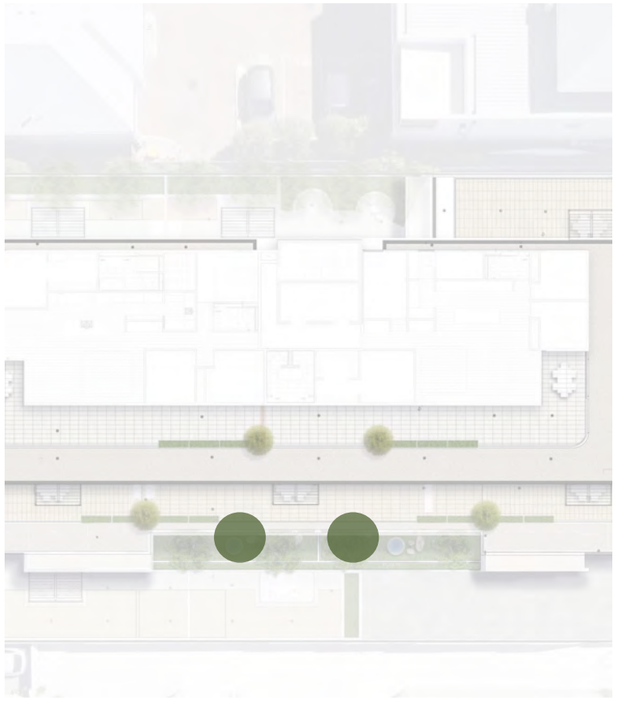
1st Floor



3rd Floor



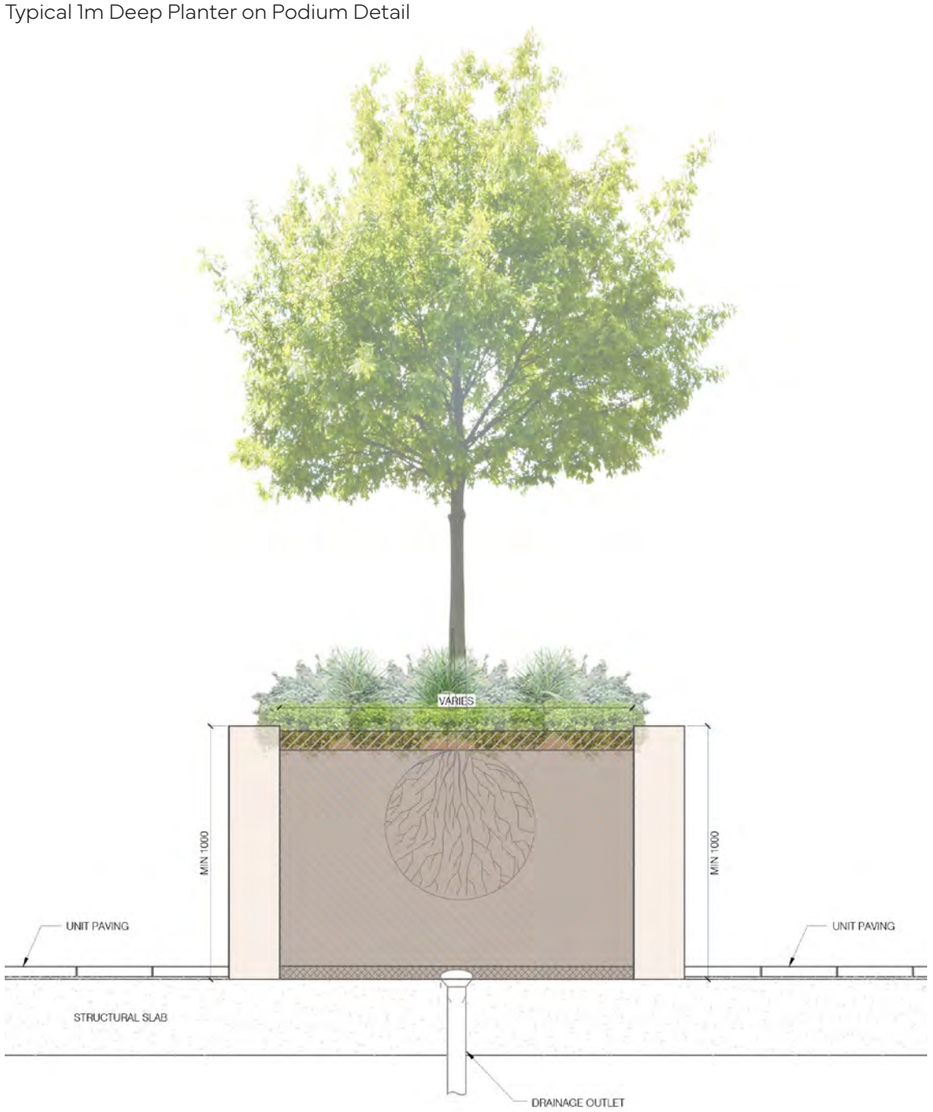
4th Floor



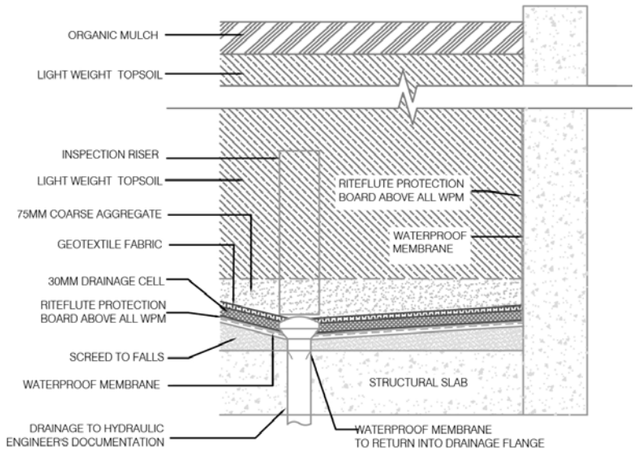
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Planting On Podium Details

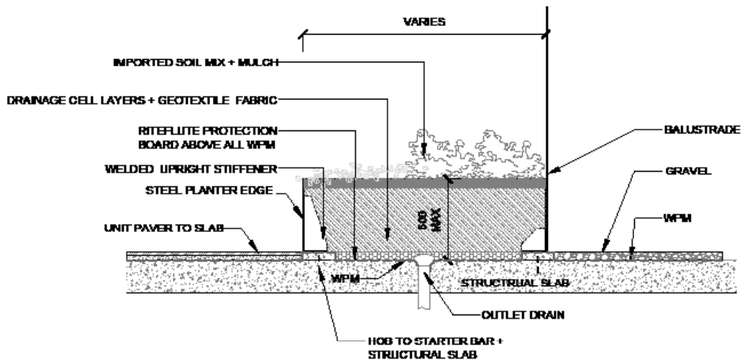
Typical 1m Deep Planter on Podium Detail



Typical Planter Lining Detail



Typical Shallow Planter on Podium Detail



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Please feel free to contact us with any inquires.

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Landscape Architects

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Appendix 5:
Traffic Impact Statement (TIS)

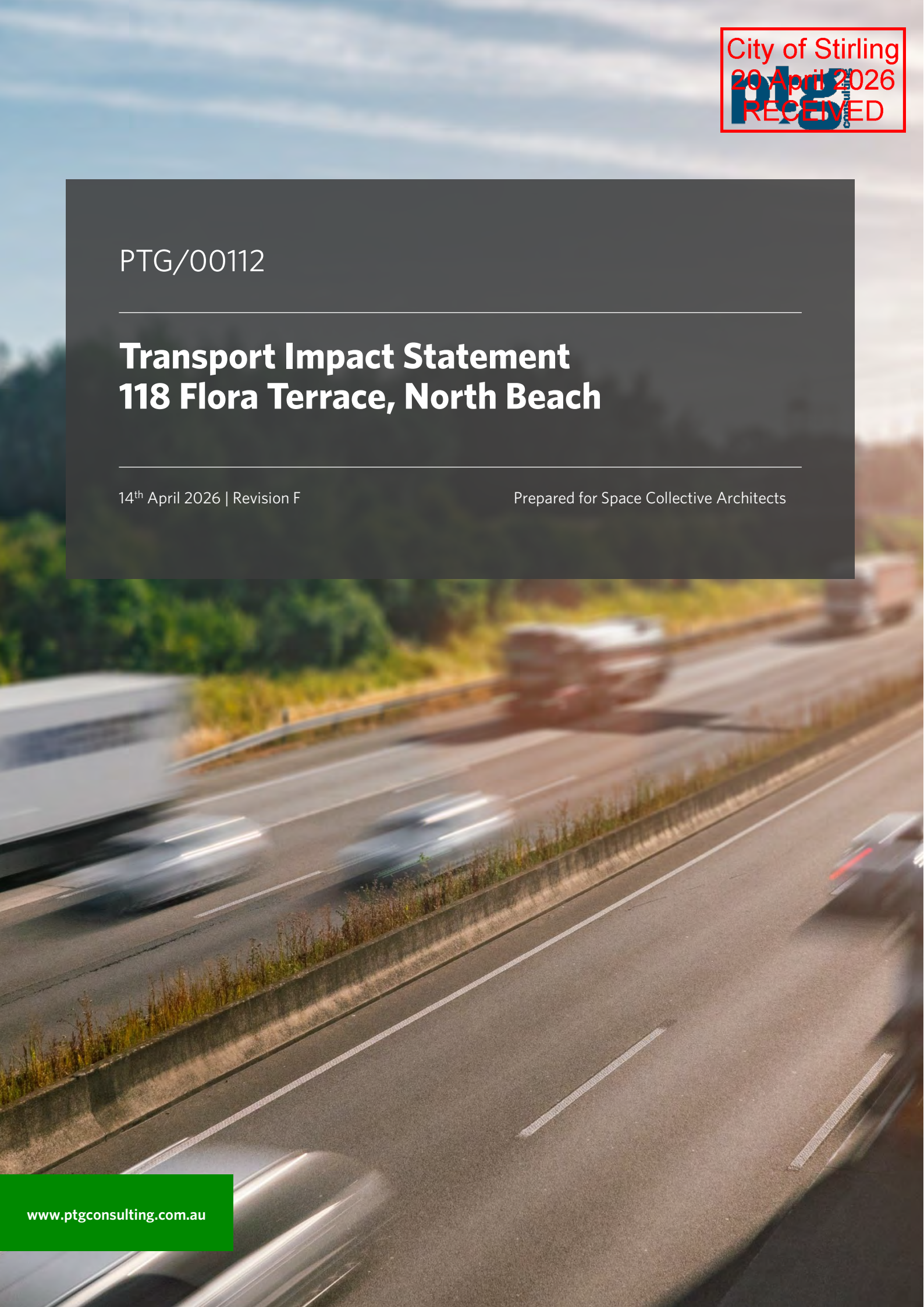
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PTG/00112

Transport Impact Statement
118 Flora Terrace, North Beach

14th April 2026 | Revision F

Prepared for Space Collective Architects



www.ptgconsulting.com.au

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2.1 Existing Land Use 5
2.2 Context with Surrounds 5
2.3 Development Land Use 6
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REPORT DETAILS

Unique Document Identification

	Information
Document Title	Transport Impact Statement – 118 Flora Terrace, North Beach
Project Number	PTG/00102
Document ID	Rev F
Client	Space Collective Architects

PTG Consulting Office Details

	Information
Location	Perth
Telephone	0415 823 496
Email	andreas.wang@ptgconsulting.com.au

Revision Details

Revision No.	Date	Comments	Prepared By	Approved By
A	26/06/2024	For issue	AW	RC
B	27/06/2024	For issue	AW	RC
C	06/11/2024	For issue	AW	RC
D	5/03/2026	For issue	NC	AW
E	17/03/2026	For issue	AW	RC
F	14/04/2026	For issue	AW	RC

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1 INTRODUCTION

1.1 Background

PTG Consulting WA (PTG) has been commissioned by Space Collective Architects to prepare a Traffic Impact Statement (TIS) for a proposed mixed-use development located at 118 Flora Terrace, North Beach.

This TIS report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016) and the Transport Impact Statement (TIS) Checklist is included in Appendix A.

This report aims to assess the operations of Site internally, with a focus on access and accessibility.

This report also outlines the requirements and opportunities associated with traffic and transport within the development, referencing relevant Council and WAPC policies and guidelines as well as best-practice planning within Western Australia.

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2 PROPOSED DEVELOPMENT

2.1 Existing Land Use

The Site is located at 118 Flora Terrace, North Beach within the City of Stirling, WA. Refer to **Figure 1** for the Site location.

Figure 1 Site Location



Source: Google Maps

2.2 Context with Surrounds

The major attractors and generators within 800m of the subject site include:

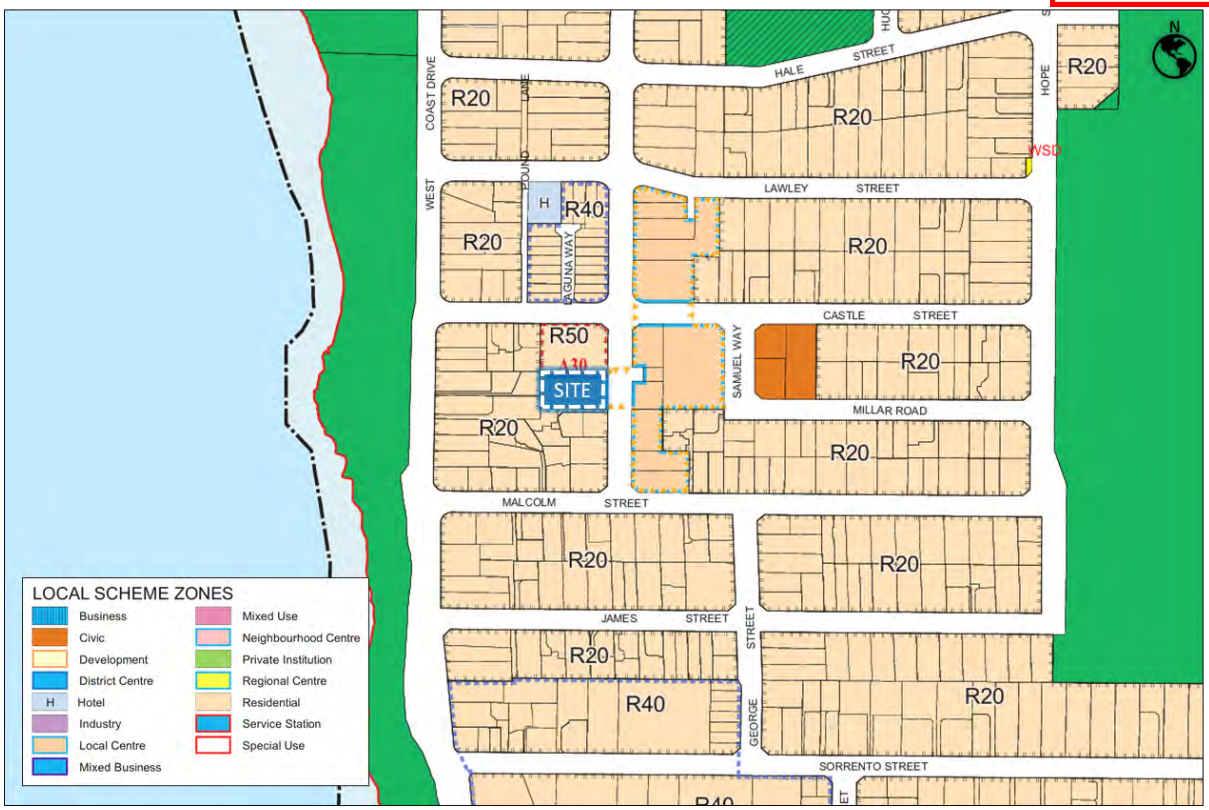
- North Beach (approximately 300m walking distance, to the west of the Site)
- Star Swamp Reserve (approximately 400m walking distance, to the east of the Site)

In addition to the above, a number of small businesses are located on the opposite side of Flora Terrace.

The Site, along with its surrounding lots, is classified under the zoning designation of Local Centre as shown in **Figure 2.**

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Figure 2 Land Use Zoning within the Surrounding Area of the Site



Source: City of Stirling Local Planning Scheme No. 3

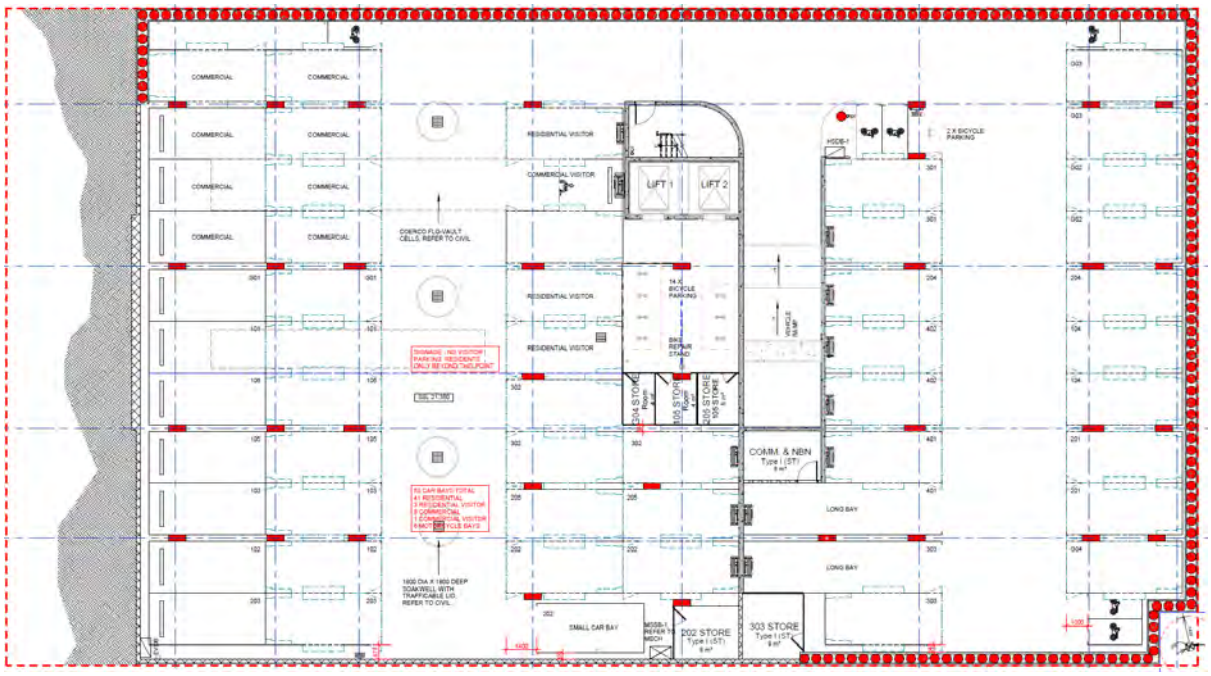
2.3 Development Land Use

The development is a multi-storey building that will include the following components:

- 20 residential apartments
- Ground-floor commercial tenancy of approximately 285m^2
- Basement car-park that will provide parking spaces for 54 cars and 6 motorcycles

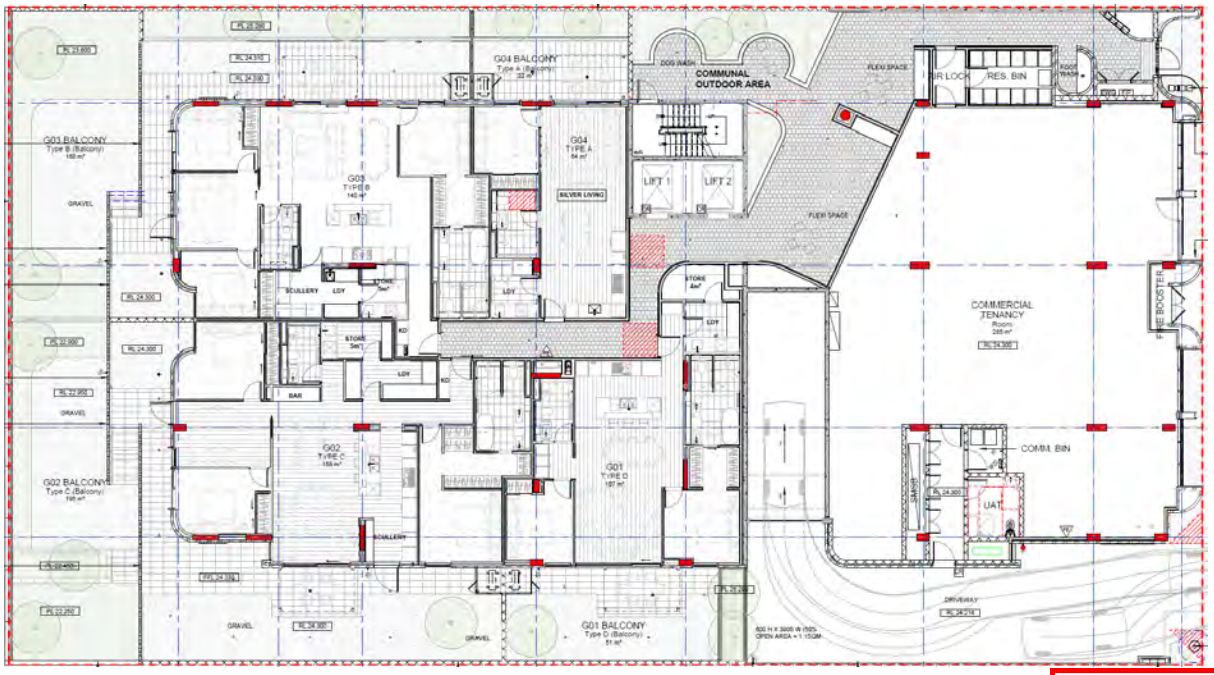
The Basement and Ground Floor site plans are shown in **Figure 3** and **Figure 4**, while high-resolution site plans are included in **Appendix B**.

Figure 3 Proposed Layout – Basement



Source: Space Collective Architects

Figure 4 Proposed Layout – Ground Floor



Source: Space Collective Architects

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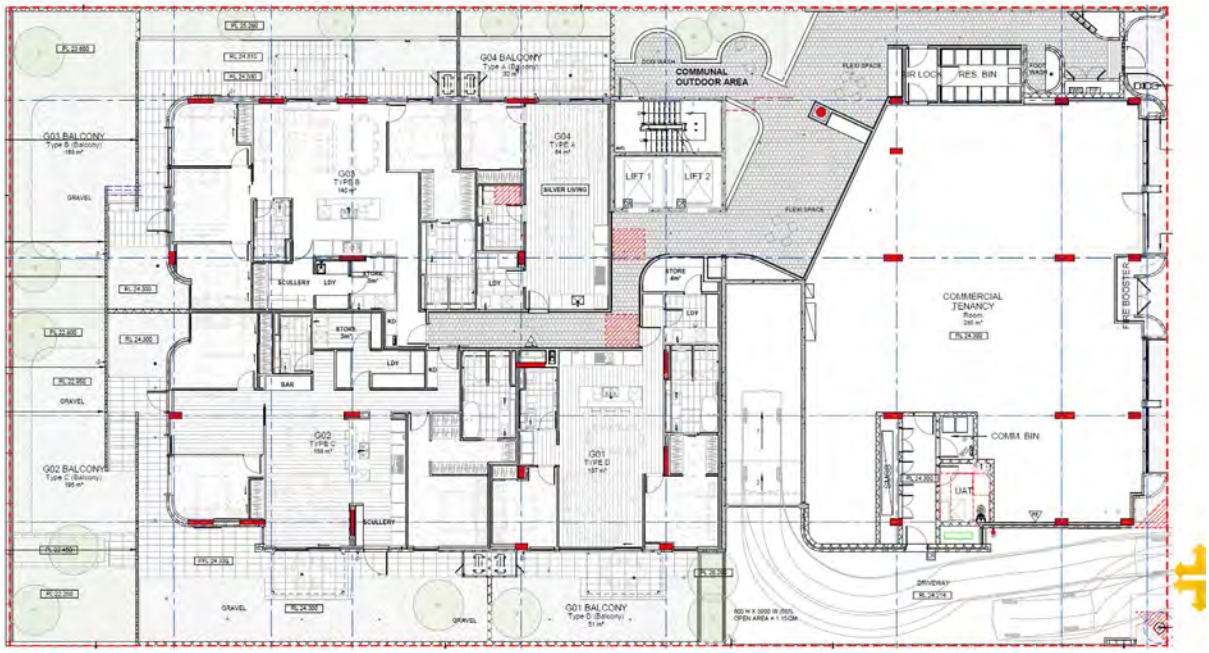
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3 VEHICULAR ACCESS AND PARKING

3.1 Access Arrangements

Vehicles will enter the Site via a proposed cross-over on Flora Terrace, as shown in **Figure 5.**

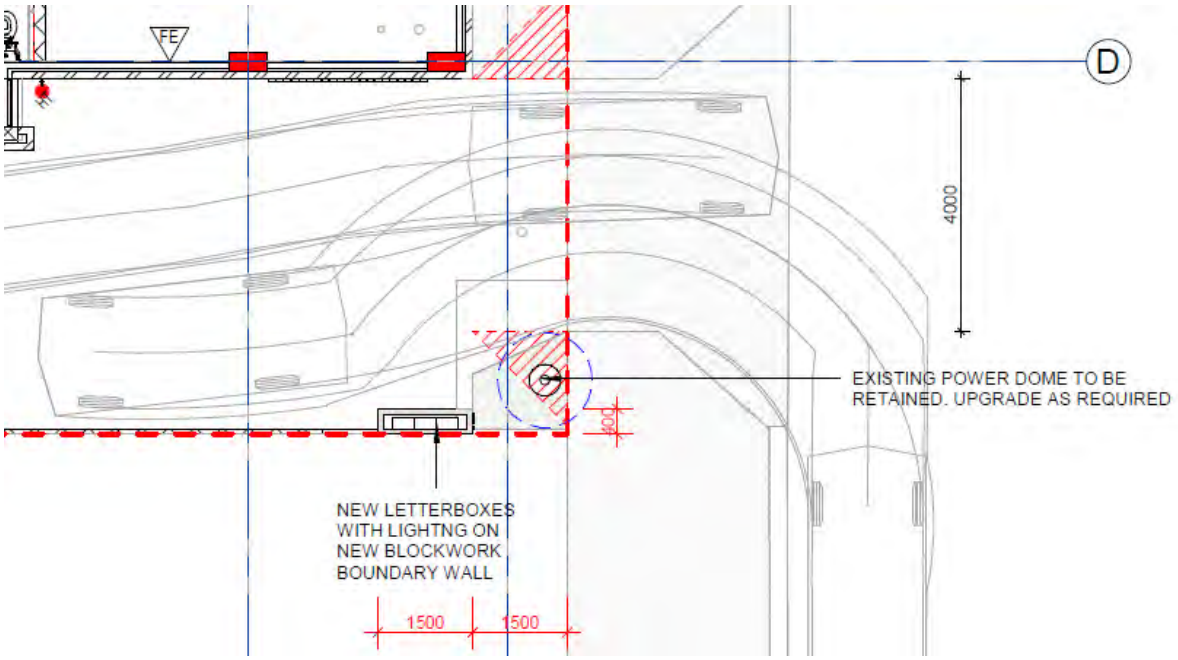
Figure 5 Proposed Site Access



Source: Space Collective Architects

It is noted that the driveway width at the property boundary is limited to 4.0m as further widening of the driveway would impact on the existing power dome as shown in **Figure 6**. However, as the driveway will only have 1 vehicle entering or exiting the driveway at any one time, this width is considered sufficient to provide a practical outcome.

Figure 6 Existing Power Dome



Within the Site, the proposed width of the driveway is 4.5m, which is not sufficiently wide to accommodate 2-way traffic. However, for the first 8.5m of the driveway within the Site, the driveway will have a width of 5.54m. This will allow a B85 vehicle to wait at the entry of the driveway while a B99 vehicle is exiting the driveway, which is considered a realistic worst-case scenario, particularly as the proposed development only includes 20 apartments and a small commercial tenancy.

A traffic management system is proposed to ensure the inbound and outbound traffic movements do not conflict. This will consist of a traffic light system with red & green traffic lights at the driveway entry and in the basement, along with sensors (either on-ground loop detectors or beam sensors), that will ensure that one direction has a green light at any one time.

As there are many different companies that offer these products, the exact product specifications will be confirmed as part of the detailed design process. Examples of these traffic management systems are shown in **Figure 7** and **Figure 8**.

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Figure 7 Example of Traffic Light Management System



Source: https://trafficparking.com.au/vehicle-priority-systems.php (TPS Group)

Figure 8 Example of Traffic Light Management System



Source: https://www.trafficlightsystems.com/traffic-light-installs (Traffic Light Systems)

Notwithstanding the different systems available, below is a description of the principles of how the system is proposed to operate for each of the following scenarios:

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- AM Peak Hour – inbound trigger – refer to Figure 10
- AM Peak Hour – outbound trigger – refer to Figure 11
- PM Peak Hour – inbound trigger – refer to Figure 12
- PM Peak Hour – outbound trigger – refer to Figure 13

In addition to the traffic management system, as shown in **Figure 9**, a curved mirror will also be installed at the bend along the driveway, to allow entering and exiting vehicles to see opposing vehicles around the corner in the mirror.

Figure 9 Proposed Curved Mirror

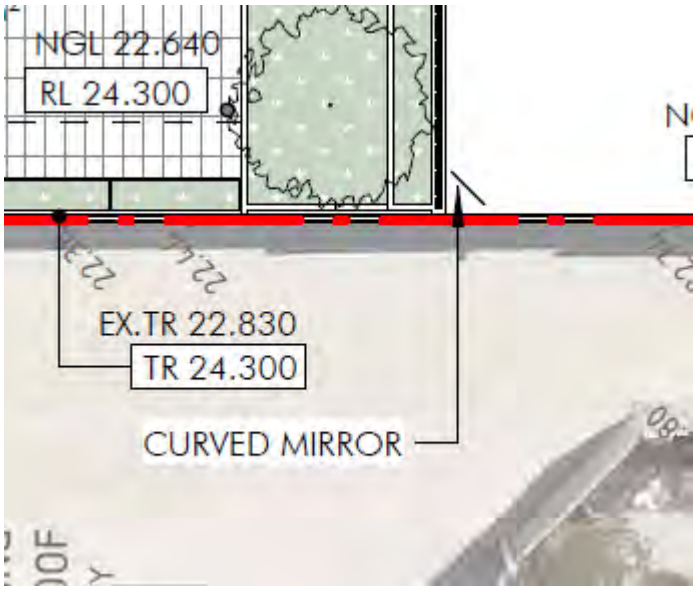


Figure 10 Example of AM Peak Operation – Inbound Trigger

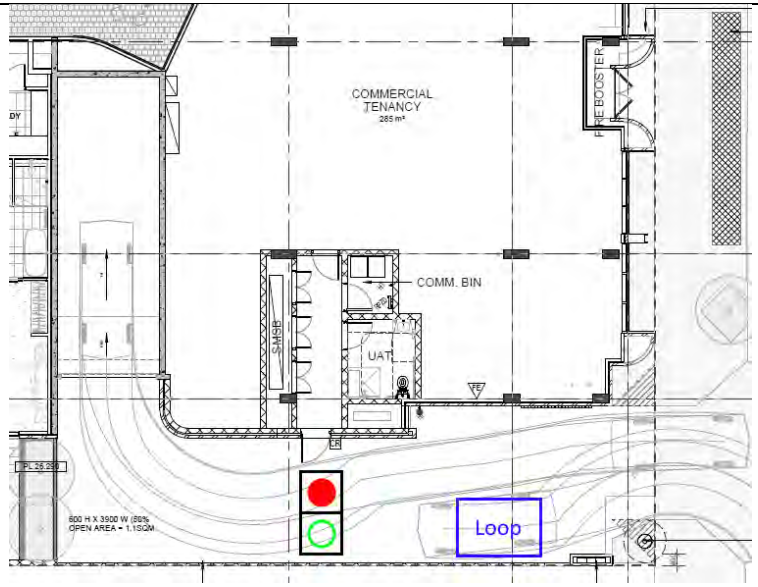
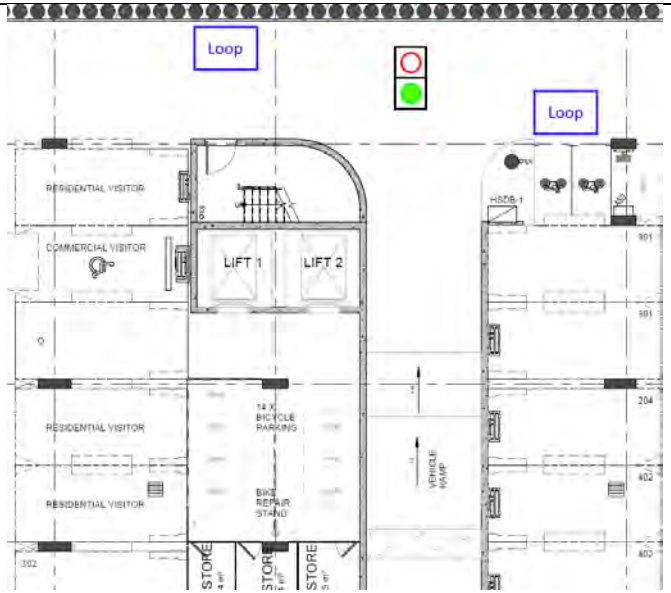
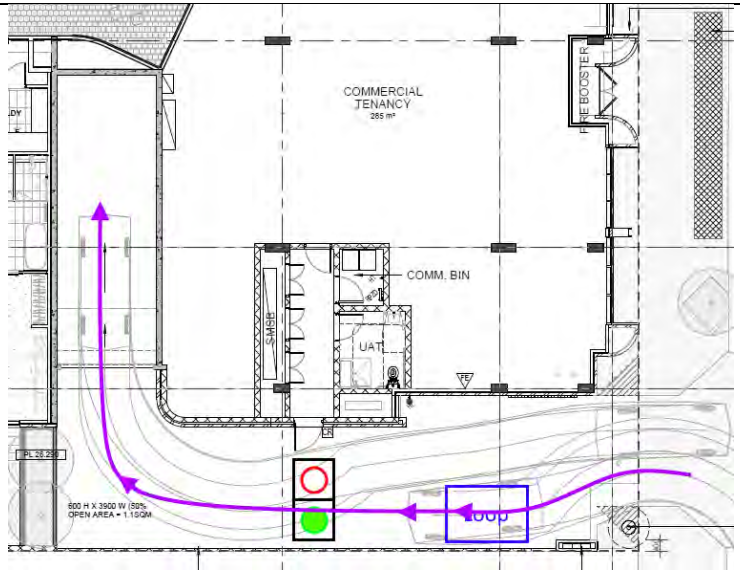
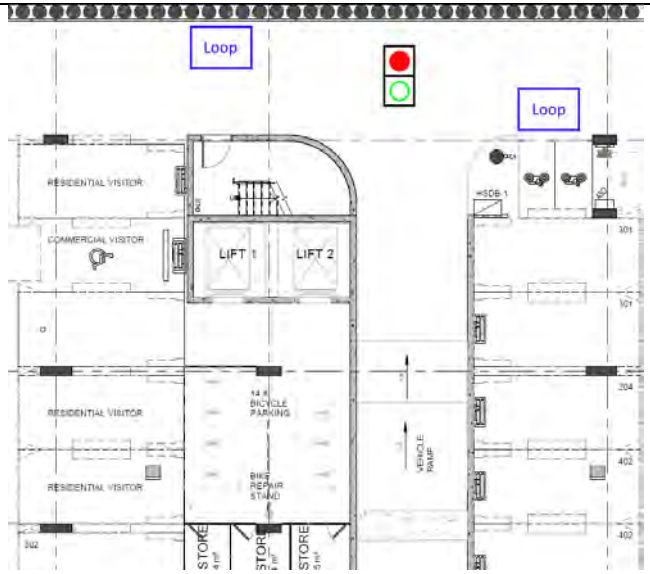
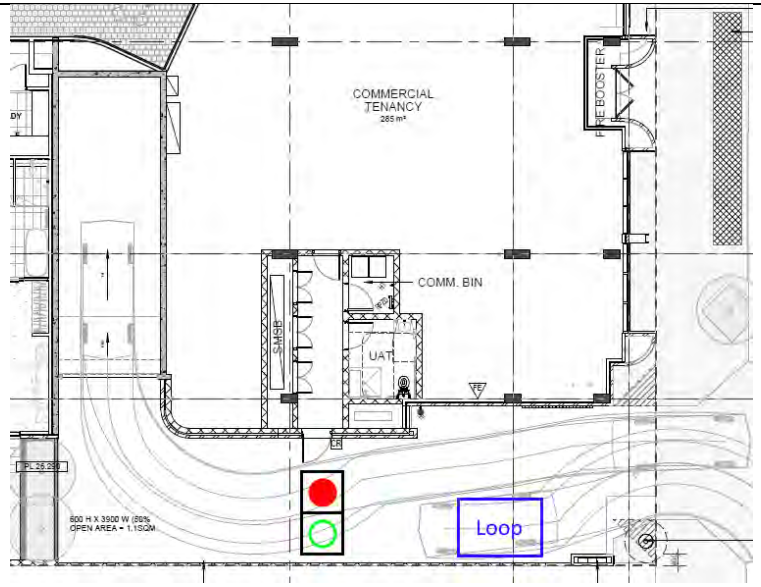
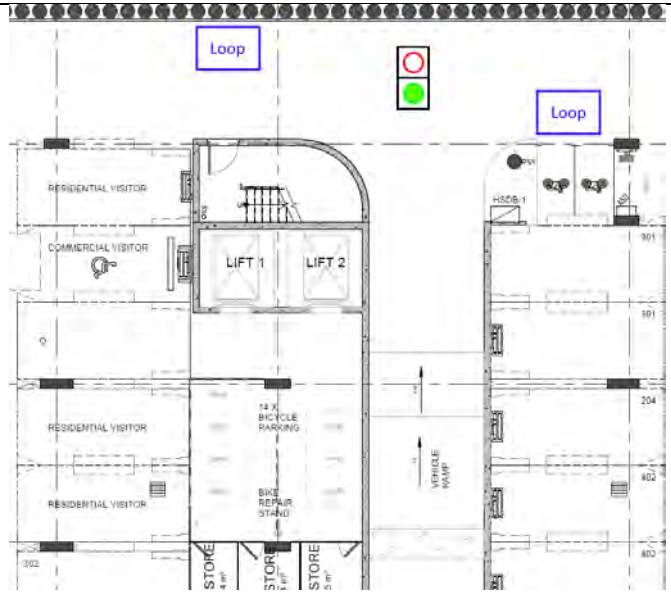
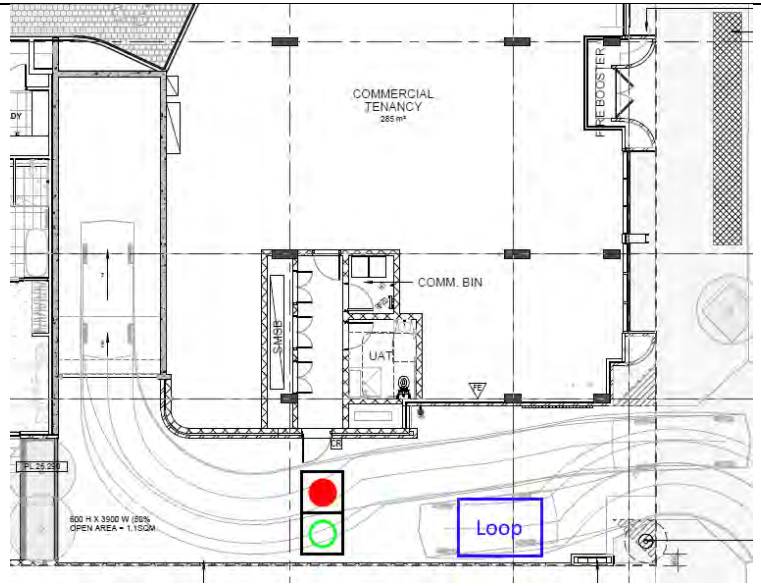
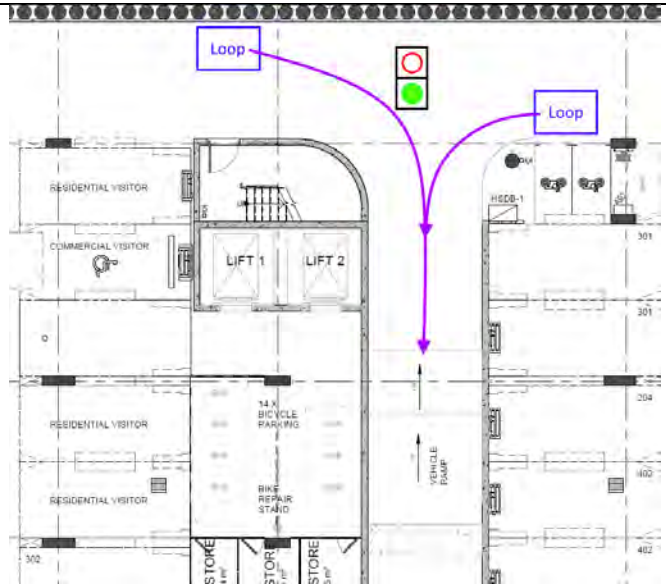
Description	Ground Floor Operation	Basement Operation
No vehicle activity – Resting Operation (green for outbound, red for inbound) City of Stirling 20 April 2026 RECEIVED		
Vehicle enters from Flora Terrace and triggers detector at entry. The vehicle waits in the waiting bay until the traffic light has switched to green, while the traffic light in the basement changes to red. Once the traffic light at the entry has changed to green, the inbound vehicle can drive down to the basement. Any outbound vehicles from the basement will have to wait until the traffic lights switch again.		

Figure 11 Example of AM Peak Operation – Outbound Trigger

Description	Ground Floor Operation	Basement Operation
No vehicle activity – Resting Operation (green for outbound, red for inbound) City of Stirling 20 April 2026 RECEIVED		
Vehicle exiting from the basement car park triggers one of the detectors in the basement. This will ensure the traffic light at the entry remains red at least until the car exiting has cleared the ramp and the driveway. Any inbound vehicles from Flora Terrace will have to wait in the waiting bay until the exiting vehicle has completed the exit.		

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Figure 12 Example of PM Peak Operation – Inbound Trigger

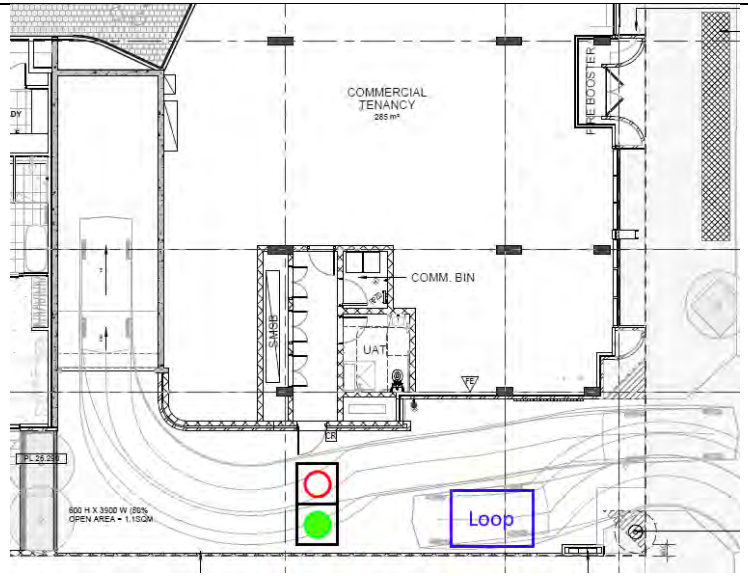
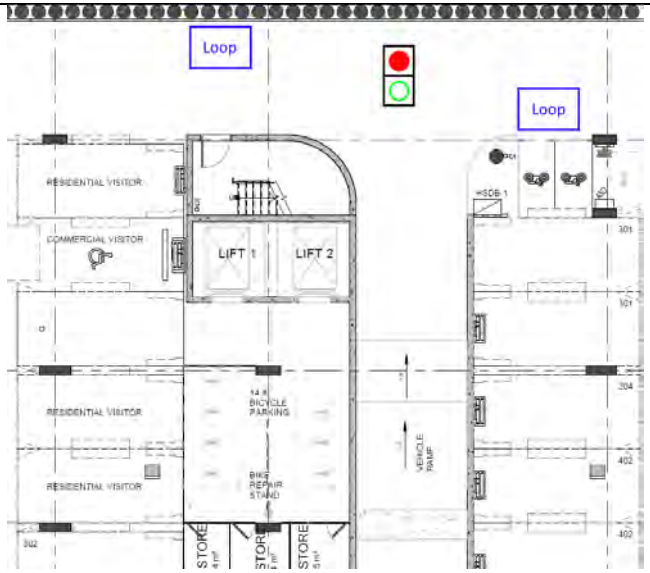
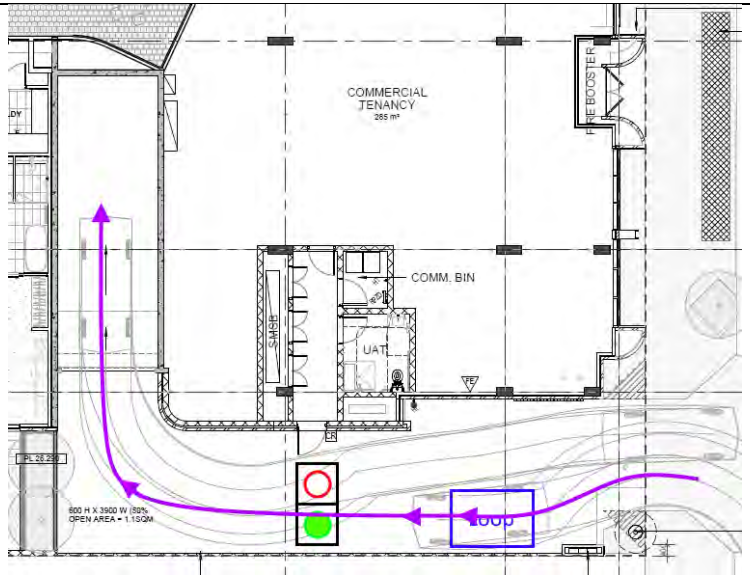
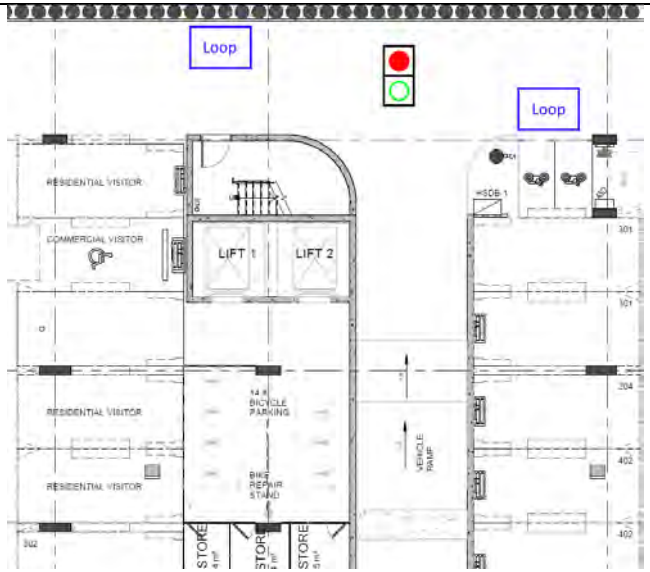
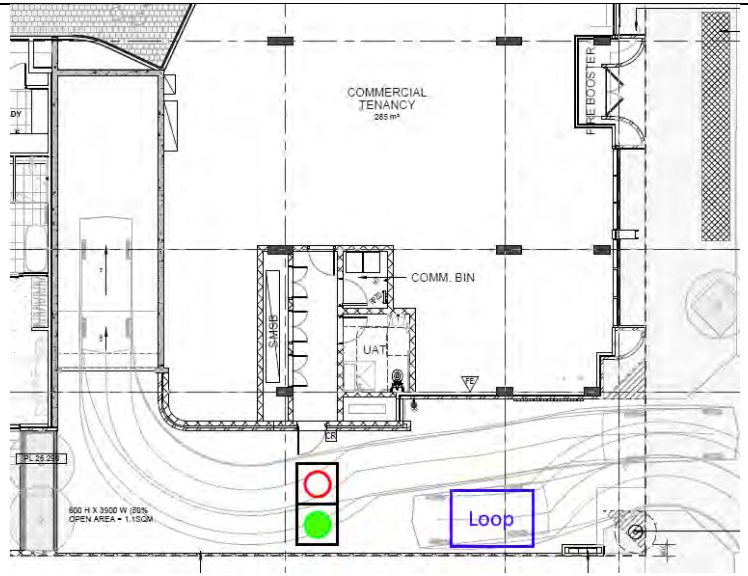
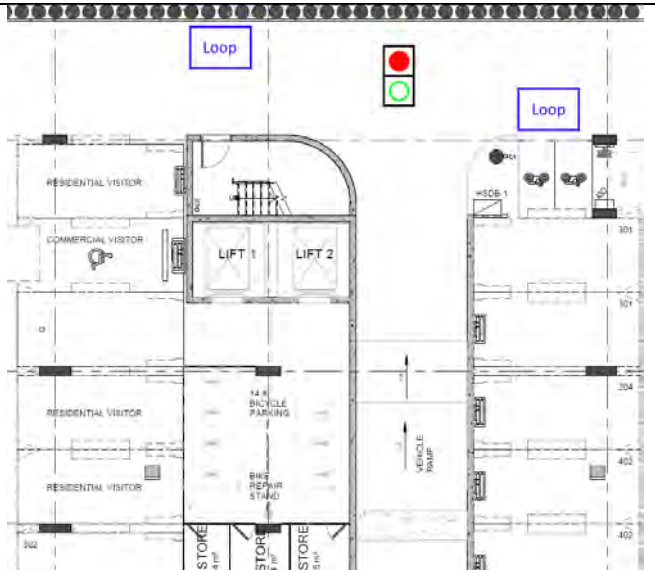
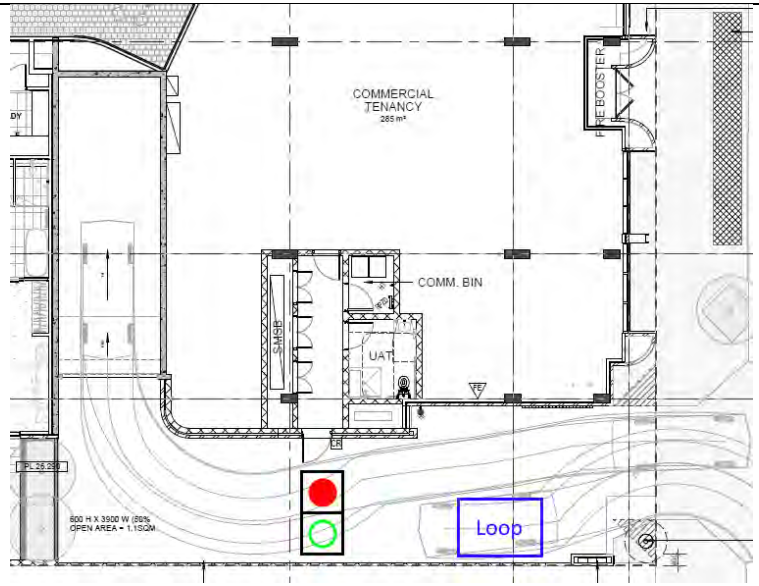
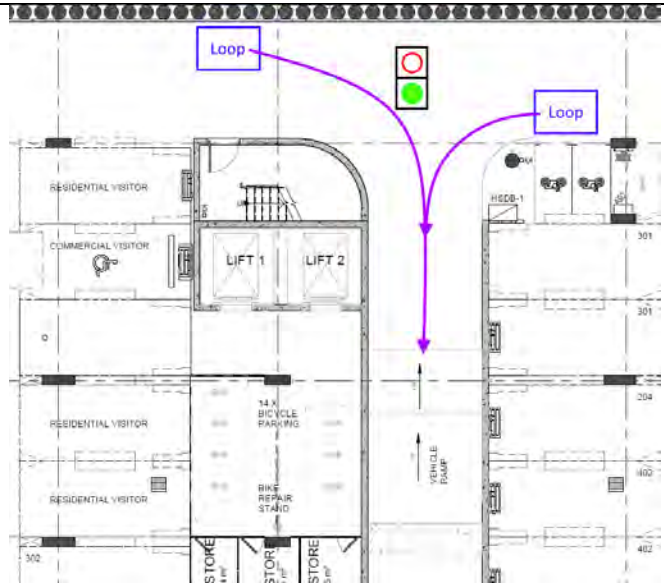
Description	Ground Floor Operation	Basement Operation
No vehicle activity – Resting Operation (green for inbound, red for outbound)		
Vehicle enters from Flora Terrace and triggers the detector at entry. This will ensure the traffic light in the Basement remains red at least until the car entering has cleared the driveway and ramp. Any exiting vehicles from the basement will have to wait until the entering vehicle has cleared the basement ramp and the traffic lights switch.		

Figure 13 Example of PM Peak Operation – Outbound Trigger

Description	Ground Floor Operation	Basement Operation
No vehicle activity – Resting Operation (green for inbound, red for outbound) City of Stirling 20 April 2026 RECEIVED		
Exiting vehicle triggers trigger in basement. This will change the traffic light in the basement to green and the traffic light on the ground floor to red, allowing the vehicle from the basement to exit. Any inbound vehicles from Flora Terrace will have to wait in the waiting bay until the exiting vehicle has completed the exit.		

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3.2 Public, Private, Disabled Parking Set-Down & Pick-Up

3.2.1 Vehicle Parking

As outlined in Table 1, the proposed development requires a total parking supply of 40 car parking bays based on the City of Stirling Local Planning Scheme statutory car parking requirements. As the basement car park will provide 53 parking bays, this represents a net surplus of 13 bays. It is also noted that the Site is located in close proximity to adjacent on-street and off-street parking facilities, as well as close proximity to public transport services.

Table 1 Car Parking Requirements and Supply

Proposed Land Use	Yield	Car Parking Requirements	Parking Bays Required	Parking Bays Provided	Parking Supply Surplus
Residential (1 bedroom)	1 unit	1 per unit[1]	1	41	+16
Residential (2+ bedrooms)	19 units	1.25 per unit[1]	24 (rounded up)		
Residential (visitors)	20 units	1 per 4 units up to 12, then 1 bay per 8 units above 13 units[1]	3	3	0
Commercial	285 m^2	1 per 25m^2 GFA[2]	12	9	-3
TOTAL			40	53	+13

[1]*source: Volume 2 Residential Design Codes*

[2]*source: 6.7 Parking and Access – City of Stirling Local Planning Scheme No. 3*

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3.2.2 Swept Path

Swept path of the car park entry and circulation, as well as parking manoeuvres in/out of selected bays, was undertaken for B85 vehicles.

The swept paths for the ground level driveway and basement ramp is shown in **Figure 14**, while the swept paths for the basement car park are shown in **Figure 15** to **Figure 17**.

High-resolution swept path plans are included in **Appendix C**.

Figure 14 B85 Swept Paths for Ground Level Driveway and Basement Ramp

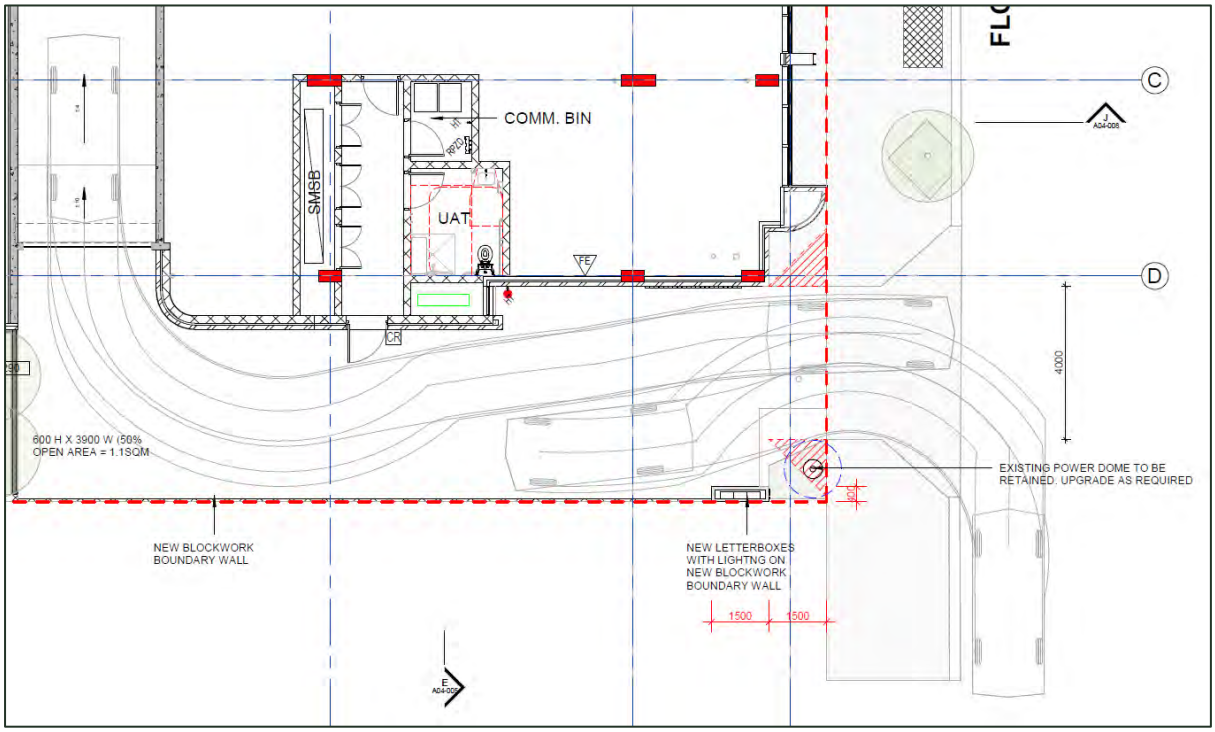


Figure 15 B85 Swept Paths for Basement Car Park – Inbound Movements

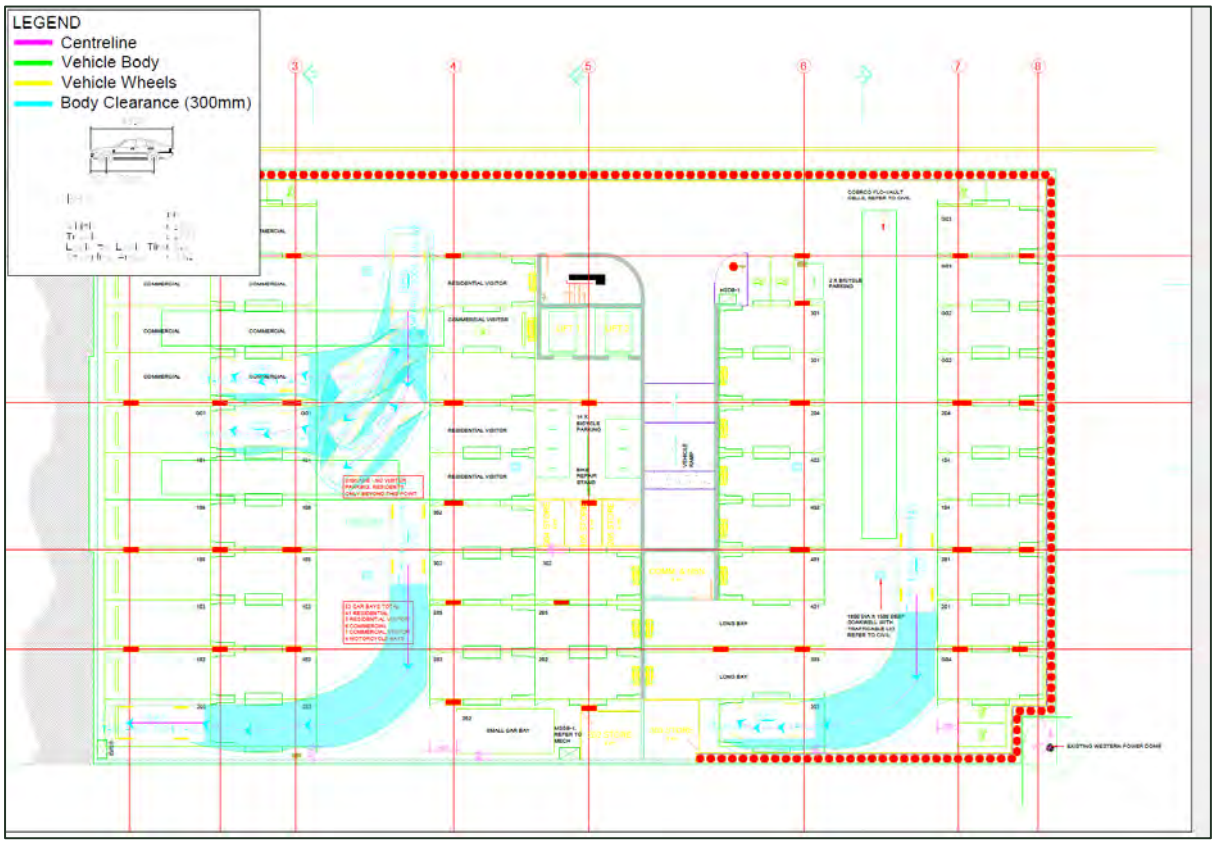
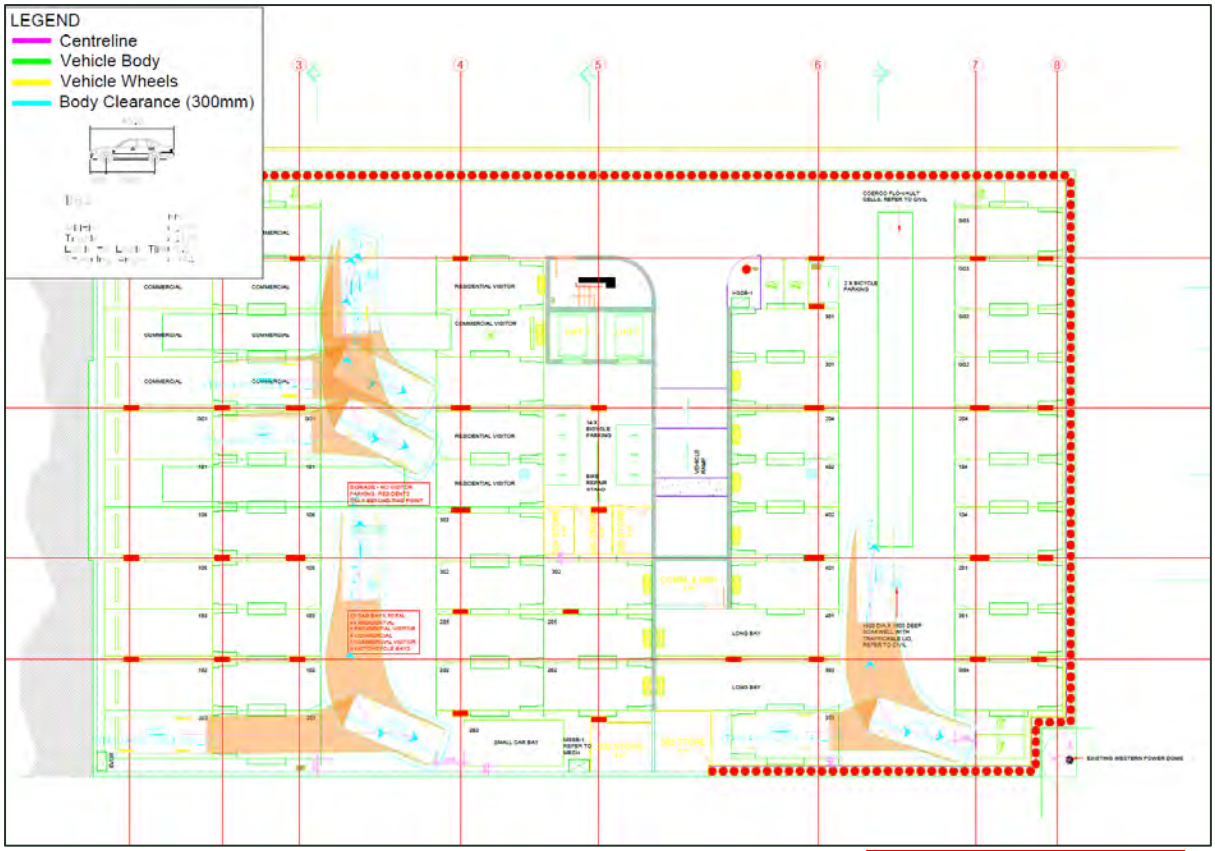
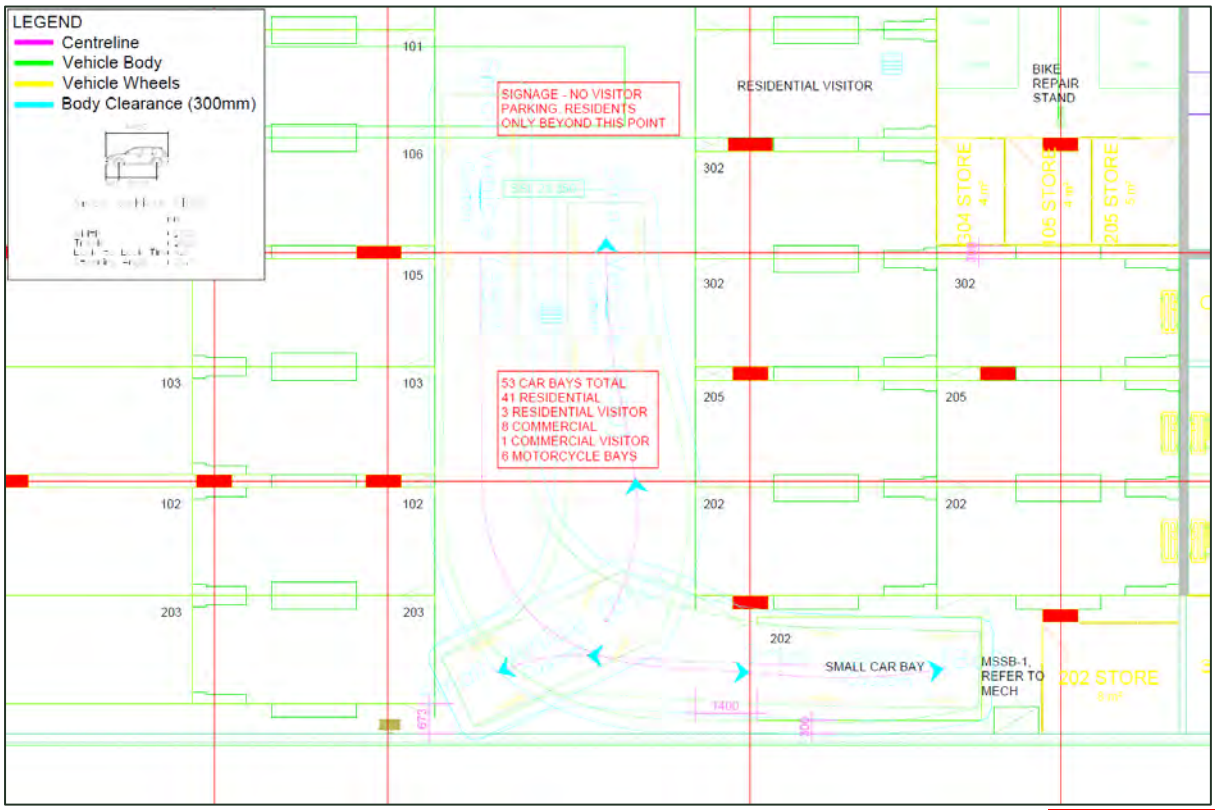


Figure 16 Figure 14 B85 Swept Paths for Basement Car Park – Outbound Movements



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Figure 17 B50 Swept Path for Small Car Bay - Inbound and Outbound



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4 SERVICE/DELIVERY VEHICLES (NON-RESIDENTIAL)

4.1 Loading Facilities

Any deliveries to the Commercial Tenancy are expected to be of relative small nature and therefore limited to van deliveries. These vehicles will be able to park in the parking bays allocated to the commercial tenancy, where any loading and unloading activities will occur. Alternatively, there is also a substantial amount of nearby public parking bays that could be used for these occasional vehicles.

5 SERVICE VEHICLES (RESIDENTIAL)

As described in the Waste Management Plan (WMP) Report, residents will be required to move their bins from the Bin Storage area to the Flora Terrace verge, where they will be picked up by a waste collection vehicle.

6 HOURS OF OPERATION (NON-RESIDENTIAL)

The commercial tenancy is expected to operate during regular business hours (approximately 8:00 – 18:00), as well as limited opening hours during Saturdays.

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7 TRAFFIC VOLUMES

7.1 Daily / Peak Traffic Volumes

7.1.1 Existing Traffic Volumes

As shown in **Figure 18**, no traffic data is available for Flora Terrace or the adjacent roads.

Figure 18 Traffic Data Locations on Traffic Map



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7.1.2 Development Trip Generation

The development trip generation rates are summarised in **Table 2**, while the directional distributions are summarised in **Table 3** and the total trip generation volumes are summarised in **Table 4**.

Table 2 Development Trip Generation Rates

Land Use	Source	Daily Rate	AM Peak Rate	PM Peak Rate
Mid-rise Apartment	ITE (category 221)	4.54 trips per apartment	0.35 trips per apartment	0.39 trips per apartment
Commercial	ITE (category 715)	14.07 trips per 100m² GFA	1.99 trips per 100m² GFA	1.89 trips per 100m² GFA

Table 3 Directional Distribution

Land Use	Daily		AM Peak		PM Peak	
	In	Out	In	Out	In	Out
Mid-rise Apartment	50%	50%	26%	74%	60%	40%
Commercial	50%	50%	89%	11%	15%	85%

Table 4 Total Development Trip Generation

Land Use	Yield	Daily		AM Peak		PM Peak	
		In	Out	In	Out	In	Out
Mid-rise Apartment	20	45.4	45.4	1.8	5.2	4.7	3.1
Commercial	285m²	19.9	19.9	5.0	0.6	0.8	4.5
Total		65.3	65.3	6.8	5.8	5.5	7.6
		131		13		13	

7.2 Types of Vehicles

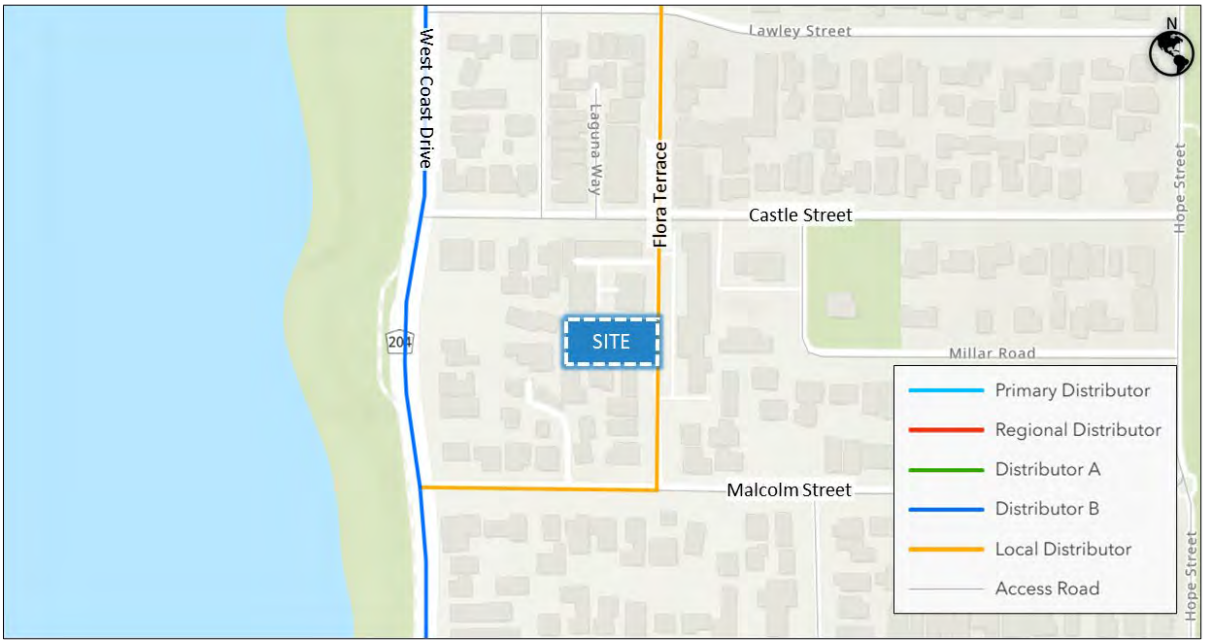
Given the intended land use, it is anticipated that the primary vehicle type for the development will be private cars, with occasional deliveries to the commercial tenancy to be undertaken by delivery vans.

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8 TRAFFIC MANAGEMENT ON FRONTAGE STREETS

The Site fronts onto Flora Terrace. **Figure 19** illustrates the surrounding area's road hierarchy, while **Table 5** provides a summary of the characteristics of the surrounding road network.

Figure 19 Road Hierarchy



Source: MRWA Road Information Mapping

Table 5 Road Network Classification

Road Name	Hierarchy	Lanes	Footpaths	Width	Speed Limit
West Coast Drive	Distributor B	2	2	11 m	50 km/h
Flora Terrace	Local Distributor	2	2	6.5 m	40 km/h
Castle Street	Access Road	2	2	10 m	50 km/h
Malcolm Street	Access Road	2	2	6 m	50 km/h

Source: MRWA Road Information Mapping

Access to/from the Site will only be via the driveway connecting the basement car park to Flora Terrace. Vehicles will only enter and exit the Site in forward-gear.

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9 PUBLIC TRANSPORT ACCESS

9.1 Nearest Bus / Train Routes

The Site is serviced by Bus Route 423, which runs from Stirling Station to Warwick Station via Karrinyup Bus Station & Hillarys Boat Harbour, as illustrated in **Figure 20.**

Figure 20 Public Transport



Source: Google Maps

9.2 Nearest Bus Stops

The nearest bus stops to the site are shown in **Figure 20** and are described as follows:

- Stop No. 14320 – West Coast Dr After Malcolm St
- Stop No. 18862 – West Coast Dr After James St
- Stop No. 18910 – Flora Tce Before Malcolm St
- Stop No. 18911 – Flora Tce After Malcolm St

The bus service frequencies range between 10 - 30 minutes during the AM and PM peak hours (depending on the direction), with service frequencies during the non-peak periods ranging from 30 – 60 minutes.

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9.3 Pedestrian / Cycle Links to Bus Stops

Figure 21 shows the pedestrian/cycle links between the Site and the bus stops.

Figure 21 Path to Bus Stops



Source: Google Maps

9.4 Future Public Transport Facilities

PTG is not aware of any proposed changes to the public transport services or facilities.

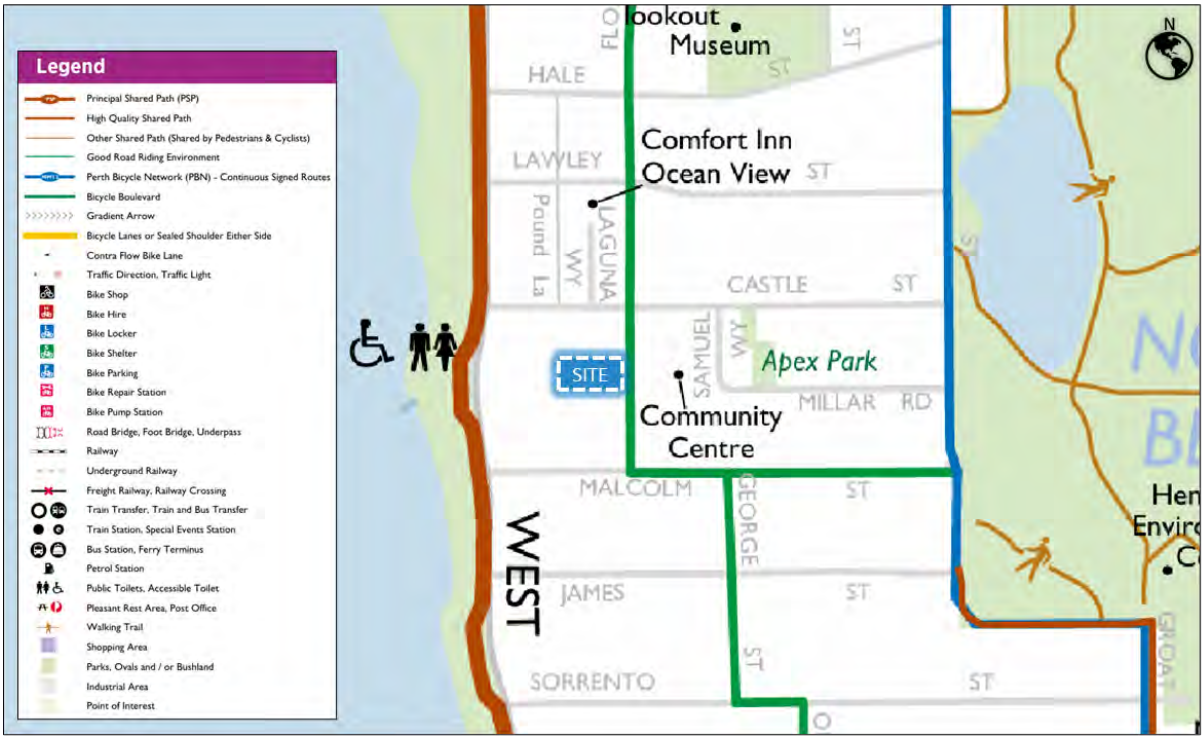
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10 PEDESTRIAN AND CYCLE ACCESS FACILITIES

10.1 Existing Pedestrian / Cycling Network

Figure 22 shows the pedestrian/cycle networks within the surrounding area of the Site. A High-Quality Shared Path is provided along West Coast Drive, while both Flora Terrace and Malcolm Street are considered to have "*Good Road Riding Environment*".

Figure 22 Existing Pedestrian / Cycling Network



Source: Joondalup and Stirling Comprehensive Bike Map

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10.2 Future Pedestrian / Cycling Network

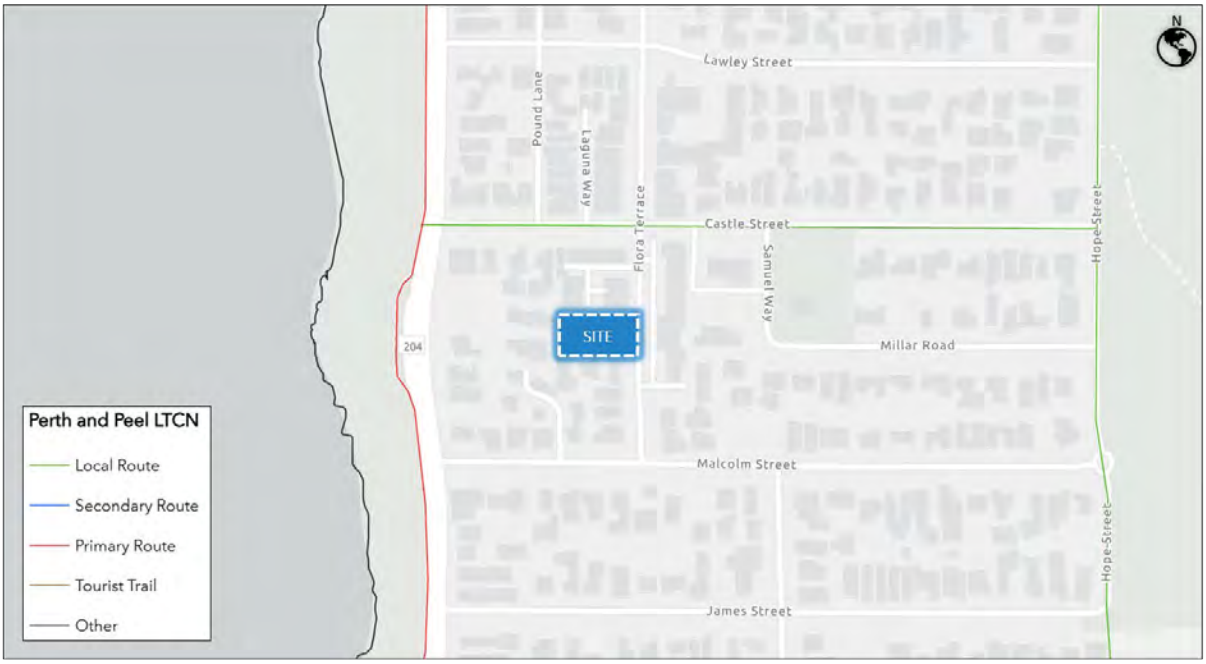
The Long-Term Cycle Network (LTCN) for Perth designates West Coast Drive as one of the Primary Routes, while Castle Street will be a Local Route.

These routes are defined as:

- Primary routes are high demand corridors connecting major destinations and are the backbone of cycle networks. Primary routes are often located next to major roads and railways.
- Local routes experience a lower level of demand than primary and secondary routes, and provide access to other routes, local amenities and recreational spaces.

The LTCN for the immediate surrounds of the Site is shown in **Figure 23**.

Figure 23 Long Term Cycle Network Plan



Source: Department of Transport Long Term Cycle Network for Perth and Peel

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11 SITE SPECIFIC ISSUES

N/A.

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12 SAFETY ISSUES

As noted in Section 3.1, a traffic management system will be required to facilitate inbound and outbound traffic movements without conflicts. A traffic light type system is recommended for this purpose.

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13 SUMMARY AND CONCLUSIONS

This report has been prepared in accordance with the Western Australian Planning Commission (WAPC) Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016); the checklist is included at Appendix A.

The following conclusions can be drawn from this TIS:

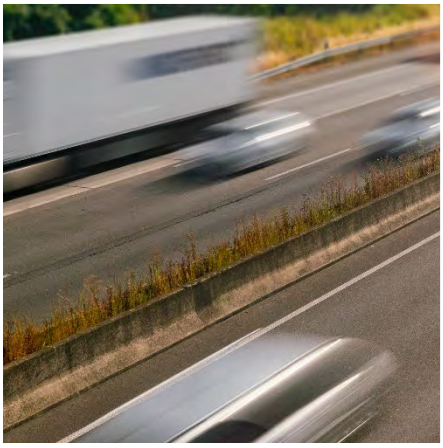
- The predicted traffic increase from the development is expected to be minimal.
- Public transportation services to Stirling Station and Warwick Station are available in close proximity to the Site.
- Good pedestrian and bicycle connections are located in close proximity to the Site.
- A traffic management system will be required to the facilitate inbound and outbound traffic movements without conflicts.
    - A traffic light type system is recommended for this purpose.
- The proposed parking supply represents a net surplus of 13 bays when compared to the statutory requirements.
- Due to the nature of the development, it is considered that any impact on road safety would be negligible.

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Appendix A

WAPC CHECKLIST FOR INDIVIDUAL DEVELOPMENT - TRANSPORT IMPACT STATEMENT





APPENDIX A – WAPC CHECKLIST

Item	Status	Comments/Proposal
Proposed development	Section 2	
proposed land use	Section 2	
existing land uses	Section 2	
context with surrounds	Section 2	
Vehicular access and parking	Section 3	
access arrangements	Section 3	
public, private, disabled parking set down / pick up	Section 3	
Service vehicles (non-residential)	Section 4	
access arrangements	Section 4	
on/off-site loading facilities	Section 4	
Service vehicles (residential)	Section 5	
Rubbish collection and emergency vehicle access	Section 5	
Hours of operation (non-residential only)	Section 6	
Traffic volumes	Section 7	
daily or peak traffic volumes	Section 7	
type of vehicles (e.g. cars, trucks)	Section 7	
Traffic management on frontage streets	Section 8	
Public transport access	Section 9	
nearest bus/train routes	Section 9	
nearest bus stops/train stations	Section 9	
pedestrian/cycle links to bus stops/train station	Section 9	
Pedestrian access/facilities	Section 10	
existing pedestrian facilities within the development (if any)	Section 10	
proposed pedestrian facilities within development	Section 10	
existing pedestrian facilities on surrounding roads	Section 10	
proposals to improve pedestrian access	NA	
Cycle access/facilities	Section 10	
existing cycle facilities within the development (if any)	Section 10	
proposed cycle facilities within the development	N/A	
existing cycle facilities on surrounding roads	Section 10	
proposals to improve cycle access	N/A	
Site specific issues	Section 11	
Safety issues	Section 12	
identify issues	N/A	
remedial measures	N/A	

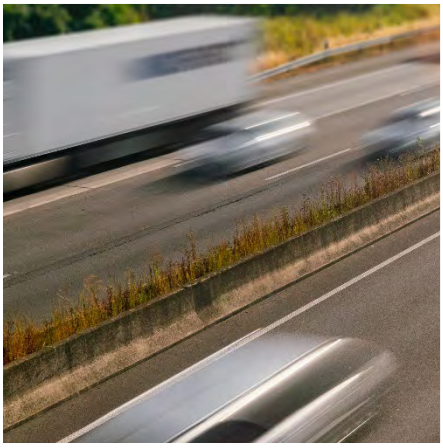
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Appendix B

Site Plans

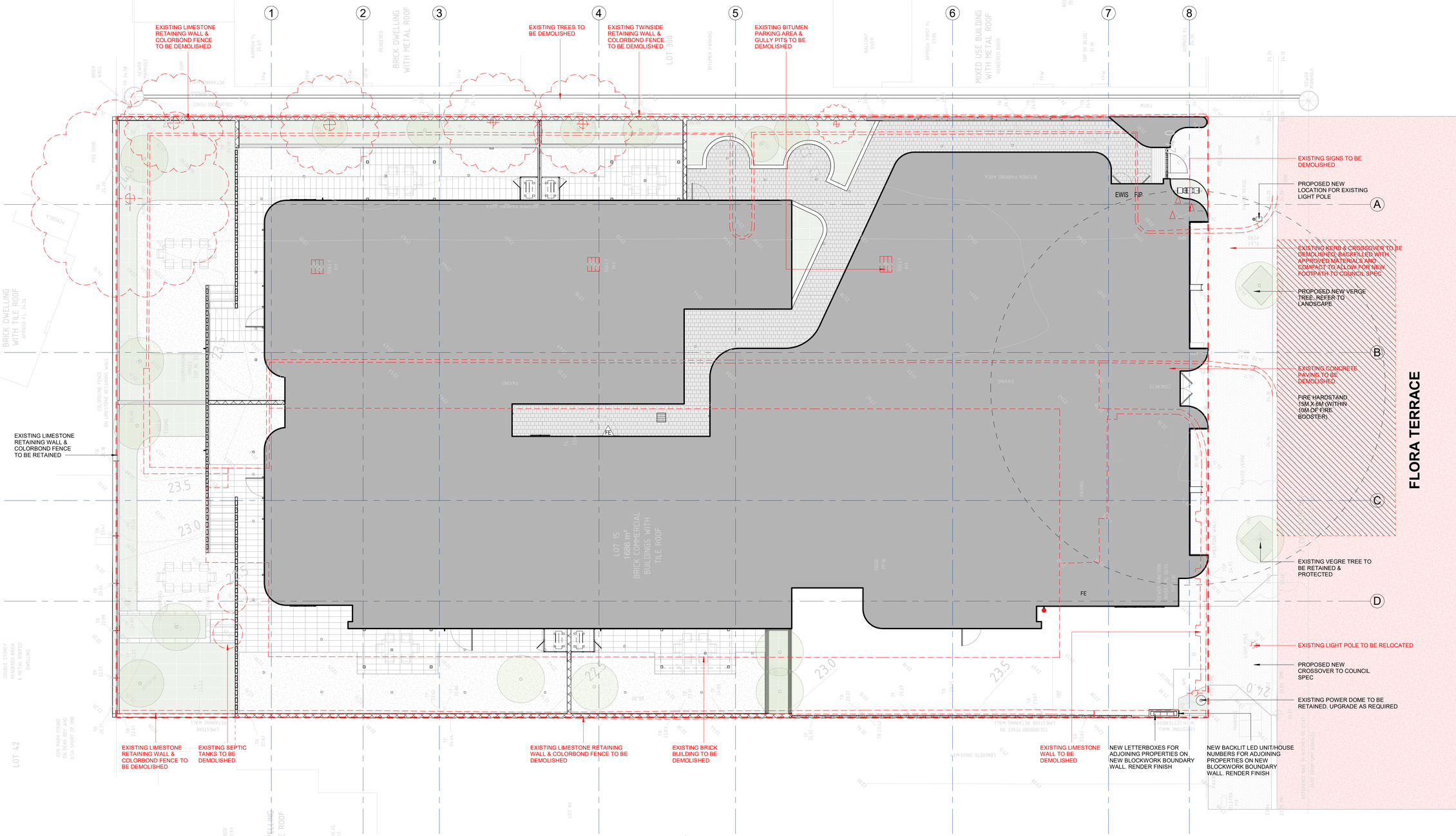




GENERAL NOTES

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1 A01-101 SITE PLAN
1 : 100

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10/03/2026	G	BOUNDARY WALL UPDATE	KL
04/03/2026	F	UPDATED APARTMENT PLANS	KL
26/02/2026	E	AMENDED DA	KL
24/02/2026	D	SOUTHERN BOUNDARY WALL	KL
19/09/2025	C	ISSUE FOR DFES MEETING	KL
03/09/2025	B	80% TENDER	KL
13/08/2025	A	50% CD	KL
DD.MM.YY	REV	DESCRIPTION	CHECKED

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space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
SITE PLAN

SKETCH DESIGN- DRAFT ONLY

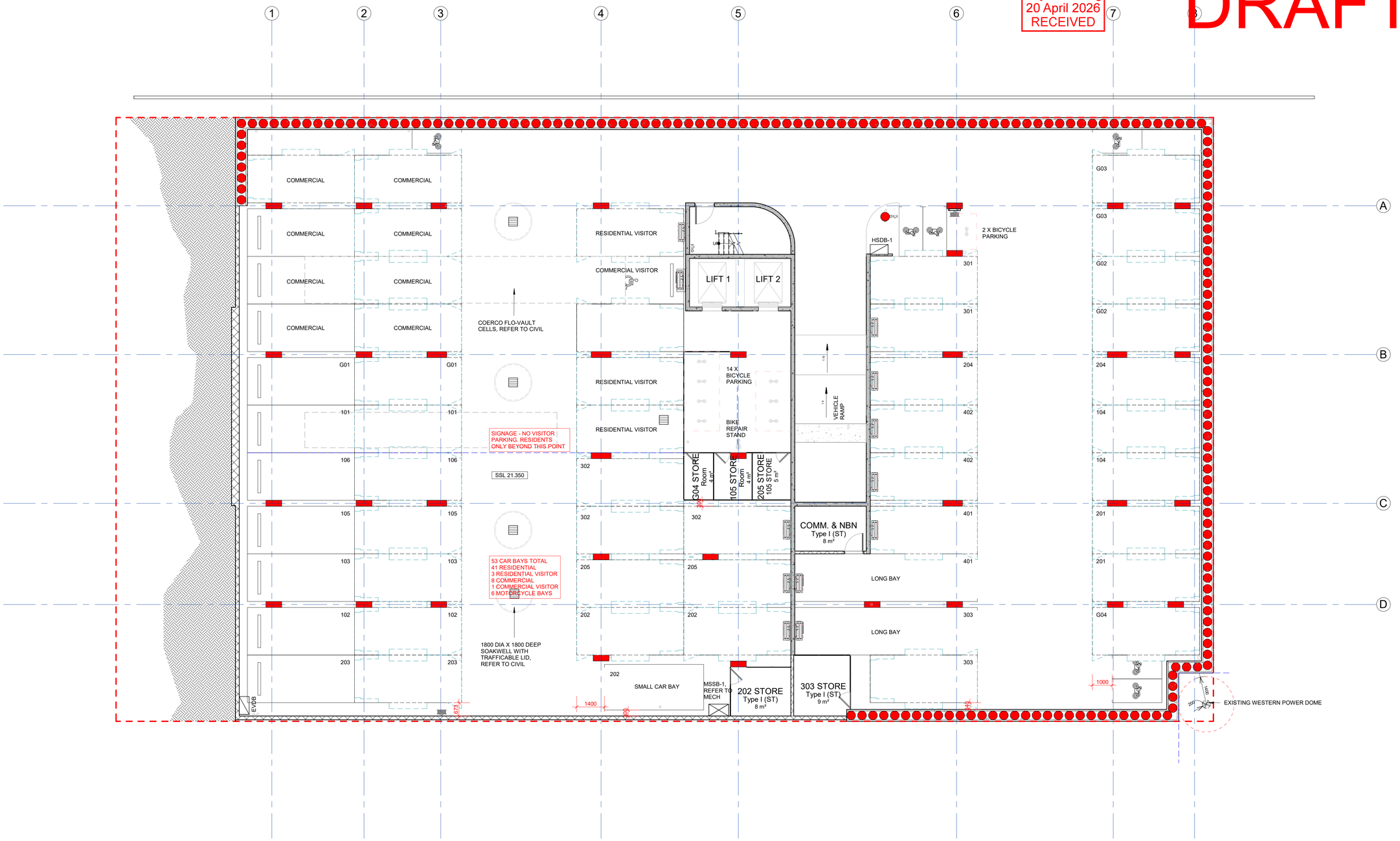
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DD.MM.YY	REV	DESCRIPTION	CHECKED
04/03/2026	N	UPDATED APARTMENT PLANS	KL
03/03/2026	M	UPDATED APARTMENT PLANS	KL
27/02/2026	L	SMALL CAR BAY, COLUMN, 205 BATHROOM UPDATE	KL
26/02/2026	K	AMENDED DA	KL
20/02/2026	J	CAR PARK LAYOUT UPDATE	KL
18/02/2026	I	AMENDED DA	KL
11/11/2025	H	ISSUED FOR INFORMATION	LZ
19/09/2025	G	ISSUE FOR DFES MEETING	KL
03/09/2025	F	80% TENDER	KL
13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

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CLIENT

RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

GENERAL ARRANGEMENT PLAN - BASEMENT Markup

SKETCH DESIGN- DRAFT ONLY

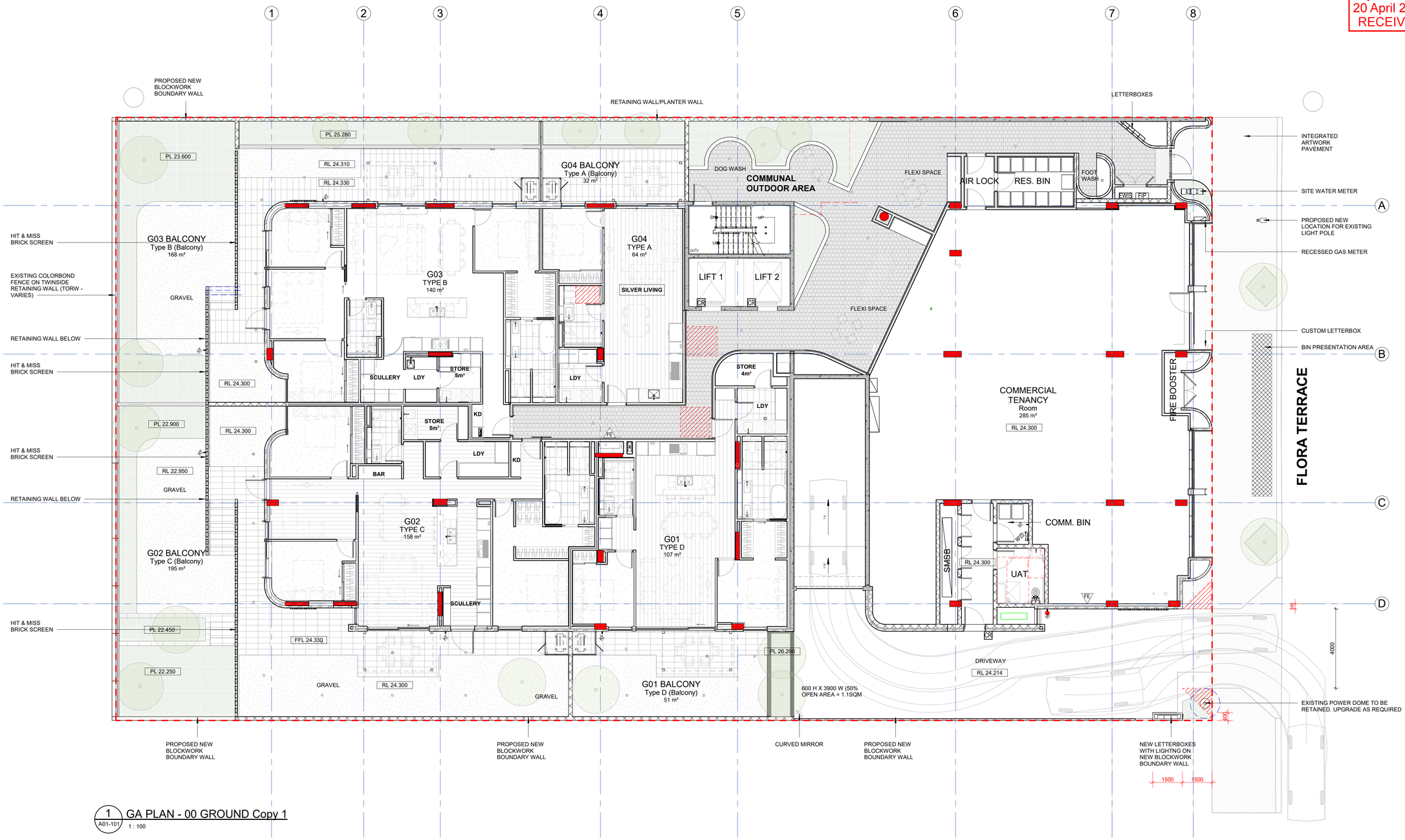
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10/03/2026	M	COMM. BIN DOOR & DRIVEWAY RL UPDATE	KL
10/03/2026	L	BOUNDARY WALL UPDATE	KL
04/03/2026	K	UPDATED APARTMENT PLANS	KL
03/03/2026	J	UPDATED APARTMENT PLANS	KL
26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
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07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL
DD.MM.YY	REV	DESCRIPTION	CHECKED

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CLIENT

RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

GENERAL ARRANGEMENT PLAN - GROUND FLOOR

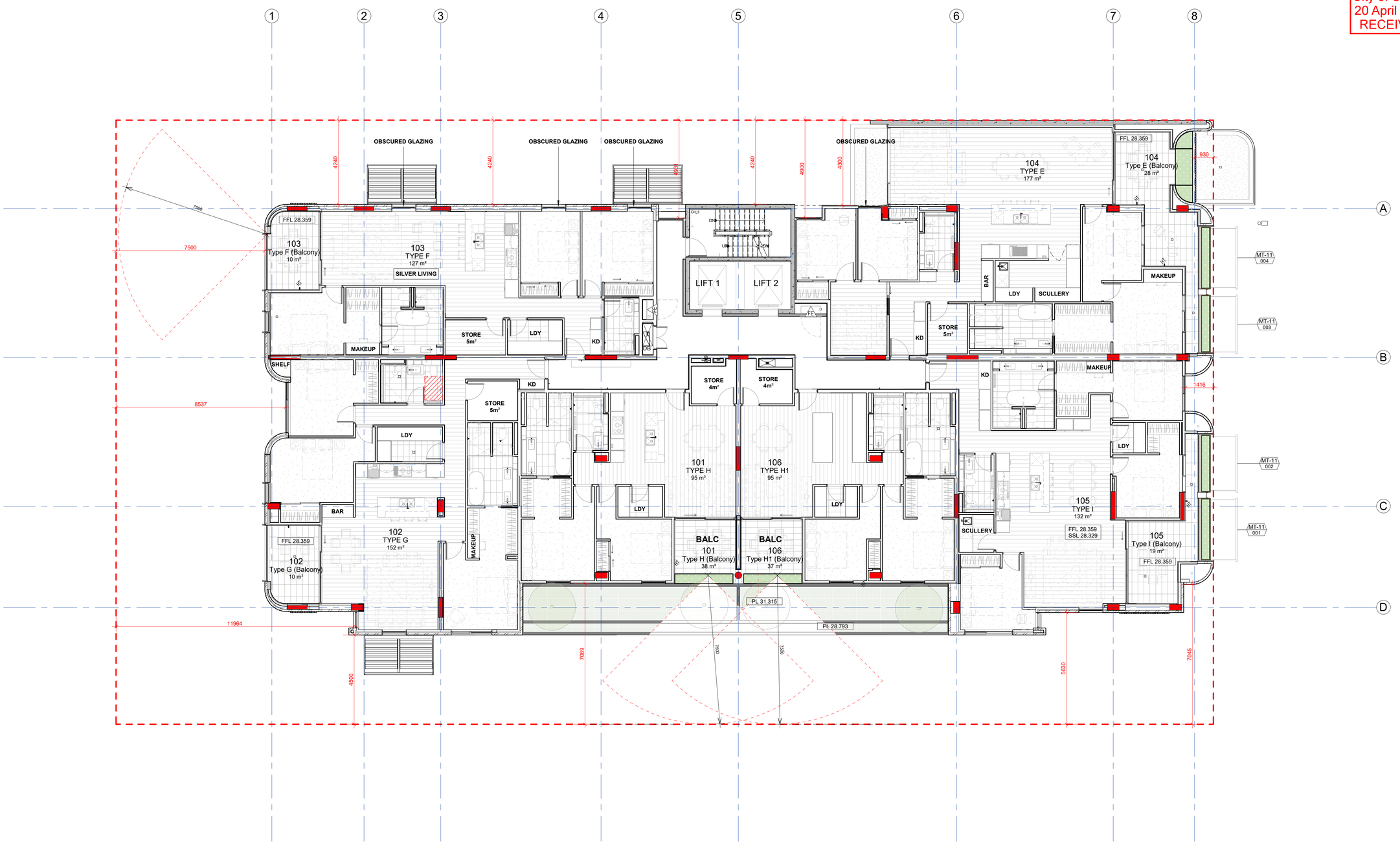
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MARKETING

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DD.MM.YY	REV	DESCRIPTION	CHECKED
04/03/2026	K	UPDATED APARTMENT PLANS	KL
03/03/2026	J	UPDATED APARTMENT PLANS	KL
26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
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21/07/2025	D	ISSUE FOR COORDINATION	KL
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30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

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PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

GENERAL ARRANGEMENT PLAN - LEVEL 1 Markup

SKETCH DESIGN- DRAFT ONLY

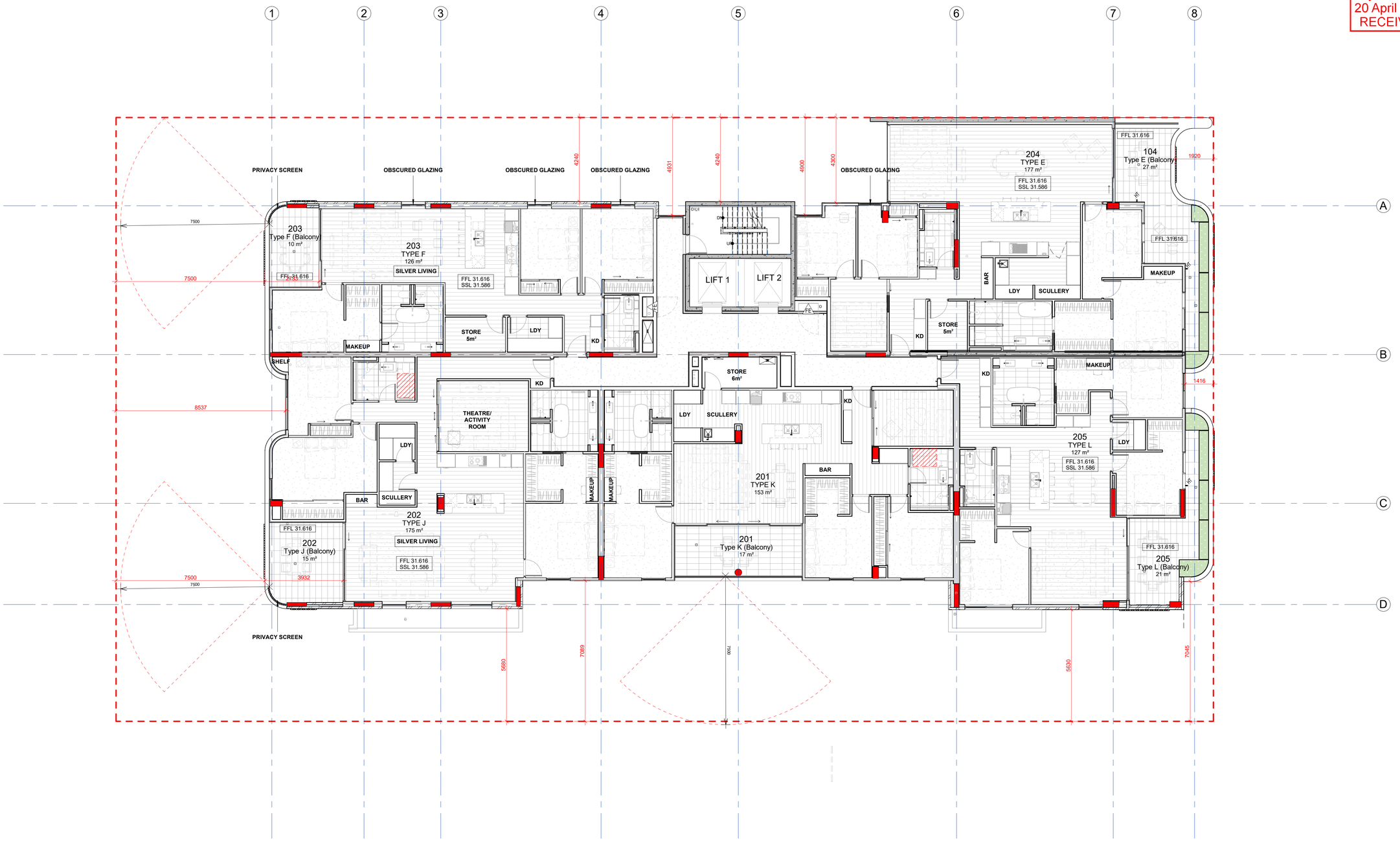
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DD.MM.YY	REV	DESCRIPTION	CHECKED
04/03/2026	L	UPDATED APARTMENT PLANS	KL
03/03/2026	K	UPDATED APARTMENT PLANS	KL
27/02/2026	J	SMALL CAR BAY, COLUMN, 205 BATHROOM UPDATE	KL
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30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
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3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

GENERAL ARRANGEMENT PLAN - LEVEL 2 Markup

SKETCH DESIGN- DRAFT ONLY

SCALE 1: 200 (A3) 1 : 100 @A1

0 1 2 3 4 5 m

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DD.MM.YY	REV	DESCRIPTION	CHECKED
09/03/2026	L	PERGOLA UPDATE	KL
04/03/2026	K	UPDATED APARTMENT PLANS	KL
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CLIENT

RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

GENERAL ARRANGEMENT PLAN - LEVEL 3 Markup

SKETCH DESIGN- DRAFT ONLY

SCALE 1: 200 (A3) 1 : 100 @A1

0 1 2 3 4 5 m

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- **TOPC** TOP OF PILE CAP
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PLUMBING:
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FIRE:
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ANCILLARIE S:
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- **MFPA** MAIN FALL PREVENTION ANCHOR
- **WMBR** WALL MOUNTED BIKE RACK

MISC.:
- **C.O.S** CHECK ON SITE
- **DIA** DIAMETER TO BE CONFIRMED

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04/03/2026	L	UPDATED APARTMENT PLANS	KL
03/03/2026	K	UPDATED APARTMENT PLANS	KL
27/02/2026	J	SMALL CAR BAY, COLUMN, 205 BATHROOM UPDATE	KL
26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
19/09/2025	G	ISSUE FOR DFES MEETING	KL
03/09/2025	F	80% TENDER	KL
13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

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PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

GENERAL ARRANGEMENT PLAN - LEVEL 4 Markup

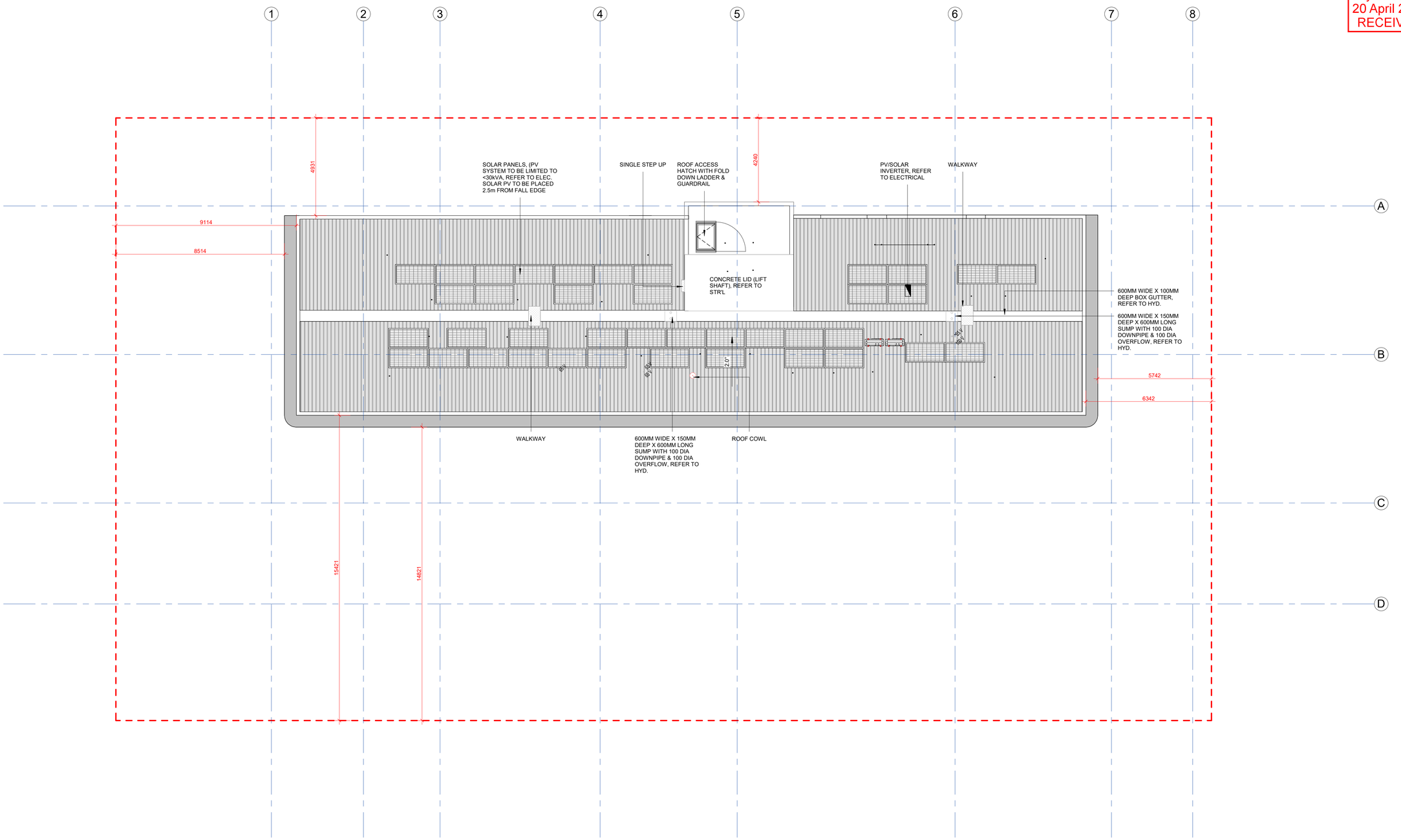
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SCALE 1: 200 (A3) 1 : 100 @A1

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1 A03-001 GA PLAN - ROOF
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PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

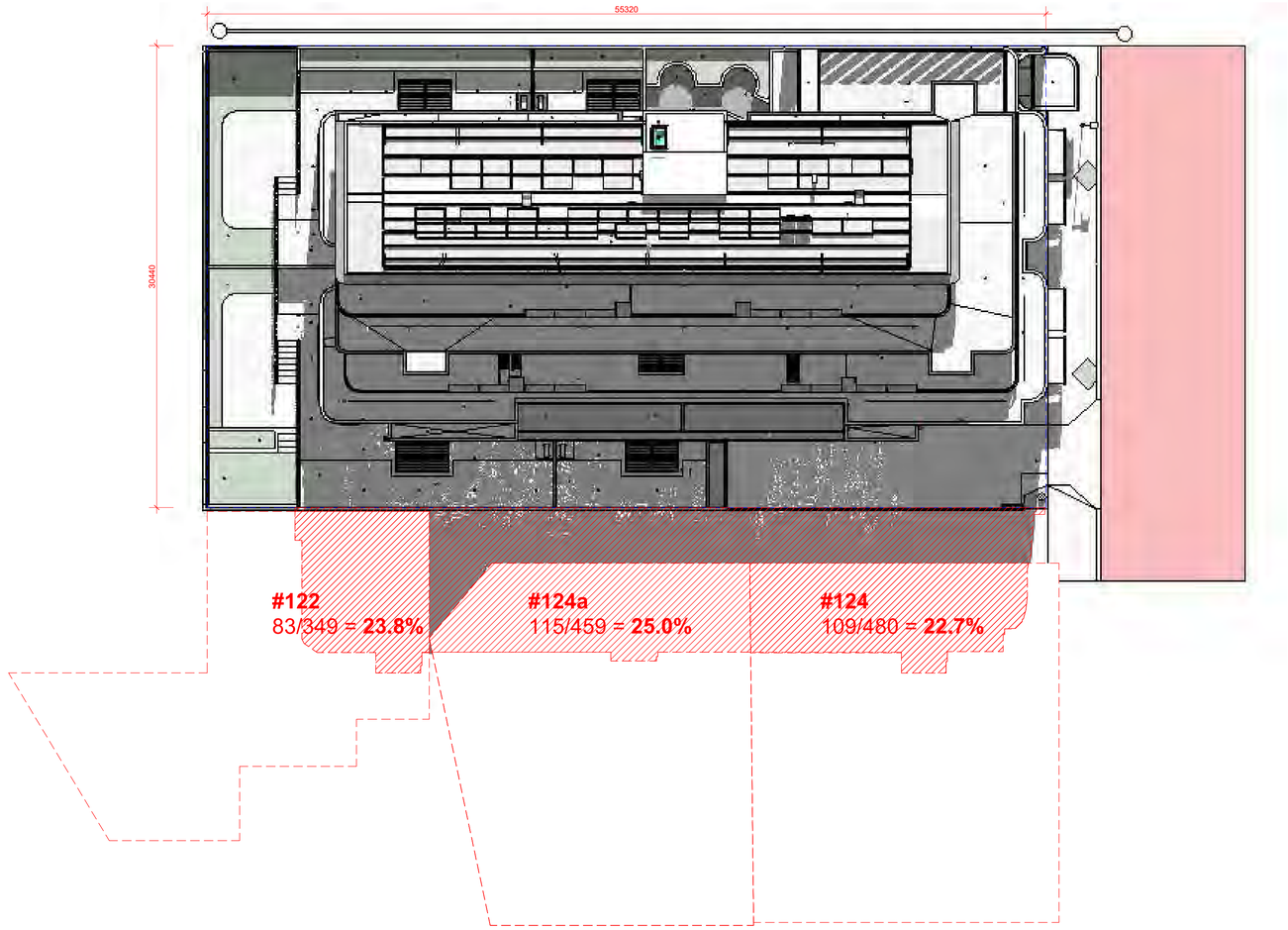
DRAWING NAME
GENERAL ARRANGEMENT PLAN - ROOF PLAN

SKETCH DESIGN- DRAFT ONLY

SCALE 1: 400 (A3) 1 : 100 @A1
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10/03/2026	A	COMM. BIN DOOR & DRIVEWAY RL UPDATE	KL

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PROJECT NAME
FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - OVERSHADOWING STUDY
MARKETING

SCALE 1: 200 (A3) 1 : 200 @A1

0 1 2 3 4 5 m

PROJECT No.	DRAWING No.	REV
2401	A02-028	A
	DRAWN BY	KL

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N NORTH
1 : 100



E EAST
1 : 100

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SPECIFICATION SCHEDULE

CODE	DESCRIPTION

NOT FOR CONSTRUCTION

DD.MM.YY	REV	DESCRIPTION	CHECKED
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06/06/2025	A	DD PRICING PACKAGE	KL

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PROJECT NAME
FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
EXTERNAL ELEVATIONS 1

SKETCH DESIGN- DRAFT ONLY

SCALE 1: 200 (A3) 1 : 100 @A1
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SPECIFICATION SCHEDULE

CODE	DESCRIPTION

S SOUTH
1 : 100



W WEST
1 : 100

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03/03/2026	H	UPDATED APARTMENT PLANS	KL
26/02/2026	G	AMENDED DA	KL
24/02/2026	F	SOUTHERN BOUNDARY WALL	KL
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19/09/2025	D	ISSUE FOR DFES MEETING	KL
03/09/2025	C	80% TENDER	KL
13/08/2025	B	50% CD	KL
06/06/2025	A	DD PRICING PACKAGE	KL

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PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

EXTERNAL ELEVATIONS 2

SKETCH DESIGN- DRAFT ONLY

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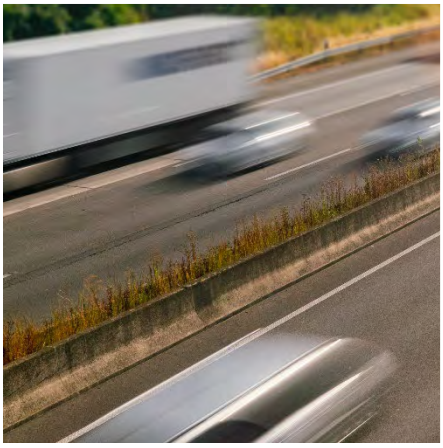
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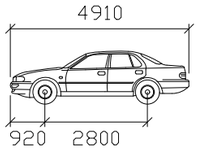
Swept Path Plans





LEGEND

- Centreline
- Vehicle Body
- Vehicle Wheels
- Body Clearance (300mm)



B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

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3 4 5 6 7 8

COMMERCIAL
COMMERCIAL
COMMERCIAL
COMMERCIAL
COMMERCIAL
COMMERCIAL

RESIDENTIAL VISITOR
COMMERCIAL VISITOR
RESIDENTIAL VISITOR
RESIDENTIAL VISITOR

LIFT 1
LIFT 2

HSDB-1

COERCO FLO-VAULT CELLS, REFER TO CIVIL

2 X BICYCLE PARKING

14 X BICYCLE PARKING

BIKE REPAIR STAND

VEHICLE RAMP

304 STORE 4 m²
305 STORE 4 m²
205 STORE 5 m²

COMM. & NBN 8 m²

202 STORE 8 m²

303 STORE 9 m²

SMALL CAR BAY

MSSB-1, REFER TO MECH

LONG BAY
LONG BAY

SIGNAGE - NO VISITOR PARKING. RESIDENTS ONLY BEYOND THIS POINT

53 CAR BAYS TOTAL
41 RESIDENTIAL
3 RESIDENTIAL VISITOR
8 COMMERCIAL
1 COMMERCIAL VISITOR
6 MOTORCYCLE BAYS

1800 DIA X 1500 DEEP SOAKWELL WITH TRAFFICABLE LID, REFER TO CIVIL

EXISTING WESTERN POWER DOME

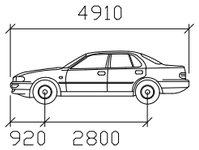
EVDB

SSL 21.350

B85 STANDARDS 2004 (AU_NZ)

LEGEND

- Centreline
- Vehicle Body
- Vehicle Wheels
- Body Clearance (300mm)



B85

	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

City of Stirling
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3 4 5 6 7 8

COMMERCIAL
COMMERCIAL
COMMERCIAL
COMMERCIAL
COMMERCIAL
COMMERCIAL

RESIDENTIAL VISITOR
COMMERCIAL VISITOR
RESIDENTIAL VISITOR
RESIDENTIAL VISITOR

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SMALL CAR BAY

MSSB-1, REFER TO MECH

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EXISTING WESTERN POWER DOME

EVDB

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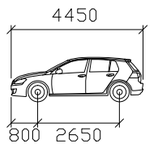
204 204 402 402 401 401 303 303

G03 G03 G02 G02 104 104 201 201 G04

B85 STANDARDS 2004 (AU_NZ)

LEGEND

- Centreline
- Vehicle Body
- Vehicle Wheels
- Body Clearance (300mm)



Small Vehicle (B50)

	mm
Width	: 1700
Track	: 1600
Lock to Lock Time	6.0
Steering Angle	: 33.2

SIGNAGE - NO VISITOR PARKING. RESIDENTS ONLY BEYOND THIS POINT

RESIDENTIAL VISITOR

BIKE REPAIR STAND

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G04 STORE 4 m²

105 STORE 4 m²

205 STORE 5 m²

300

SSL 21.350

Small Vehicle (B50) Custom

Small Vehicle (B50) Custom

53 CAR BAYS TOTAL
41 RESIDENTIAL
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1 COMMERCIAL VISITOR
6 MOTORCYCLE BAYS

101 106 105 103 102 203 302 205 202

Small Vehicle (B50) Custom

Small Vehicle (B50) Custom

SMALL CAR BAY

MSSB-1, REFER TO MECH

202 STORE 8 m²

673

1400

300





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Appendix 6:
Waste Management Plan (WMP)

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Waste Management Plan

118 Flora Terrace, North Beach

Prepared for Ryan Henderson c/- Space Collective Architects

17 March 2026

Project Number: WMP24036

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DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	27/06/2024	MA	DP	DP
2.0	Second Approved Release	6/11/2024	MA	DP	DP
3.0	Third Approved Release	2/03/2026	JL	AB	AB
4.0	Fourth Approved Release	3/03/2026	JL	AB	AB
5.0	Fifth Approved Release	5/03/2026	JL	AB	AB
6.0	Sixth Approved Release	17/03/2026	JL	AB	AB

Approval for Release

Name	Position	File Reference
Ann Brouwer	Project Manager – Waste Management Plan Lead (WA)	WMP24036-02_Waste Management Plan_6.0
Signature	Ann Brouwer Digitally signed by Ann Brouwer Date: 2026.03.17 12:51:59 +08'00'	

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Executive Summary

Ryan Henderson is seeking development approval for the proposed mixed-use development located at 118 Flora Terrace, North Beach (the Proposal).

To satisfy the conditions of the development application the City of Stirling (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Residential Bin Storage Area					
Refuse	2,800	240	Six	Twice each week	City of Stirling
Recycling	2,400	240	Five	Twice each week	City of Stirling
Commercial Bin Storage Area					
Refuse	200	240	One	Once each week	City of Stirling
Recycling	200	240	One	Once each week	City of Stirling

The City will collect refuse and recyclables from the Proposal utilising its kerbside collection service. The City's waste collection vehicle will service the bins from the Bin Presentation Area on Flora Terrace.

A building manager/caretaker will oversee the relevant aspects of waste management at the Proposal.

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20 April 2026
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Table of Contents

1 Introduction 1
1.1 Objectives and Scope 1
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2.1 Proposed Tenancies 2
2.2 Waste Generation Rates 2
2.3 Waste Generation Volumes 2
2.3.1 Residential Waste Generation 3
2.3.2 Commercial Waste Generation 3
3 Waste Storage 4
3.1 Internal Transfer of Waste 4
3.2 Bin Sizes 4
3.3 Bin Storage Area Size 4
3.3.1 Residential Bin Storage Area Size 4
3.3.2 Commercial Bin Storage Area Size 5
3.4 Bin Storage Area Design 6
4 Waste Collection 8
4.1 Residential Bulk General and Green Waste 9
4.2 Commercial Bulk and Specialty Waste 10
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Figure 1: Locality Plan

1 Introduction

Ryan Henderson is seeking development approval for the proposed mixed-use development located at 118 Flora Terrace, North Beach (the Proposal).

To satisfy the conditions of the development application the City of Stirling (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by housing developments to the north, south and west, and Flora Terrace to the east, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

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- Adequately cater for the anticipated volume of waste to be generated;
- Provide adequately sized Bin Storage Areas, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the number of residential apartment units and the floor area (m^2) of the commercial tenancy at the Proposal. The Proposal consists of the following:

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Residential:

- One Bedroom Units – 1;
- Two Bedroom Units – 3; and
- Three Bedroom Units – 16.

Commercial:

- Office – 285m².

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City of Stirling's *Waste Guidelines for New Developments*.

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	City's Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Residential			
One Bedroom Units	Standard Service – Communal Use Bins	140L/week	120L/week
Two Bedroom Units	Standard Service – Communal Use Bins	140L/week	120L/week
Three Bedroom Units	Standard Service – Communal Use Bins	140L/week	120L/week
Commercial			
Office	Offices	10L/100m²/day	10L/100m²/day

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

2.3.1 Residential Waste Generation

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown in Table 2-2. It is estimated that the residential apartment units at the Proposal will generate 2,800L of refuse and 2,400L of recyclables each week.

Table 2-2: Estimated Waste Generation – Residential

Residential Units	Number of Units	Waste Generation Rate (L/week)	Waste Generation (L/week)
Refuse			
One Bedroom Units	1	140	140
Two Bedroom Units	3	140	420
Three Bedroom Units	16	140	2,240
		Total	**2,800**
Recyclables			
One Bedroom Units	1	120	120
Two Bedroom Units	3	120	360
Three Bedroom Units	16	120	1,920
		Total	**2,400**

2.3.2 Commercial Waste Generation

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown in Table 2-3. It is estimated that the commercial tenancy at the Proposal will generate 200L of refuse and 200L of recyclables each week.

Table 2-3: Estimated Waste Generation – Commercial

Office	Area (m^2)	Waste Generation Rate (L/100m^2/day)	Waste Generation (L/week)
Refuse	285	10	**200**
Recyclables	285	10	**200**
		Total	**400**

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3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Areas, as shown in Diagram 1 and Diagram 2, and discussed in the following sub-sections.

3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, the residential units will have room to accommodate two under counter/kitchen bins for the separate disposal of refuse and recyclables. The resident will then take the contents of these internal bins to the Residential Bin Storage Area for consolidation into the appropriate bins.

The commercial tenancy will also have a minimum of two bins to facilitate the separate disposal of refuse and recycling. These internal bins will be collected by the staff/cleaners at least once each day and transferred to the Commercial Bin Storage Area for consolidation into the appropriate bins.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist the residents, staff and cleaners to dispose of their separate waste materials in the correct bins.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bin Sizes			
	140L	240L	360L	660L
Height	1,065	1,080	1,120	1,250
Depth	540	735	905	850
Width	500	675	700	1,200

Reference: City of Stirling Waste Guidelines for New Developments

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3.3 Bin Storage Area Size

3.3.1 Residential Bin Storage Area Size

To ensure sufficient area is available for storage of the residential bins, the amount of bins required for the Residential Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse and recyclables twice each week.

Based on the results shown in Table 3-2 the Residential Bin Storage Area has been sized to accommodate:

- Six 240L refuse bins; and
- Five 240L recycling bins.

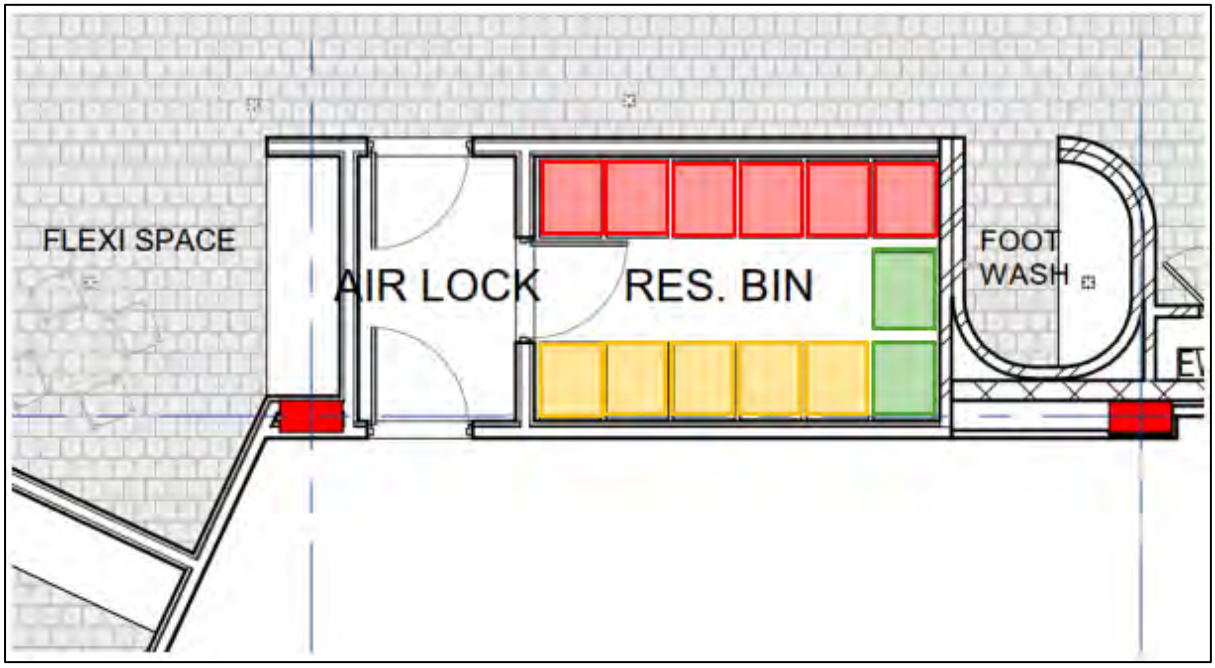
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Table 3-2: Bin Requirements for Bin Storage Area – Residential

Waste Stream	Waste Generation (L/week)	Number of Bins Required			
		140L	240L	360L	660L
Refuse	2,800	10	6	-	3
Recycling	2,400	-	5	4	2

The configuration of these bins within the Residential Bin Storage Area is shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the maximum requirements assuming two collections each week of refuse and recyclables.

Diagram 1: Residential Bin Storage Area



3.3.1.1 *Provision for Food Organics Garden Organics (FOGO)*

In the near future it is expected that the City will be introducing bins for the separate collection of food organics garden organics (FOGO) within multi-unit residential properties in line with the state government's Waste Avoidance and Resource Recovery (WARR) Strategy 2030.

The Proposal has provided sufficient space in the Bin Storage Area to accommodate an additional two 240L FOGO bins, should the development be required to separate FOGO waste for collection in the future, refer Diagram 1.

Kitchen caddies with compostable liners would be used in each apartment to collect FOGO, which will then be taken by residents to the respective Bin Storage Area for disposal into the designated lime green lidded FOGO bins.

3.3.2 Commercial Bin Storage Area Size

To ensure sufficient area is available for storage of the office bins, the amount of bins required for the Commercial Bin Storage Area was modelled utilising the estimated waste generation in Table 2-3, bin sizes in Table 3-1 and based on collection of refuse and recyclables once each week.

Based on the results shown in Table 3-3 the Commercial Bin Storage Area has been sized to accommodate:

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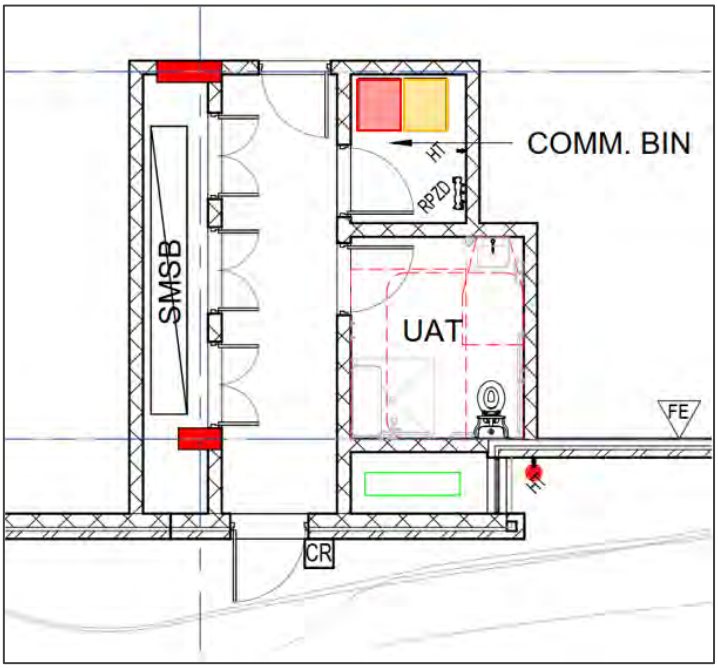
- One 240L refuse bin; and
- One 240L recycling bin.

Table 3-3: Bin Requirements for Bin Storage Area – Commercial

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	200	1	1	1
Recycling	200	1	1	1

The configuration of these bins within the Commercial Bin Storage Area is shown in Diagram 2. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 2 represents the maximum requirements assuming one collection each week of refuse and recyclables.

Diagram 2: Commercial Bin Storage Area



3.4 Bin Storage Area Design

The design of the Bin Storage Areas will take into consideration:

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Area;
- Adequate aisle width for easy manoeuvring of bins;
- No double stacking of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;

- Undercover where possible and be designed to not permit stormwater to enter into the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Areas will be monitored by the building manager/caretaker during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

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4 Waste Collection

The City will service the Proposal and provide the residential apartment units and commercial tenancy with the following:

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Residential Apartment Units:

- Six 240L refuse bins; and
- Five 240L recycling bins.

Commercial Tenancy:

- One 240L refuse bin; and
- One 240L recycling bin.

The City will collect refuse and recyclables twice each week from the Residential Bin Storage Area and refuse and recycling once each week from the Commercial Bin Storage Area utilising the City's side arm/rear waste collection vehicle.

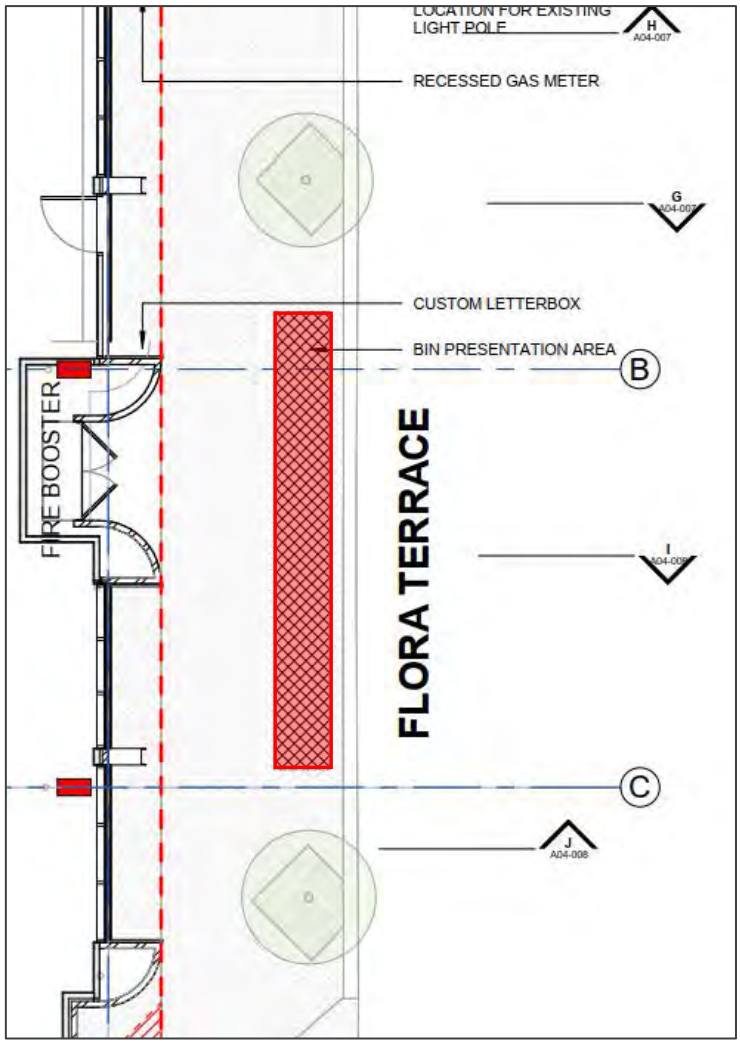
The City will service bins from the Bin Presentation Area on the verge on Flora Terrace at the front of the Proposal, as shown in Diagram 3.

Bins will be presented for collection 1m from the verge with the wheels and handles facing away from the street. The bins will remain clear of obstructions such as power poles, signs and street trees, and will be placed so as not to obstruct pedestrians, footpaths or bike lanes. Bins will be lined up neatly and in a single row along the verge, with sufficient space between each bin to facilitate collection by the City's waste collection vehicle.

The building manager/caretaker will ferry the bins to and from the Bin Presentation Area on collection days. The travel path between the Bin Storage Areas and the Bin Presentation Area will be kept free of obstacles. The building manager/caretaker will return the bins to the Bin Storage Areas as soon as possible on the same day following collection.

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Diagram 3: Bin Presentation Area



4.1 Residential Bulk General and Green Waste

To assist with the reduction of illegal dumping of bulky wastes, each unit has an allocated storage room of at least 5m² which could be used for the temporary storage of bulk wastes.

The City offers residents the following on demand collection services annually:

- One – 3m³ skip bin;
- One – E-waste collection;
- One – Whitegoods collection; and
- One – Mattress collection.

The building manager/caretaker will monitor the accumulation of bulk waste and green waste and assist residents with removal, as required.

A 2.5m x 2.5m set down area has been allocated on the verge for the placement of a skip bin and for use as a collection point for e-wastes, whitegoods, and mattresses, as required. The building manager/caretaker will liaise with residents on procedures for bulky waste disposal and collection, as required, refer Diagram 3.

4.2 Commercial Bulk and Specialty Waste

Adequate space may be allocated throughout the Proposal for placement of cabinets/containers for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins in the Commercial Bin Storage Area. These may include items such as:

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- Refurbishment wastes from fit outs;
- Batteries and E-wastes;
- White goods/appliances;
- Cleaning chemicals; and
- Commercial Light globes.

Bulk and speciality wastes will be removed from the Proposal as they are generated. Removal of these wastes will be monitored by building manager/caretaker, who will liaise with tenant, staff and cleaners to assist as required.

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5 Waste Management

A building manager/caretaker will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Areas;
- Cleaning of bins and Bin Storage Areas, when required;
- Ferrying of bins to and from the Bin Storage Areas and Bin Presentation Area on collection days;
- Ensure all tenants, residents, staff/cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor tenants, residents, staff/cleaners behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with tenants, residents, staff/cleaners to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the City to ensure efficient and effective waste service is maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Areas for storage of refuse and recyclables, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed Bin Storage Areas has been provided, and collection of refuse and recyclables can be completed from the Proposal.

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The above is achieved using:

Residential:

- Six 240L refuse bins, collected twice each week; and
- Five 240L recycling bins, collected twice each week.

Commercial:

- One 240L refuse bin, collected once each week; and
- One 240L recycling bin, collected once each week.

The City's waste collection vehicle will service the bins from the Bin Presentation Area on the Flora Terrace verge at the front of the Proposal.

A building manager/caretaker will oversee the relevant aspects of waste management at the Proposal.

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Figures

Figure 1: Locality Plan

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LEGEND

- Site Boundary

Cadastre

- Freehold
- Road
- Strata Plan or Lot
- Easement

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LOCALITY



0 1 2 3 4 5 km

LOCALITY

118 Flora Terrace
North Beach WA 6020

Space Collective Architects

N 0 5 10 15 20 m

Coordinate System: GDA2020 MGA Zone 50
Scale @ A3: 1:500

Prepared:	E Jackson	Date:	8/04/2024
Reviewed:	M Ang	Revision:	A
Project:	WMP24036		

talis consultants

Figure 01

Data source: Roads, Cadastre - Landgate, 2024. Imagery: Nearmap, 2024.

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Appendix 7:
Acoustic Report

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HERRING STORER ACOUSTICS

SPACE COLLECTIVE ARCHITECTS

118 FLORA TERRACE
NORTH BEACH

DEVELOPMENT APPLICATION
ACOUSTIC REPORT

MARCH 2026

OUR REFERENCE: 36089-1-25082-02

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
HERRING STORER ACOUSTICS
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DA ACOUSTIC REPORT

118 FLORA TERRACE
NORTH BEACH

Job No: 25082-02

Document Reference: 36089-1-25082-02

FOR

SPACE COLLECTIVE ARCHITECTS

DOCUMENT INFORMATION			
Author:	George Watts	**Checked:**	Tim Reynolds
Date of Issue:	4 March 2026		

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This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.

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APPENDICIES

A Development Application Plans

1.0 INTRODUCTION

Herring Storer Acoustics was commissioned by Space Collective Architects to conduct a preliminary review of the proposed development at 118 Flora Terrace, North Beach.

This report has been based on the Development Application drawings provided.

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2.0 PROPOSED DEVELOPMENT

The proposed development site is located at 118 Flora Terrace, North Beach.

The following summarises the development:

Basement

- Parking

Ground Floor

- Office Tenancy
- Communal spaces
- Residential Lobby
- Apartments

Levels One to Four

- Apartments

3.0 CRITERIA

3.1 NCC PROVISIONS

For Class 2 or 3 buildings, the appropriate sections of Part F7 “Sound transmission and insulation” relate to acoustics. Table 3.1 summarises the deemed to satisfy requirements of Part F7.

TABLE 3.1 – SUMMARY OF NCC REQUIREMENTS

Space of separation	Acoustic Rating	Discontinuous Construction Required
WALLS		
Wet to wet	$R_W + C_{tr}$ not less than 50 dB	NO
Living to living	$R_W + C_{tr}$ not less than 50 dB	NO
Wet to living	$R_W + C_{tr}$ not less than 50 dB	YES
Kitchens to living	$R_W + C_{tr}$ not less than 50 dB	YES
Unit to plantroom, stairway public corridor / lobby or alike	R_W not less than 50 dB.	NO
Unit to Lift shaft	R_W not less than 50 dB.	YES
FLOORS		
Between Sole Occupancy Units	$R_W + C_{tr}$ not less than 50 dB.	N/A
	$L_{n,w}$ not more than 55 dB is recommended	N/A
SERVICE RISERS / STORM WATER DOWN PIPES		
to Habitable Rooms	$R_W + C_{tr}$ not less than 40 dB.	NO
to Non-Habitable Rooms	$R_W + C_{tr}$ not less than 25 dB	NO
DOORS		
Doors to Sole Occupancy Units	R_W not less than 30 dB	NO

Notes:

1 Where kitchens are part of an open living area, kitchens are considered to be part of the living area and in these cases discontinuous construction is required. This also includes cases where kitchens are back-to-back, however, discontinuous construction is only required on one side.

2 Wet areas include bathrooms, ensuites, sanitary compartments/powder rooms, laundries and kitchens.

3 For the purposes of this Part, discontinuous construction means a wall having a minimum 20 mm cavity between 2 separate leaves, and—

(a) for masonry, where wall ties are required to connect leaves, the ties are of the resilient type; and

(b) for other than masonry, there is no mechanical linkage between leaves except at the periphery.

3.2 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. The allowable or assigned noise levels for noise sensitive premises are determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 3.2. For commercial premises, the allowable or assigned noise levels are the same for all hours of the day. Table 3.2 also lists the assigned noise levels for commercial premises.

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TABLE 3.2 – ASSIGNED NOISE LEVELS

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.
The L_{A1} noise level is the noise that is exceeded for 1% of the time.
The L_{Amax} noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

"impulsiveness" means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax\ Slow}$ is more than 15dB when determined for a single representative event;

"modulation" means a variation in the emission of noise that –

(a) is more than 3dB $L_{A\ Fast}$ or is more than 3dB $L_{A\ Fast}$ in any one-third octave band;
(b) is present for more at least 10% of the representative assessment period; and
(c) is regular, cyclic and audible;

"tonality" means the presence in the noise emission of tonal characteristics where the difference between –

(a) the A-weighted sound pressure level in any one-third octave band; and
(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 3.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

Figure 1 shows the development location and surrounds.

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FIGURE 1 – AERIAL OF DEVELOPMENT LOCATION AND SURROUNDS

From a review of the development, the influencing factor for the premises identified in proximity to the development would be 10 dB, based on the following:

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Major Roads within outer circle;	
West Coast Drive	+ 2 dB
Commercial Premises within the inner circle;	
20 %	+ 1 dB
Total IF	**+ 3 dB**

Hence the influencing factor would be + 10 dB and the assigned noise levels would be as listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday	48	58	68
	0900 - 1900 hours Sunday and Public Holidays	43	53	68
	1900 - 2200 hours all days	43	53	58
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	38	48	58

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

We note that noise emissions from the premises need to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. This includes noise associated with mechanical services (ice air conditioning and ventilation systems).

3.3 NOISE INGRESS

Whilst the development is not located with a trigger distance of a major road to warrant an assessment of traffic noise in accordance with State Planning Policy 5.4, due to the proximity of West Coast Drive, consideration for the noise impact – and ensuring the façade of the development provides a reasonable level of internal amenity – is recommended to be undertaken.

Based on State Planning Policy 5.4, and our experience, it is recommended that a design level listed below is implemented.

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$L_{Aeq(Day)}$ of 40 dB(A) in living and work areas; and
$L_{Aeq(Night)}$ of 35 dB(A) in bedrooms.

4.0 NCC REQUIRMENTS

The proposed development will be constructed to comply with the requirements of Part F7 of the NCC.

It is noted that adopting the flooring criteria of not more than 55 $L_{nT,w}$ dB provides greater amenity than basic NCC compliance.

5.0 NOISE INGRESS

A review of the surrounding premises indicated that the noise environment in the area is dominated by traffic noise associated with West Coast Drive.

A preliminary noise impact assessment has been undertaken with the details of this assessment contained in a separate report to accompany the development application (Our Ref: *36090-1-25082-02*).

During the design process a full assessment of noise ingress into the development will be undertaken to ensure compliance with the internal criteria and assist in glazing selections.

6.0 NOISE FROM DEVELOPMENT

The main source of noise from the proposed development will be from mechanical services consisting of air-conditioning plant. Noise received at neighbouring premises, and premises within the development, from these items need to comply with the assigned noise levels as determined under the *Environmental Protection (Noise) Regulations 1997*.

6.1 MECHANICAL SERVICES

The main source of noise from the proposed development will be from mechanical services consisting of air-conditioning plant and condenser units. Noise received at residence (neighbours and residence within the development) from these items need to comply with the assigned noise levels as determined under the *Environmental Protection (Noise) Regulations 1997*.

As the mechanical services could operate during the night, noise emissions from the development needs to comply with the assigned L_{A10} night period noise level of 38 dB(A) at residential premises. Potentially, noise emissions from mechanical services could be tonal, in which case an +5 dB(A) penalty for a tonal component could be applied to the resultant noise levels. Therefore, the design level at the neighbouring residential premises would be 33 L_{A10} dB.

The air conditioning for the apartments is not yet known. Once the design of the system is finalised, an acoustic assessment will be carried out of noise emissions from the mechanical plant and any noise amelioration required will be incorporated into the design to ensure compliance with the *Environmental Protection (Noise) Regulations 1997*. However, we believe that compliance would be easily achieved, and any noise mitigation would be minimal, with the proposed design.

Similarly, carpark exhaust ventilation systems will need to be compliant with the Regulations. It has been assumed that the basement carpark will require mechanical ventilation, with careful selection of the car park exhaust fans, and perhaps inclusion of podded silencers, compliance with the required Assigned Noise Levels is not considered problematic.

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APPENDIX A

DEVELOPMENT APPLICATION PLANS

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1 GA PLAN - BASEMENT Copy 1

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118 FLORA TERRACE, NORTH BEACH

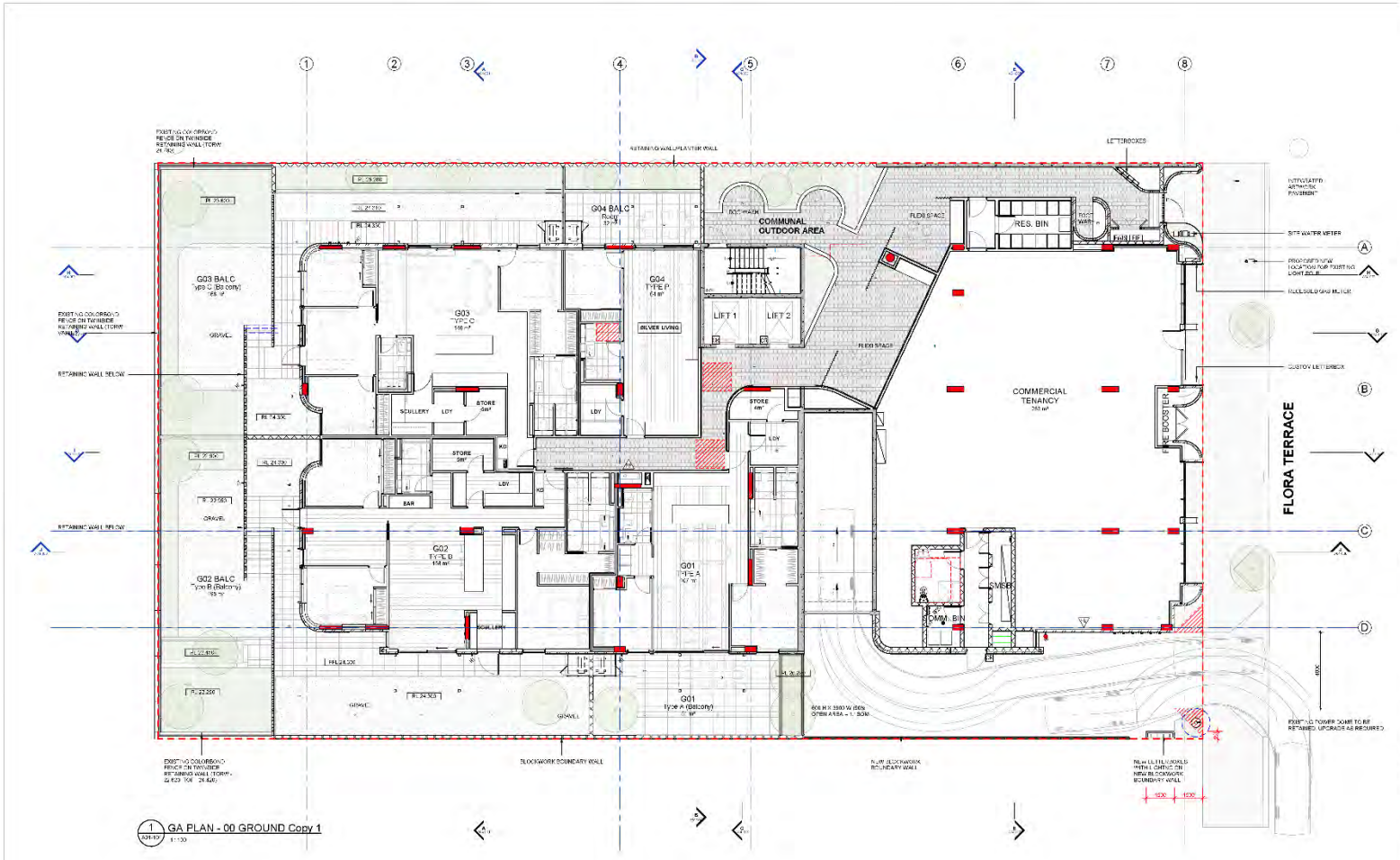
GENERAL ARRANGEMENT PLAN - BASEMENT Markup

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1 GA PLAN - 00 GROUND Copy 1
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GENERAL ARRANGEMENT PLAN - GROUND FLOOR

Markup

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1 GA PLAN - 01 LEVEL Copy 1

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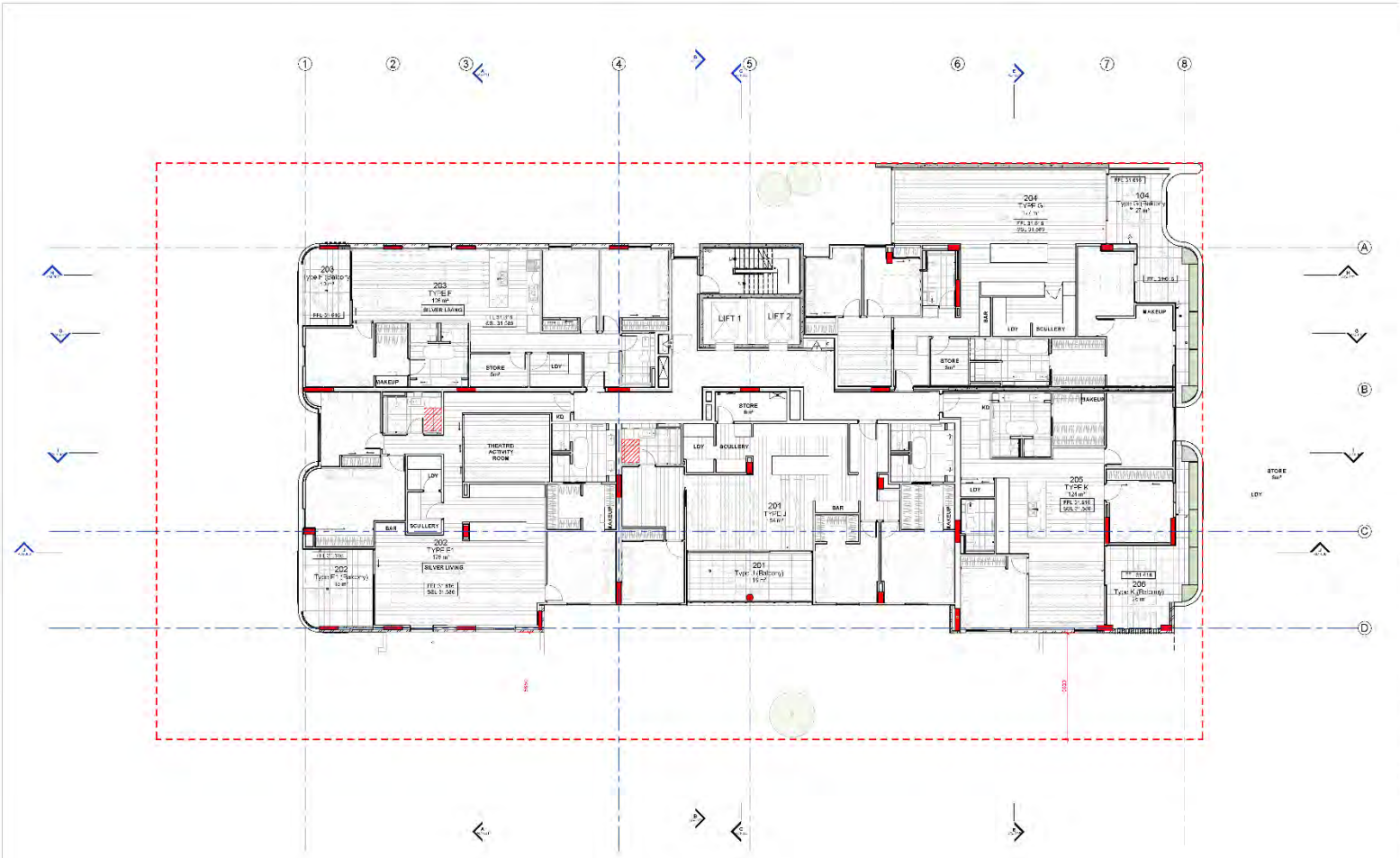
GENERAL ARRANGEMENT PLAN - LEVEL 1 Markup

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1 GA PLAN - 02 LEVEL Copy 1

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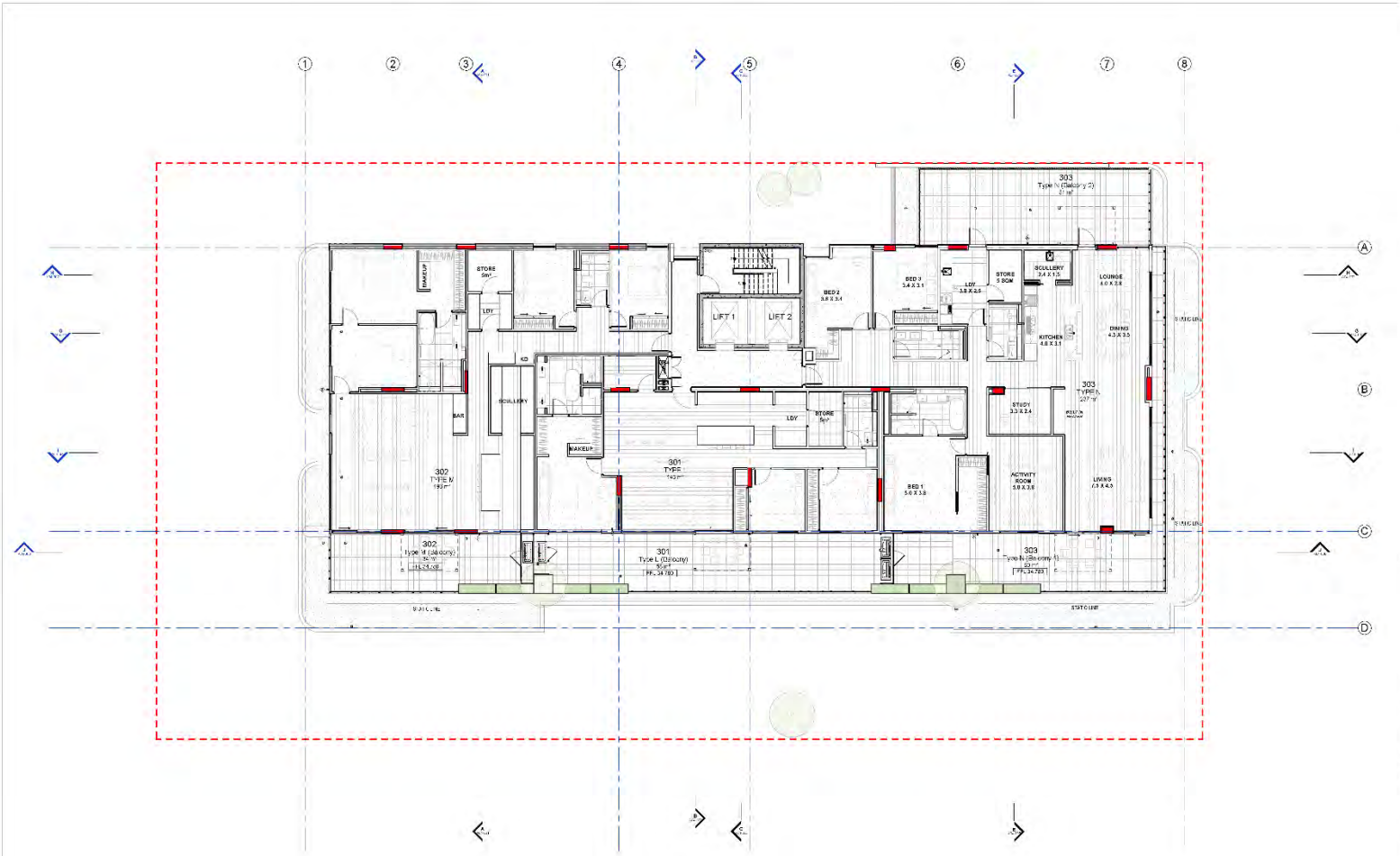
GENERAL ARRANGEMENT PLAN - LEVEL 2 Markup

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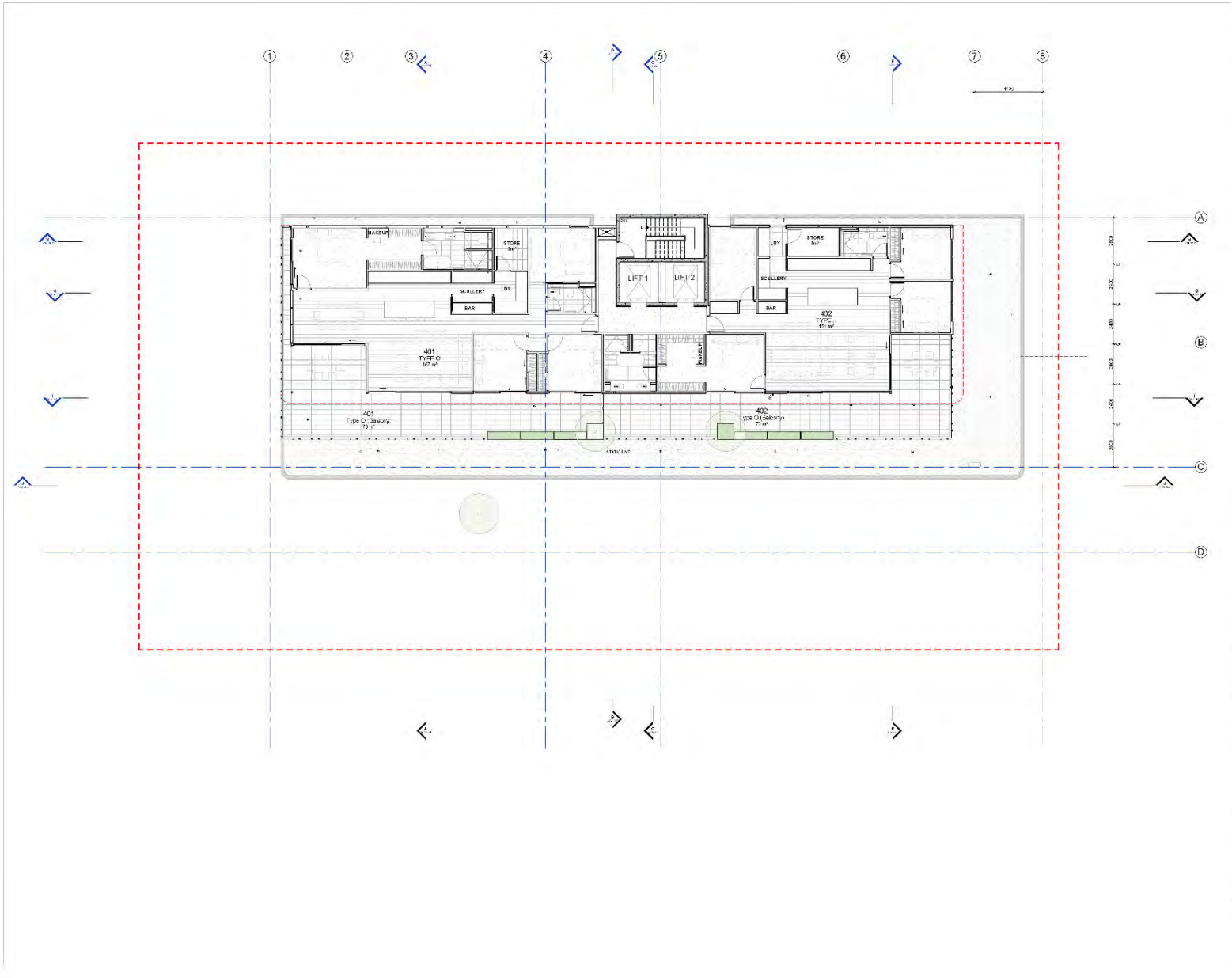
GENERAL ARRANGEMENT PLAN - LEVEL 3 Markup

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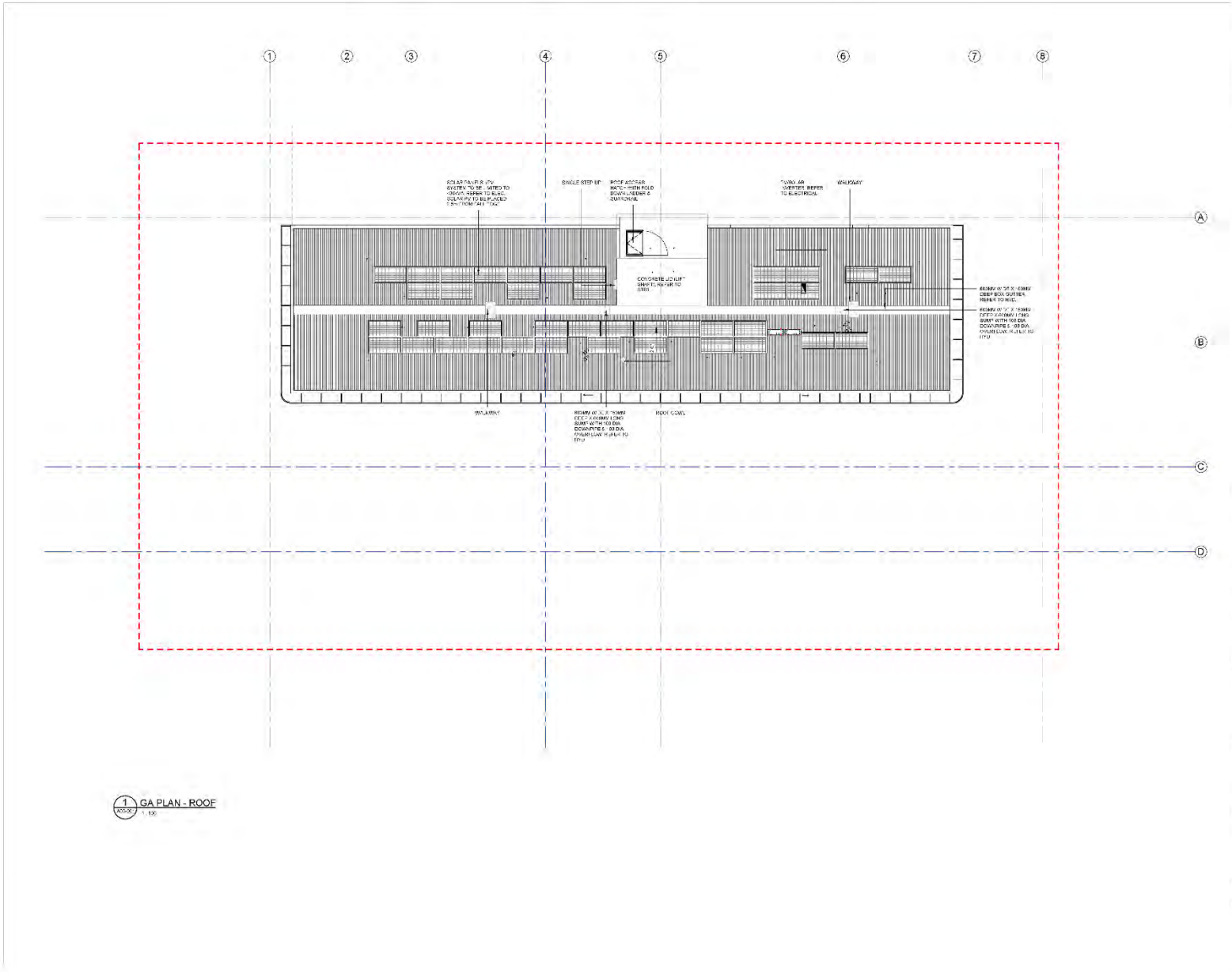
GENERAL ARRANGEMENT PLAN - LEVEL 4 Markup

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1 GA PLAN - ROOF
A03-00 1:100

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2. NOT TO BE USED FOR BUILDING ONLY SOLD TO BE
3. ALL DIMENSIONS ON DRAWINGS TAKE PRECEDENCE SCALE. CONTRACTOR TO CHECK ALL DIMENSIONS ON SITE BEFORE COMMENCEMENT OF WORK. DRAWINGS ARE NOT TO BE SCALED. NOTIFY THE ARCHITECT OF ANY DISCREPANCIES FOR CLARIFICATION.
ALL WORK IS TO COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC), AUSTRALIAN STANDARDS AND THE REQUIREMENTS OF STATE & LOCAL AUTHORITIES.
5. ALL MATERIALS, FACTORIES, FITTINGS AND BUILDING COMPONENTS (MIN. 90 METAL AR IN ACCORDANCE WITH NCC, FACTORY OF EACH CATEGORY AND TOLERANCE GATES).

NOT FOR CONSTRUCTION

ARCHITECT
space collective architec
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CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - ROOF PLAN
SKETCH DESIGN- DRAFT ONLY

SCALE 1:100 @A1

PROJECT NO	DRAWING NO.	REV.
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SCA

FLORA RESIDENCES
118 FLORA TERRACE
NORTH BEACH

PART F7 NCC ASSESSMENT
PRELIMINARY INFORMATION
FOR DESIGN DEVELOPMENT

MARCH 2026

OUR REFERENCE: 36090-1-25082-02

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
(08) 9367 6200
hsa@hsacoustics.com.au

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DOCUMENT CONTROL PAGE

DESIGN DEVELOPMENT PART F7 NCC ASSESSMENT

118 FLORA TERRACE, NORTH BEACH

Job No: 25082-02

Document Reference: 36090-1-25082-02

FOR

SCA

DOCUMENT INFORMATION			
Author:	George Watts	**Checked By:**	Tim Reynolds
Date of Issue:	4 March 2026		

REVISION HISTORY				
Revision	**Description**	**Date**	**Author**	**Checked**

DOCUMENT DISTRIBUTION				
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1	1	SCA Attn: Kah Wai Leong Email: Kah@spacecollective.com.au		✓

This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.

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APPENDICIES

A Marked Up Wall Plans

B Extract of Part F7 of NCC

1.0 INTRODUCTION

Herring Storer Acoustics was commissioned to conduct an assessment of the proposed development, at 118 Flora Terrace, North Beach.

Part F7 of the NCC details the requirements for sound transmission and insulation of residential type buildings.

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This report is based upon the preliminary drawings attached.

2.0 NCC PROVISIONS

For Class 2 or 3 buildings, the appropriate sections of Part F7 "Sound transmission and insulation" relating to the acoustic criteria are attached in Appendix B for information. Table 2.1 summarises the deemed to satisfy requirements of Part F7.

TABLE 2.1 – SUMMARY OF NCC REQUIREMENTS

Space of separation	Acoustic Rating	Discontinuous Construction Required
WALLS		
Wet to wet	$R_W + C_{tr}$ not less than 50 dB	NO
Living to living	$R_W + C_{tr}$ not less than 50 dB	NO
Wet to living	$R_W + C_{tr}$ not less than 50 dB	YES
Kitchens to living	$R_W + C_{tr}$ not less than 50 dB	YES
Unit to plantroom, stairway Public corridor / lobby or alike	R_W not less than 50 dB.	NO
Unit to Lift shaft	R_W not less than 50 dB.	YES
FLOORS		
Between Sole Occupancy Units	$R_W + C_{tr}$ not less than 50 dB.	N/A
	$L_{n,w}$ not more than 55 dB is recommended	N/A
SERVICE RISERS / STORM WATER DOWN PIPES		
to Habitable Rooms	$R_W + C_{tr}$ not less than 40 dB.	NO
to Non-Habitable Rooms	$R_W + C_{tr}$ not less than 25 dB	NO
DOORS		
Doors to Sole Occupancy Units	R_W not less than 30 dB	NO

Notes:

1 Where kitchens are part of an open living area, kitchens are considered to be part of the living area and in these cases discontinuous construction is required. This also includes cases where kitchens are back-to-back, however, discontinuous construction is only required on one side.

2 Wet areas include bathrooms, ensuites, sanitary compartments/powder rooms, laundries and kitchens.

3 For the purposes of this Part, discontinuous construction means a wall having a minimum 20 mm cavity between 2 separate leaves, and—

(a) for masonry, where wall ties are required to connect leaves, the ties are of the resilient type; and
(b) for other than masonry, there is no mechanical linkage between leaves except at the periphery.

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3.0 WALL CONSTRUCTIONS

A mark up of the wall types is attached in Appendix A.

The coloured wall types are for those required to meet Part F7 NCC ratings. Walls that do not have an acoustic rating specified are not included in this markup.

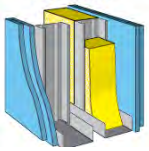
3.1 PARTY WALLS

These wall types are required to provide an R_w + Ctr rating of not less than 50 dB, and are marked in red and blue in Appendix A.

In some areas, the wall type is required to provide a discontinuous construction. These areas are indicated in red in Appendix A.

Walls separating sole occupancy units are understood to be proposed to be constructed of lightweight stud wall construction, as the proposed construction of the building is understood to be concrete columns / blade walls for each floor.

A wall type that would meet the airborne sound isolate requirements – and provide a discontinuous construction – is listed below, noting the use of 50mm thick, 14kg/m^3 glasswool insulation within the cavity– extract below:

– /120/120 90/90/90 (from both sides) FC 12946	CSR 1357 	BOTH SIDES • 2 x 13mm Gyprock Fyrchek MR Plasterboard.	(a) Nil	50/44	52/46	53/47	53/47
			(c) 75 Acoustigard 11kg	61/**52**	62/**53**	63/**54**	63/**54**
			(f) 50 Acoustigard 14kg	59/**50**	61/**52**	62/**53**	62/**53**
			(g) 70 Soundscreen 2.0	62/**51**	64/**53**	65/**54**	65/**54**
			(h) 50 MAB Polyester 11kg	54/47	56/49	57/**50**	57/**50**
			Wall Thickness mm	200	252	302	352

The lightweight walls are able to include concrete columns, however, where columns are located where a discontinuous wall construction is required (i.e. marked in red on the attached plan in Appendix A), one of the studs are required to be offset from the column situated internally to the wall.

Where the walls include blade walls, on the assumption that the concrete is 150mm thick or greater, this is sufficient to meet the airborne sound isolation requirements – however – if a discontinuous construction is required, a stud, offset from the concrete by a minimum of 20mm, and lined with plasterboard is require to meet the discontinuous construction requirements. It is noted that insulation is recommended to be included in the cavity for these areas due to the significant increase in acoustic performance that is achieved – however, this is a recommendation and not mandatory.

3.2 LIFT SHAFTS

Lift shafts walls are required to provide an R_w rating of not less than 50 dB and provide a discontinuous construction.

It is assumed that the lift shafts are to be constructed of concrete, with a minimum thickness of 150mm.

The airborne sound isolation requirements are met with the concrete alone. The discontinuous construction requirements is met by an offset stud work and plasterboard included in the wall build up.

It is noted that 1 layer of plasterboard would be sufficient. It is recommended that insulation be included within the cavity, but this is not a necessity for NCC/BCA compliance – however provides a substantial improvement in performance.

3.3 STAIRWELLS

Stairwell walls, separating stairwells from SOU's are required to provide an R_w rating of not less than 50 dB.

The construction of these walls appears to be proposed to be of concrete, at least 150mm thick.

The airborne sound isolation requirements are met with the concrete alone.

An offset stud is NOT required. Nor is any plasterboard lining to meet the requirements of the NCC/BCA.

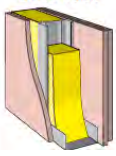
It is noted that an offset stud is recommended for stairwells, if there is space to accommodate such. Insulation is recommended to be included within the cavity – however is not a necessity.

3.4 LOBBY WALLS

Walls separating sole occupancy units lobbys/corridors are required to provide an R_w rating of at least 50 dB. This wall type is marked in green in the marked up drawings in Appendix A.

The following light weight wall construction is presented for consideration.

A single 92mm thick stud, with 1 layer of fire rated plasterboard on one side, and 2 on the other – akin to CSR 1060 below – is considered sufficient to meet the NCC requirements. It is noted that 50mm thick, 14kg/m^3 glasswool insulation is to be included in the cavity.

– /90/90 30/30/30 (from both sides) FC 12946	CSR 1060 	SIDE ONE • 1 x 13mm Gyprock Fyrchek Plasterboard. SIDE TWO • 2 x 13mm Gyprock Fyrchek Plasterboard.

(a) Nil	39/32	41/34	42/35	43/36	45/39
(c) 75 Acoustigard 11kg	–	50/41	50/41	51/42	52/44
(f) 50 Acoustigard 14kg	47/38	49/40	50/41	51/42	52/44
(g) 70 Soundscreen 2.0	–	–	51/41	52/42	53/44
(h) 75 MAB Polyester 14kg	–	50/41	50/41	51/42	52/44
Wall Thickness mm	90	103	115	131	189

The above wall type satisfies the NCC requirements for these wall types.

Where a blade wall or column is located in these walls, on the assumption that the concrete is 150mm thick, or greater, the airborne sound isolation is met for these areas.

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3.5 STORE ROOM / BIN ROOM WALLS

Walls separating sole occupancy units and store rooms / Bin rooms required to provide an R_w rating of at least 50 dB, and provide a discontinuous construction This wall type is marked in magenta in the marked up drawings in Appendix A.

It is suggested to meet the discontinuous construction requirement, the same wall construction as for party walls is utilised (a discontinuous construction necessitates a double stud construction).

The above wall type satisfies the NCC requirements for these wall types.

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3.6 RISER SHAFTS

The following generic information is provided, based on typical construction methods.

Where shafts are separated from wet areas, shafts can be proposed to be constructed of one layer of 13mm fire-rated plasterboard, internally lined with 50mm thick 11kg/m^3 insulation (i.e. between the studs) - the construction is sufficient.

Where the riser shaft abuts habitable areas (including kitchens), to comply, the pipework located within the riser (assuming PVC piping) is to be wrapped with 25mm foam backed 5kg/m^2 loaded vinyl.

If quiet type pipe is used (e.g. Gerberit, Silenta or Raupiano Pipe), the wrapping detailed to habitable areas is not required.

Note: Access panels are not permitted in risers abutting habitable areas (including kitchens).

4.0 PROPOSED FLOOR CONSTRUCTION

Based on preliminary information, we believe that the floor construction would be a minimum of 200mm thick concrete, which complies with the airborne requirements of the NCC. This is sufficient for all vertical separation areas (i.e. apartment to apartment and apartment to commercial areas).

The NCC also calls for impact isolation and as previously discussed, it is recommended the $L_{n,w}$ of 55 be adopted. This can be achieved by either using:

- Carpet with underlay; or
- Install impact isolation layer under hard flooring.

Tiled / hard finished areas require additional treatment to meet the impact isolation requirement. This can be achieved with the use of impact isolation matting between the floor and tile / floorboard. There are several products available on the market. Evidence of acceptability should be provided, with testing in accordance with ISO 717.2.

The proposed construction is understood to consist of suspended ceiling.

Areas with a suspended ceiling below are likely to require a 5mm thick mat for hard floor finished areas.

It is noted that typically balconies do not require impact isolation treatment where they are not located above internal areas of apartments below.

In this instance, the balcony areas of Apartments 101, 102, 103, 106, 202, 301, 302, 303, 401 and 402 are located above internal areas of SOU's below (even if partially) and therefore need to meet the impact isolation criteria.

The ground floor apartments are all not located above SOU's, and therefore, do not need to meet the impact isolation criteria.

Note: To achieve compliance it is important that the flooring does not breech the acoustic underlay and should not be installed up to and in contact with the walls and is to be installed as per the manufacture's recommendations / details.

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5.0 PROPOSED SOIL & WASTE PIPES CONSTRUCTION

No details regarding the proposed treatment of the pipes have been provided for apartment services at this preliminary stage, hence, the following is provided as a guide for acceptable constructions.

5.1 PIPEWORK ABOVE HABITABLE ROOMS

Quiet Type Pipe

No Penetrations in Ceiling

If the pipes used are "quiet type" pipe (e.g. Silenta or Raupiano Plus Pipe) and there are no penetrations in the ceilings/bulkheads for exhaust fans, down lights etc. and 50mm thick insulation is laid over the ceiling then only single wrapping of pipes using a minimum 12mm foam backed 4kg/m^2 loaded vinyl wrap is required.

Penetrations in Ceiling

If the ceiling contains penetrations, but with 50mm thick insulation laid over the ceiling, then pipes require to be wrapped with a minimum 25mm foam backed 5kg/m^2 loaded vinyl.

PVC Pipe

No Penetrations in Ceiling

If the pipes used are PVC and there are no penetrations in the ceilings/bulkheads for exhaust fans, down lights etc. and 50mm thick insulation is laid over the ceiling then wrapping of pipes using minimum 12mm foam backed 4kg/m^2 loaded vinyl wrap and an additional layer of 25mm foam backed 5kg/m^2 loaded vinyl is required.

Penetrations in Ceiling

If the ceiling contains penetrations, but with 50mm thick insulation laid over the ceiling, then pipes require to be wrapped with a minimum of two layers of 25mm foam backed 5kg/m^2 loaded vinyl.

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5.2 PIPEWORK ABOVE WET AREAS

Quiet Type Pipe

No Penetrations in Ceiling

If the pipes used are quiet type pipe (e.g. Silenta or Raupiano Plus Pipe) and there are no penetrations in the bulkheads for exhaust fans, down lights etc. and 50mm thick insulation is laid over the ceiling then no further treatment is required.

Penetrations in Ceiling

If the ceiling contains penetrations and with 50mm thick insulation, pipes require minimum 12mm foam backed 4kg/m^2 loaded vinyl wrap.

PVC Pipe

No Penetrations in Ceiling

If PVC pipe is to be used and there are no penetrations, then compliance can be achieved using 75mm thick insulation laid over a 13mm thick plasterboard ceiling. If 50mm thick insulation is laid over a 10mm thick plasterboard ceiling, then pipework needs to be wrapped in 12mm foam backed 4kg/m^2 loaded vinyl.

Penetrations in Ceiling

If the ceiling contains penetrations, then compliance can be achieved by laying 50mm thick insulation over a 10mm plasterboard ceiling and wrapping the pipework in 25mm foam backed 5kg/m^2 loaded vinyl.

6.0 GENERAL CONSTRUCTION COMMENTS

6.1 ELECTRICAL OUTLETS IN PARTY WALLS

The wall types proposed are lightweight stud walls and therefore where electrical outlets are located in party walls, they are not to be located back-to-back, but rather offset by a minimum of:

300mm from each other for stud walls.

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APPENDIX A

MARKED UP WALL PLANS

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Rw + Ctr >= 50 dB

Rw + Ctr >= 50 dB + discontinuous

Rw >= 50 dB

Rw >= 50 dB + discontinuous

COMMERCIAL
COMMERCIAL
COMMERCIAL
COMMERCIAL
COMMERCIAL
COMMERCIAL
G01
G01
101
101
106
106
105
105
103
103
102
102
203
203
EVDB
673

RESIDENTIAL VISITOR
COMMERCIAL VISITOR
RESIDENTIAL VISITOR
RESIDENTIAL VISITOR
LIFT 1
LIFT 2
BIKE REPAIR STAND
16 X BICYCLE PARKING
VEHICLE RAMP
SIGNAGE - NO VISITOR PARKING. RESIDENTS ONLY BEYOND THIS POINT
SSL 21.350
G04 STORE 7 m²
105 STORE 6 m²
COMM. & NBN 8 m²
LONG BAY
LONG BAY
MSSB-1, REFER TO MECH
202 STORE 8 m²
303 STORE 9 m²
HSDB-1
301
301
204
402
402
401
401
303
303
202
202
201
201
302
302
202
202
1000
673

54 CAR BAYS TOTAL
41 RESIDENTIAL
3 RESIDENTIAL VISITOR
8 COMMERCIAL
1 COMMERCIAL VISITOR
6 MOTORCYCLE BAYS

COERCO FLO-VAULT CELLS, REFER TO CIVIL

1800 DIA X 1500 DEEP SOAKWELL WITH TRAFFICABLE LID, REFER TO CIVIL

G03
G03
G02
G02
204
104
104
205
205
G04
1000
EXISTING WESTERN POWER DOME

NOT FOR CONSTRUCTION

26/02/2026	K	AMENDED DA	KL
20/02/2026	J	CAR PARK LAYOUT UPDATE	KL
18/02/2026	I	AMENDED DA	KL
11/11/2025	H	ISSUED FOR INFORMATION	LZ
19/09/2025	G	ISSUE FOR DFES MEETING	KL
03/09/2025	F	80% TENDER	KL
13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

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CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - BASEMENT Markup

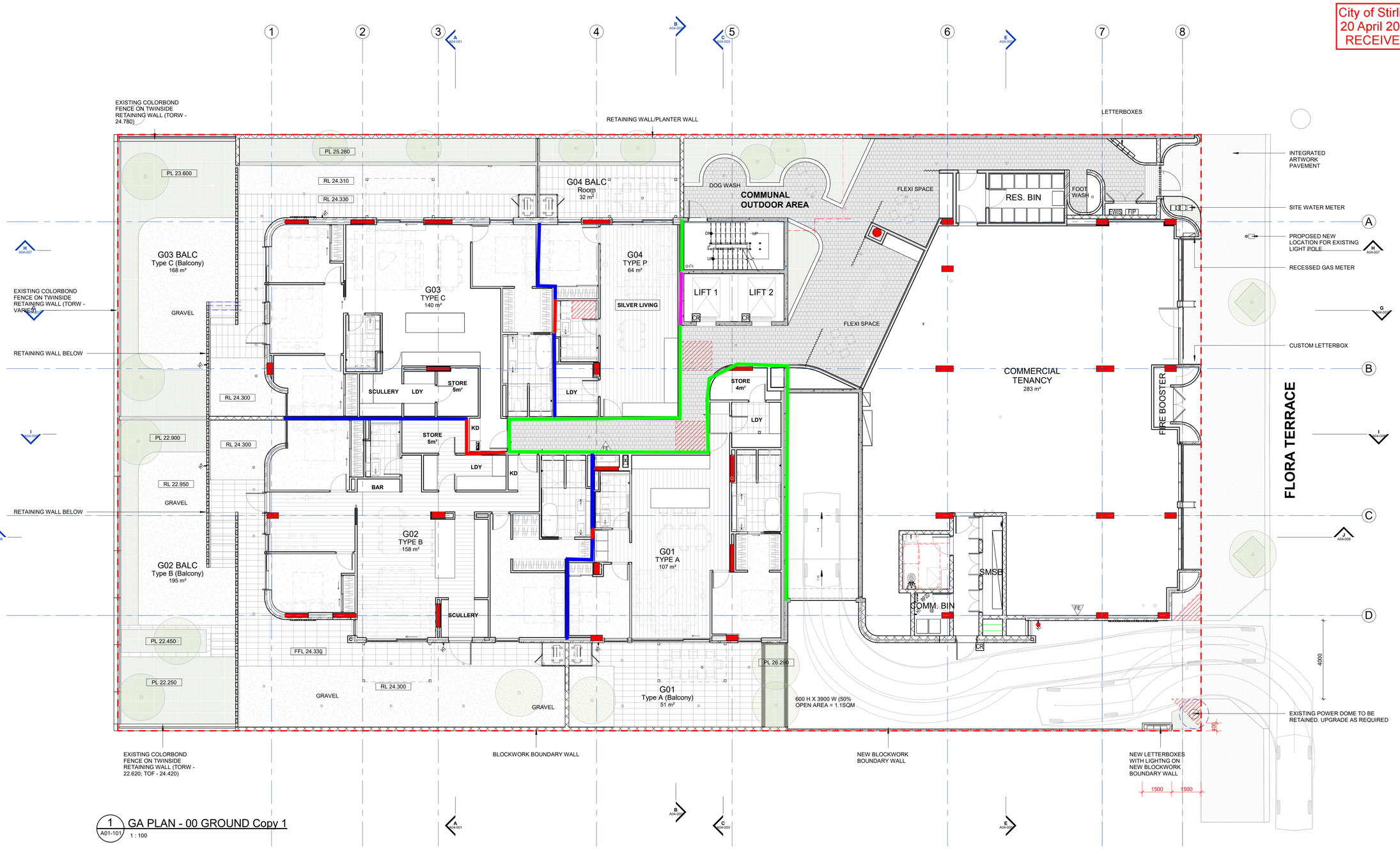
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1 A01-101 GA PLAN - BASEMENT Copy 1
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1 / A01-101 GA PLAN - 00 GROUND Copy 1
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Rw + Ctr >= 50 dB

Rw + Ctr >= 50 dB + discontinuous

Rw >= 50 dB

Rw >= 50 dB + discontinuous

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1. THE DRAWINGS IS TO BE READ IN CONJUNCTION WITH SPECIFICATION AND ANY OTHER RELEVANT CONSULTANTS DRAWINGS AND DOCUMENTS.
2. ALL DIMENSIONS SHOWN ON DRAWINGS ARE TO BE CHECKED BY CONTRACTOR PRIOR TO COMMENCEMENT OF ANY WORK OR SHOP DRAWINGS OR ORDERING OF MATERIALS. ANY DISCREPANCIES TO BE REPORTED TO THE ARCHITECT.
3. DO NOT SCALE DRAWINGS. USE FIGURED DIMENSIONS ONLY. ALL DIMENSIONS ARE TO BE CHECKED BY CONTRACTOR ON SITE BEFORE COMMENCEMENT OF WORK AND SHOP DRAWINGS.
4. ALL MATERIALS, FINISHES AND COLOURS TO BE SELECTED IN CONSULTATION WITH THE ARCHITECT AND AS PER SCHEDULES NOTED.

ABBREVIATIONS

AC	AIR CONDITIONING
ACC	ACCESS
ADJ	ADJUSTABLE
ALUM	ALUMINIUM
APPROX	APPROXIMATELY
ARCH	ARCHITRAVE
BAL	BALUSTRADE
BATH	BATHROOM
BD	BOARD
BEL	BELOW
BLK	BLOCK
BLKG	BLOCKING
BRK	BRICK
BRKT	BRACKET
BTW	BETWEEN
CAB	CABINET
CAV	CAVITY
CB	CHOPPING BOARD
CER	CERAMIC
CL	CLOSET
CLG	CEILING
CLR	CLEAR
COL	COLUMN
CONC	CONCRETE
CONT	CONTINUOUS
CPT	CARPET
CT	CERAMIC TILE
DBL	DOUBLE
DEC	DECORATIVE
DEMO	DEMOLISH
DIA	DIAMETER
DIM	DIMENSION
DISH	DISHWASHER
DN	DOWN
DP	DAMP PROOF
DR	DOOR
DS	DOWNPIPE
DW	DRESSING TABLE
EA	EACH
EJ	EXPANSION JOINT
ELEC	ELECTRICAL
ENS	ENSUITE
EQ	EQUAL
EXC	EXCAVATION
EXP	EXPOSED
EXT	EXTERNAL
FAB	FABRICATE
FB	FACE BRICK
FC	FIBRE CEMENT
FCL	FACE OF CLOSET
FF	FINISHED FLOOR LEVEL
FFL	FINISHED FLOOR SURFACE
FH	FIRE HOSE
FHR	FIRE HOSE REEL
FIN	FINISH
FL	FLOOR
FLASH	FLASHING
FLR	FLOOR
FP	FIRE PLACE
FR	FRIDGE
FRP	FIBRE REINFORCED PLASTIC
FT	FLOOR TILE
FTG	FOOTING
GALV	GALVANISED
GB	GRAB RAIL
GL	GLASS
GPO	GENERAL PURPOSE OUTLET
GR	GRADE
GRC	GLASS REINFORCED CONCRETE
GYP	GYPSUM
HB	HOSE BIB
HC	HOLLOW CORE
HD	HEAVY DUTY
HDW	HARDWARE
HM	HOLLOW METAL
HOR	HORIZONTAL
HP	HIGH PRESSURE
HR	HOUR
HWC	HOT WATER CYLINDER
HWU	HOT WATER UNIT
INSUL	INSULATION
INT	INTERNAL
JT	JOINT
KD	KNOCK DOWN
KIT	KITCHEN
LAM	LAMINATE
LAU	LAUNDRY
LDY	LAUNDRY
LIN	LINEN
LT	LIGHT
MAX	MAXIMUM
MB	MAIL BOX
MECH	MECHANICAL
MIN	MINIMUM
MIR	MIRROR
MR	MIRROR
MTD	MOUNTED
NIC	NOT IN CONTRACT
NTS	NOT TO SCALE
OA	OVERALL
OBS	OBSCURE
OC	ON CENTRE
OD	OVERFLOW DRAIN
OH	OVERHEAD
OPP	OPPOSITE
PC	PRECAST
PCC	PRECAST CONCRETE
PL	PLASTER
PLAS	PLASTERBOARD
PLY	PLYWOOD
PT	PAINT
PTN	PARTITION
RAD	RADIUS
RC	REINFORCED CONCRETE
RCP	REFLECTED CEILING PLAN
REF	REFRIGERATOR
REINF	REINFORCED
REQ	REQUIRED
RET	RETAIN
RH	RIGHT HAND
RL	REDUCED LEVEL
RO	ROOF OUTLET
RWP	RAIN WATER PIPE
SC	SOLID CORE
SD	SMOKE DETECTOR
SHR	SHOWER
SK	SKYLIGHT
SL	SLIDING
SLD	SLIDING
SMD	SMOKE DETECTOR
SMSB	SMOKE SPILL BOARD
SPEC	SPECIFICATION
SPR	SPRINKLER
SQ	SQUARE
SS	STAINLESS STEEL
STD	STANDARD
STL	STEEL
STN	STONE
STR	STRUCTURAL
SW	SOLID WASTE
SYM	SYMMETRICAL
T	TREAD
TB	TOWEL BAR
TBC	TO BE CONFIRMED
TC	TOP OF CURB
TEL	TELEPHONE
TF	TOP OF FENCE
TG	TOP OF GRATE
TH	THICK
TOB	TOP OF BANK
TOC	TOP OF CURB
TOF	TOP OF FENCE
TOP	TOP OF PAVEMENT
TOS	TOP OF STEP
TOW	TOP OF WALL
TP	TOILET PAPER
TR	TOILET ROLL HOLDER
TRANS	TRANSOM
TV	TELEVISION
TW	TOP OF WALL
TYP	TYPICAL
UC	UNDERCOAT
UNO	UNLESS NOTED OTHERWISE
UP	UPPER
VERT	VERTICAL
VIF	VERIFY ON SITE
VP	VENT PIPE
WB	WATER BOARD
WC	WATER CLOSET
WD	WOOD
WDW	WINDOW
WH	WATER HEATER
WM	WASHING MACHINE
WP	WATERPROOF
WR	WASHROOM
WT	WEIGHT

NOT FOR CONSTRUCTION

26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
19/09/2025	G	ISSUE FOR DFES MEETING	KL
03/09/2025	F	80% TENDER	KL
13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

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RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

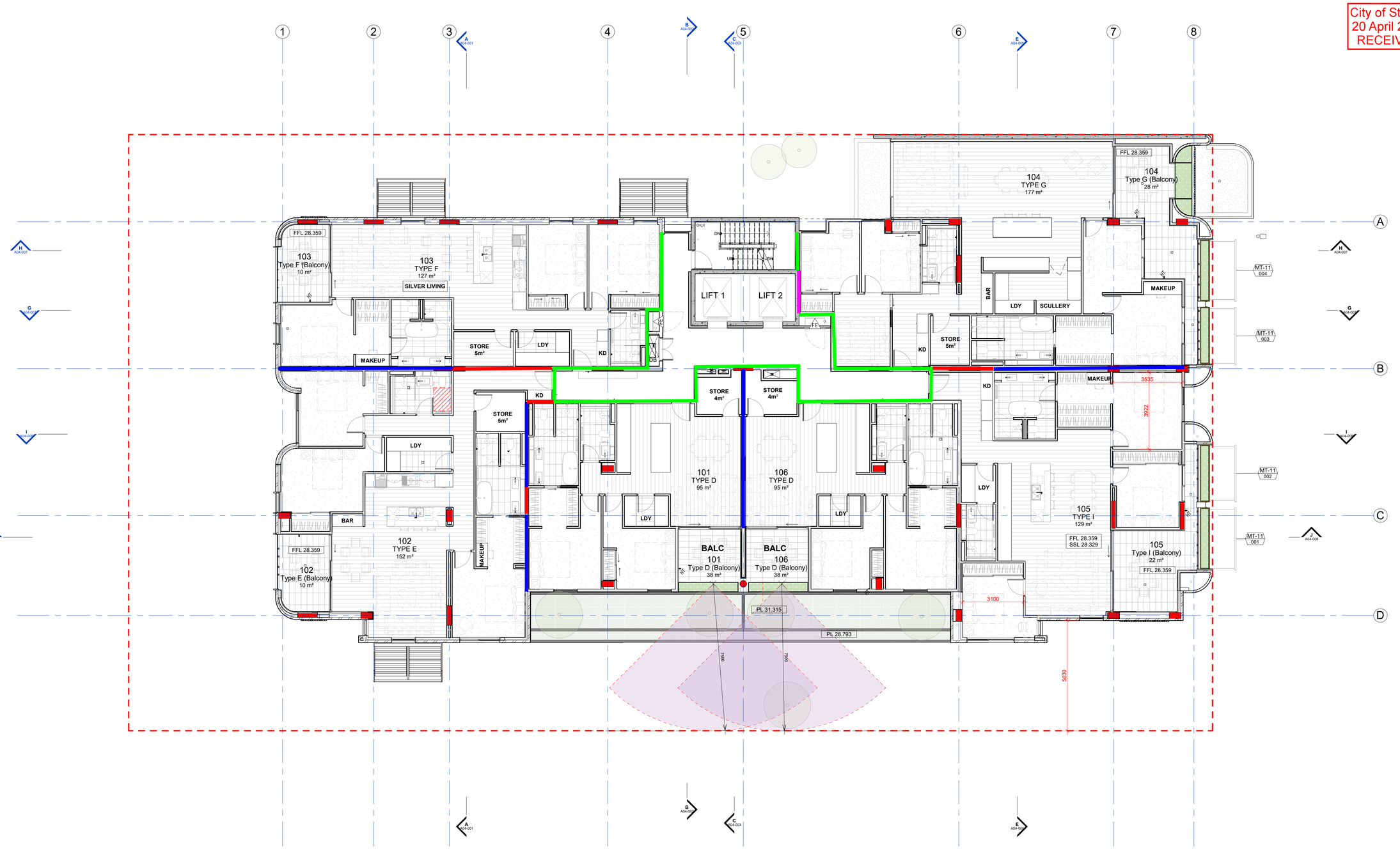
GENERAL ARRANGEMENT PLAN - GROUND FLOOR

Markup

SKETCH DESIGN-DRAFT ONLY

SCALE 1 : 100 @A1

PROJECT No.	DRAWING No.	REV.
2401	A02-023	I
	DRAWN BY	KL



1 GA PLAN - 01 LEVEL Copy 1
A03-001
1 : 100

	Rw + Ctr >= 50 dB
	Rw + Ctr >= 50 dB + discontinuous
	Rw >= 50 dB
	Rw >= 50 dB + discontinuous

City of Stirling
20 April 2026
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GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH SPECIFICATION AND ALL OTHER CONTRACT DOCUMENTS.
2. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
3. ALL FINISHED FLOOR LEVELS ARE TO BE CONFIRMED BY SURVEYOR PRIOR TO CONSTRUCTION.
4. DO NOT MEASURE OFF DRAWING BY SCALING. NOTIFY ARCHITECT OF ANY DISCREPANCIES.
5. ALL WORK TO COMPLY WITH RELEVANT BUILDING CODES, STANDARDS AND REGULATIONS.
6. CONTRACTOR TO VERIFY ALL DIMENSIONS AND CONDITIONS ON SITE BEFORE COMMENCING ANY WORK.
7. ALL MATERIALS TO BE SELECTED BY THE OWNER & ARCHITECT UNLESS SPECIFICALLY NOMINATED IN THE DRAWINGS/NOTES.

ABBREVIATIONS

AFL	STRUCTURAL SLAB LEVEL (RL)
BAL	BALUSTRADE
BB	BUILDING BOARD
BRK	BRICK
CLG	CEILING
CLR	CLEAR
CONC	CONCRETE
CPT	CARPET
DP	DOWNPIPE
DR	DOOR
EJ	EXPANSION JOINT
FFL	FINISHED FLOOR LEVEL
FL	FLOOR
FLR	FLOORING
GL	GLASS
GLZ	GLAZING
GR	GRADE
GRT	GROUT
HR	HANDRAIL
HT	HEIGHT
INSUL	INSULATION
LAM	LAMINATE
MAX	MAXIMUM
MIN	MINIMUM
MTL	METAL
OPP	OPPOSITE
PAV	PAVING
PLAS	PLASTER
PLYWD	PLYWOOD
RAD	RADIUS
RC	REINFORCED CONCRETE
RL	REDUCED LEVEL
SC	SOLID CORE
SK	SKIRTING
SLD	SLIDING
SPEC	SPECIFICATION
SS	STAINLESS STEEL
STD	STANDARD
STL	STEEL
STN	STONE
SW	SWING
TBC	TO BE CONFIRMED
TEMP	TEMPERED
TF	TOP OF FINISH
TFL	TOP OF FINISH LEVEL
TOC	TOP OF CURB
TOP	TOP
TOW	TOP OF WALL
TYP	TYPICAL
U/S	UNDERSIDE
VERT	VERTICAL
WC	WATER CLOSET
WD	WOOD
WDW	WINDOW
WP	WATERPROOF
WR	WITH
WT	WEIGHT
	CONCRETE CEILING
	CONCRETE FLOOR CONSTRUCTION
	METAL FRAMED PLASTER TYPE
	PLASTERBOARD CEILING
	UNIVERSAL CEILING
	WALL
	FIRE DOOR RBH
	FIRE DOOR SCH
	FIRE EXTINGUISHER
	MAIN RAIL PROVISION
	MAIN RAIL FIXTURE
	MECHANICAL VENTILATION
	MECHANICAL VENTILATION ABOVE
	MECHANICAL VENTILATION BELOW
	MECHANICAL EXTRACT
	POWER
	POWER OUTLET
	POWER OUTLET (WATER)

NOT FOR CONSTRUCTION

26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
19/09/2025	G	ISSUE FOR DFES MEETING	KL
03/09/2025	F	80% TENDER	KL
13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

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CLIENT

RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

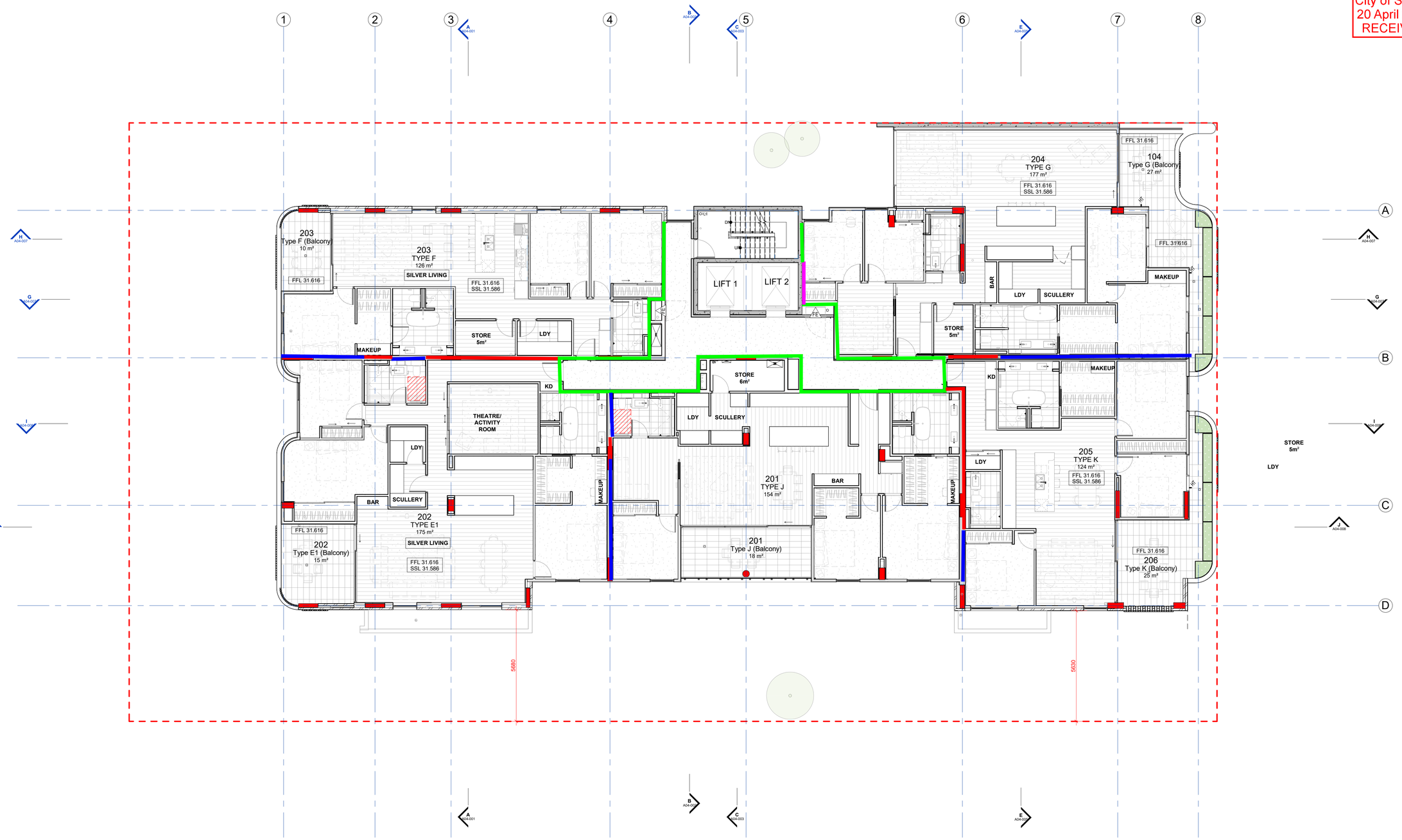
DRAWING NAME

GENERAL ARRANGEMENT PLAN - LEVEL 1 Markup

SKETCH DESIGN- DRAFT ONLY

1 : 100 @A1

PROJECT No.	DRAWING No.	REV.
2401	A02-024	I
	DRAWN BY	KL



1 A03-001 GA PLAN - 02 LEVEL Copy 1

1 : 100

	Rw + Ctr >= 50 dB
	Rw + Ctr >= 50 dB + discontinuous
	Rw >= 50 dB
	Rw >= 50 dB + discontinuous

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GENERAL NOTES

1. THE DRAWINGS IS TO BE READ IN CONJUNCTION WITH SPECIFICATION AND OTHER CONSULTANTS DRAWINGS AND ANY OTHER RELEVANT INFORMATION.
2. ALL DIMENSIONS SHOWN ON DRAWINGS ARE TO BE CHECKED BY CONTRACTOR PRIOR TO THE COMMENCEMENT OF ANY WORK OR SHOP DRAWINGS OR ORDERING OF ANY MATERIALS OR PREPARATION OF SHOP DRAWINGS.
3. ALL WORK SHALL COMPLY WITH ALL RELEVANT STATUTORY REQUIREMENTS, BUILDING CODES AND REGULATIONS.
4. ALL DIMENSIONS SHALL BE CHECKED ON SITE BEFORE THE COMMENCEMENT OF ANY WORK OR THE PREPARATION OF SHOP DRAWINGS.

ABBREVIATIONS

STRUCTURAL SLAB LEVEL (RL)	
FINISHED FLOOR LEVEL (RL)	
PLASTERBOARD	
TOP OF WALL (RL)	
TOP OF RAIL (RL)	
TOP OF BALUSTRADE (RL)	
BOTTOM OF FLAT CAP	
BALCONY DRAIN BELOW FLOOR	
BELOW	
CUPBOARD	
FLOOR WASTE	
FLOOR WASTE SHOWER	
FIRE EXTINGUISHER	
FLOOR WASTE	
HOSE COCK	
MANHOLE	
SHOWER	
SHOWER ROSE	
VENT PIPE	
CONCRETE COLUMN	
CONCRETE WALL	
MECHANICAL EXHAUST FAN	
MECHANICAL SUPPLY AIR	
UNIVERSAL COLUMN	
WALL	
FIRE HOSE REEL	
FIRE HYDRANT	
FIRE EXTINGUISHER	
GAS	
MAIN RAIL INTAKES	
MAIN RAIL VICTORIA	
MAIN RAIL MIDLAND JUNCTION	
MAIN RAIL MIDLAND BRIDGE	
MAIN RAIL KENWICK BASE RAILS	
CONCRETE	
CONCRETE SLAB	
CONCRETE WALL	
CONCRETE COLUMN	

NOT FOR CONSTRUCTION

26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
19/09/2025	G	ISSUE FOR DFES MEETING	KL
03/09/2025	F	80% TENDER	KL
13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

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RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

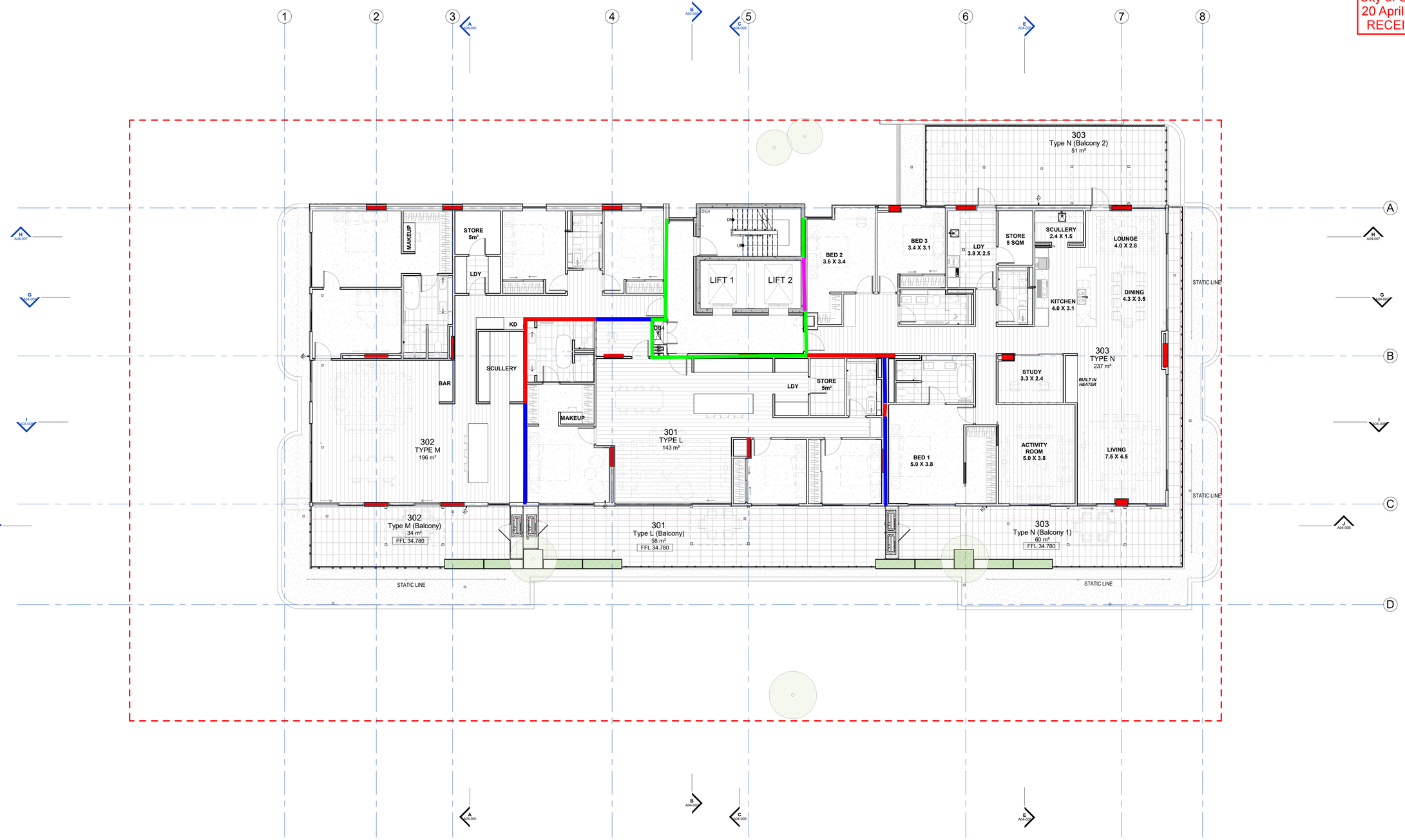
DRAWING NAME

GENERAL ARRANGEMENT PLAN - LEVEL 2 Markup

SKETCH DESIGN- DRAFT ONLY

SCALE 1 : 100 @A1

PROJECT No.	DRAWING No.	REV.
2401	A02-025	I
	DRAWN BY	KL



Rw + Ctr >= 50 dB

Rw + Ctr >= 50 dB + discontinuous

Rw >= 50 dB

Rw >= 50 dB + discontinuous

City of Stirling
20 April 2026
RECEIVED

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ARCHITECTURAL AND ALL OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS.
2. ALL DIMENSIONS SHOWN ON DRAWINGS ARE TO BE CHECKED BY CONTRACTOR PRIOR TO COMMENCEMENT OF WORK. ANY DISCREPANCIES OR ERRORS TO BE REPORTED TO THE ARCHITECT IMMEDIATELY.
3. DO NOT SCALE DRAWINGS.
4. ALL WORK SHALL COMPLY WITH ALL RELEVANT AUSTRALIAN STANDARDS, BUILDING CODES AND REGULATIONS.
5. ALL DIMENSIONS SHOWN ON PLANS ARE TO FINISHED FACE OF WALL, UNLESS OTHERWISE NOTED.
6. ALL DIMENSIONS SHOWN ON PLANS ARE TO FINISHED FACE OF WALL, UNLESS OTHERWISE NOTED.

ABBREVIATIONS

ACT	ACOUSTICAL TILE (AC) OR (T)
ALUM	ALUMINIUM
APPROX	APPROXIMATELY
ARCH	ARCHITECT OR (AL)
BALC	BALCONY
BOT	BOTTOM OF TILE, CAP
BRK	BRICK
CLG	CEILING
CLR	CLEAR
CONC	CONCRETE
CPT	CARPET
DIA	DIAMETER
DN	DOWN
DP	DOOR POINT
DR	DOOR
DWG	DRAWING
EA	EACH
EL	ELEVATION
ELEC	ELECTRICAL
EQ	EQUAL
EXP	EXPANSION
EXT	EXTERNAL
FFL	FINISHED FLOOR LEVEL
FIN	FINISH
FLR	FLOOR
FP	FLOOR POINT
GL	GLASS
GLZ	GLAZING
GYP	GYPSUM
HT	HEIGHT
INCL	INCLUDE
INT	INTERNAL
MAX	MAXIMUM
MIN	MINIMUM
MTL	METAL
NIC	NOT IN CONTRACT
NTS	NOT TO SCALE
OC	ON CENTRE
OPP	OPPOSITE
PL	PLATE
PLAS	PLASTER
PLYWD	PLYWOOD
RAD	RADIUS
RB	RUBBER
RC	REINFORCED CONCRETE
REF	REFER
REQ	REQUIRED
RL	REDUCED LEVEL
RM	ROOM
SC	SOLID CORE
SIM	SIMILAR
SPEC	SPECIFICATION
SQ	SQUARE
STD	STANDARD
STL	STEEL
STRUCT	STRUCTURAL (SL) OR (ST)
SUSP	SUSPENDED
T	TILE
TBC	TO BE CONFIRMED
TEL	TELEPHONE
TEMP	TEMPERED
TOC	TOP OF CONCRETE
TOP	TOP OF PARAPET OR FLOOR FINISH
TOS	TOP OF STEEL
TOW	TOP OF WALL
TYP	TYPICAL
UNO	UNLESS NOTED OTHERWISE
VERT	VERTICAL
WC	WATER CLOSET
WD	WOOD
WDW	WINDOW
WP	WATERPROOF
WR	WITH

26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
19/09/2025	G	ISSUE FOR DFES MEETING	KL
03/09/2025	F	80% TENDER	KL
13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

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RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

GENERAL ARRANGEMENT PLAN - LEVEL 3 Markup

SKETCH DESIGN- DRAFT ONLY

SCALE @ A1 1 : 100 @ A3

PROJECT No.	DRAWING No.	REV.
2401	A02-026	I
	DRAWN BY	KL

NOT FOR CONSTRUCTION

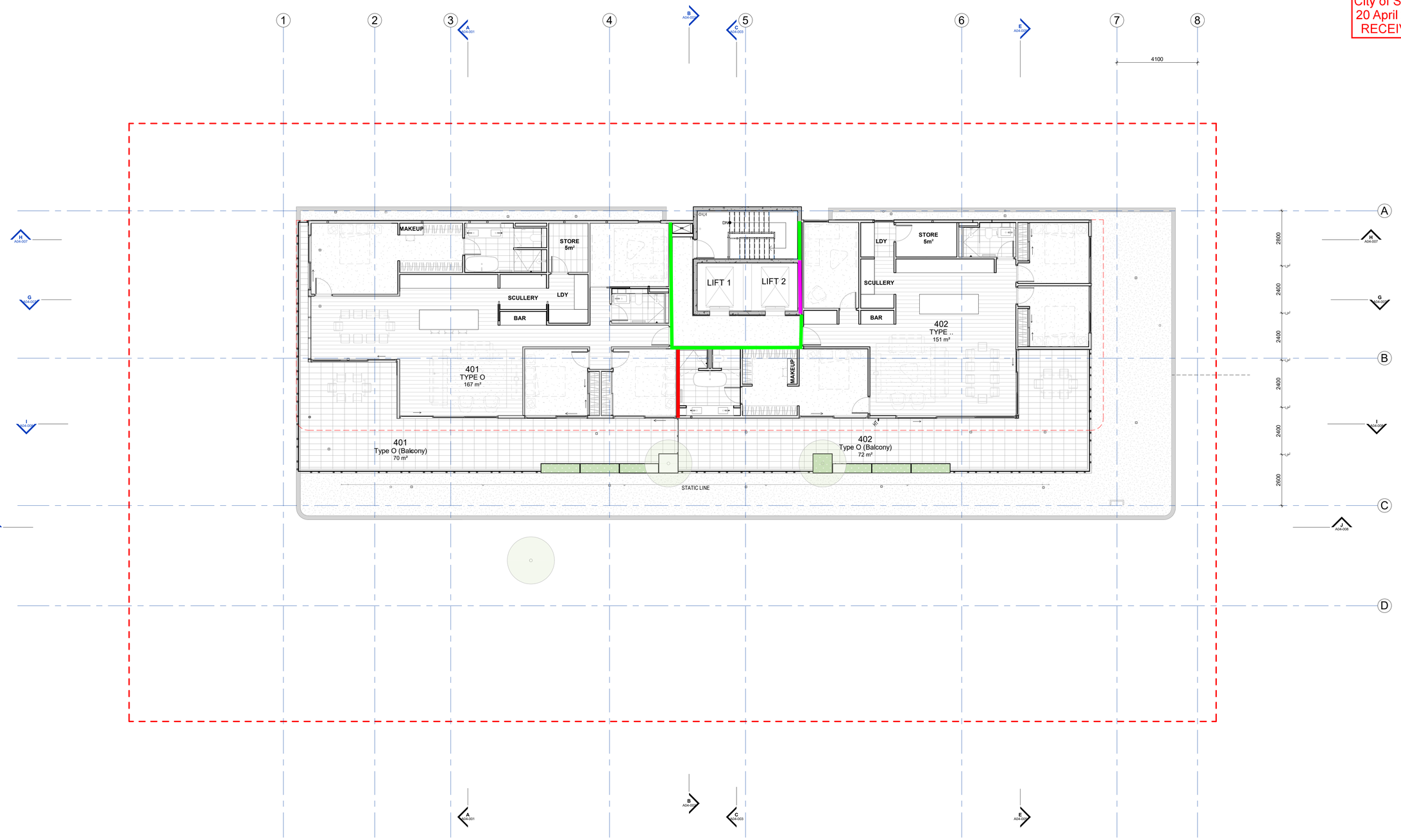
City of Stirling
20 April 2026
RECEIVED

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ARCHITECTURAL AND ALL OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS.
2. ALL DIMENSIONS SHOWN ON DRAWINGS ARE TO BE CHECKED ON SITE BY THE CONTRACTOR PRIOR TO THE COMMENCEMENT OF ANY WORK OR SHOP DRAWINGS OR FIXTURES OR ORDERING. NOTIFY ARCHITECT IMMEDIATELY OF ANY DISCREPANCIES.
3. DO NOTSCALE. FIGURED DIMENSIONS ONLY TO BE USED. ALL DIMENSIONS ARE TO BE CONFIRMED ON SITE BEFORE COMMENCEMENT OF WORK AND SHOP DRAWINGS PREPARED.
4. ALL MATERIALS, FINISHES, AND FITTINGS TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

ABBREVIATIONS

ACP	ALUMINIUM COMPOSITE PANEL
ADJ	ADJUSTABLE
ALUM	ALUMINIUM
APPROX	APPROXIMATELY
ARCH	ARCHITECT / ARCHITECTURAL
BAL	BALUSTRADE
BLK	BLOCK
BLKWK	BRICKWORK
BM	BEAM
BOT	BOTTOM
BRK	BRICK
BTW	BETWEEN
CAV	CAVITY
CB	CHANNEL
CER	CERAMIC
CFT	CERAMIC FLOOR TILE
CL	CENTRE LINE
CLG	CEILING
CLR	CLEAR
COL	COLUMN
CONC	CONCRETE
CONT	CONTINUOUS
CPT	CARPET
CT	CERAMIC TILE
DBL	DOUBLE
DIA	DIAMETER
DP	DAMP PROOF
DPC	DAMP PROOF COURSE
DR	DOOR
DWG	DRAWING
EA	EACH
EJ	EXPANSION JOINT
ELEC	ELECTRICAL
ENG	ENGINEER
EQ	EQUAL
EXP	EXPOSED
EXT	EXTERNAL
FC	FACE OF CONCRETE
FF	FINISHED FLOOR LEVEL
FFL	FINISHED FLOOR LEVEL
FL	FLOOR
FLR	FLOOR
FP	FIRE PLUG
FR	FIRE RATED
FRP	FIBRE REINFORCED PLASTIC
GALV	GALVANISED
GB	GRAB RAIL
GL	GLASS
GLZ	GLAZING
GR	GRADE
GYP	GYPSUM
HB	HOSE BIB
HC	HOLLOW CORE
HDG	HOT DIPPED GALVANISED
HDR	HEADER
HM	HOLLOW METAL
HR	HOUR
HT	HEIGHT
INSUL	INSULATION
INT	INTERNAL
JT	JOINT
LAM	LAMINATE
LDY	LAUNDRY
LIFT	LIFT
LT	LIGHT
MAX	MAXIMUM
MB	MAIL BOX
MECH	MECHANICAL
MEMB	MEMBRANE
MIN	MINIMUM
MIR	MIRROR
MISC	MISCELLANEOUS
MR	MOISTURE RESISTANT
NIC	NOT IN CONTRACT
NOM	NOMINAL
NTS	NOT TO SCALE
OC	ON CENTRE
OPP	OPPOSITE
PC	PRECAST
PCC	PRECAST CONCRETE
PLAS	PLASTER
PLB	PLASTERBOARD
PLY	PLYWOOD
PT	PAINT
PTN	PARTITION
RAD	RADIUS
RC	REINFORCED CONCRETE
RCP	REFLECTED CEILING PLAN
REF	REFRIGERATOR
REINF	REINFORCED
RET	RETAINING
RH	RIGHT HAND
RL	REDUCED LEVEL
RO	ROOF OUTLET
RWP	RAIN WATER PIPE
SC	SOLID CORE
SCR	SCREED
SD	SMOKE DETECTOR
SHR	SHOWER
SK	SKIRTING
SLD	SLIDING
SPEC	SPECIFICATION
SS	STAINLESS STEEL
STD	STANDARD
STL	STEEL
STN	STONE
STR	STRUCTURAL SLAB (UC/FL/RL)
SUSP	SUSPENDED
SW	SWITCH
TB	TOWEL RAIL
TBC	TO BE CONFIRMED
TEL	TELEPHONE
TH	THICK
TOC	TOP OF CURB
TOF	TOP OF FINISH
TOP	TOP OF PILE CAP
TOS	TOP OF STRUCTURAL SLAB
TOW	TOP OF WALL
TP	TOILET PAPER
TYP	TYPICAL
UC	UNDERSIDE OF FLOOR
UNO	UNLESS NOTED OTHERWISE
VB	VAPOUR BARRIER
VERT	VERTICAL
WC	WATER CLOSET
WD	WOOD
WDW	WINDOW
WP	WATERPROOF
WR	WATER RESISTANT



Rw + Ctr >= 50 dB

Rw + Ctr >= 50 dB + discontinuous

Rw >= 50 dB

Rw >= 50 dB + discontinuous

NOT FOR CONSTRUCTION

26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
19/09/2025	G	ISSUE FOR DFES MEETING	KL
03/09/2025	F	80% TENDER	KL
13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

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RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

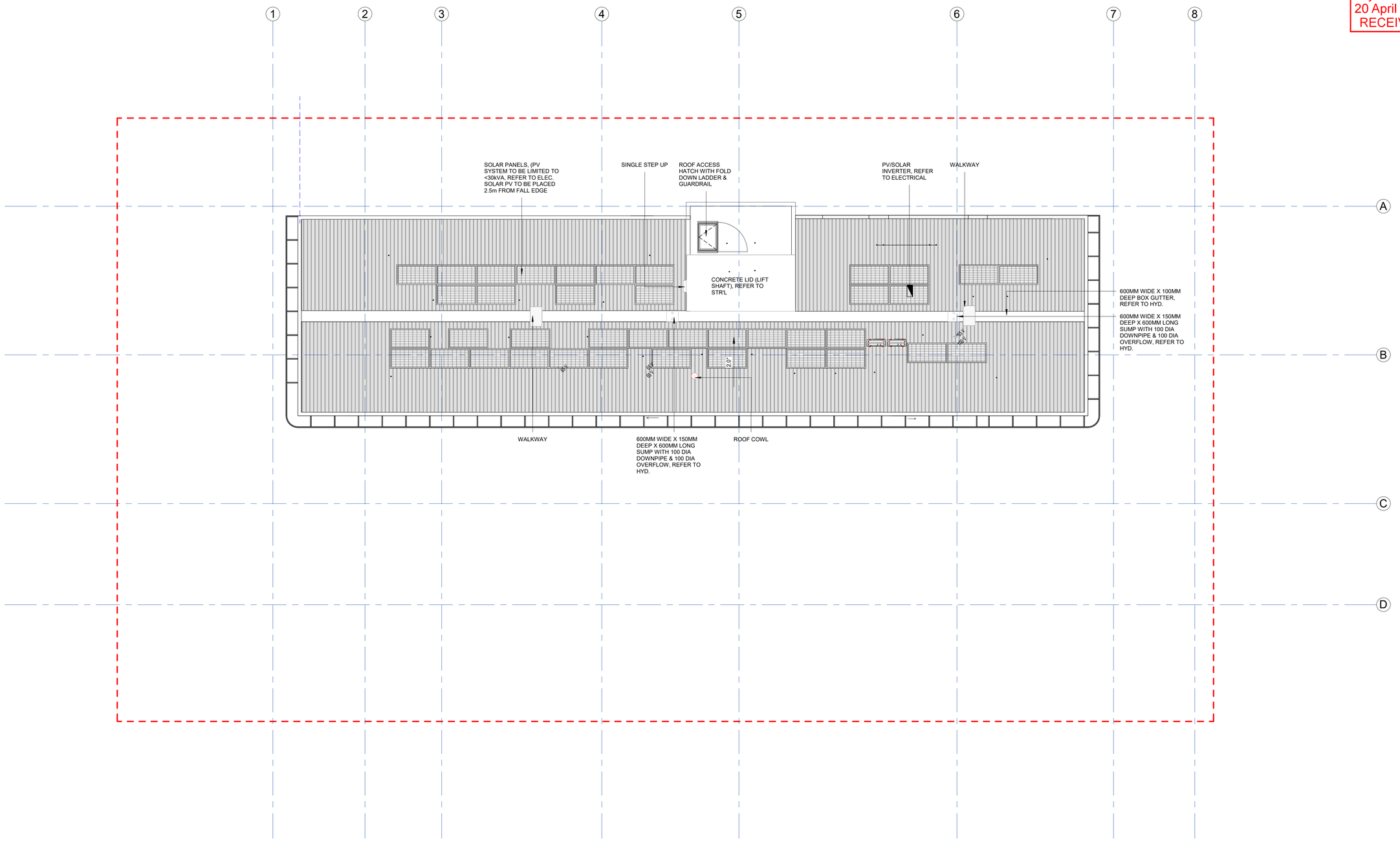
DRAWING NAME

GENERAL ARRANGEMENT PLAN - LEVEL 4 Markup

SKETCH DESIGN- DRAFT ONLY

SCALE @ A1 1 : 100 @ A3

PROJECT No.	DRAWING No.	REV.
2401	A02-027	I
	DRAWN BY	KL



1 / A03-001 GA PLAN - ROOF
1 : 100

Rw + Ctr >= 50 dB

Rw + Ctr >= 50 dB + discontinuous

Rw >= 50 dB

Rw >= 50 dB + discontinuous

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ARCHITECT, CONSULTANT DRAWINGS AND SPECIFICATIONS AND SCHEDULES.
2. USE FIGURED DIMENSIONS ONLY DO NOT SCALE.
3. ALL DIMENSIONS ON DRAWINGS SHALL BE CHECKED BY THE BUILDER PRIOR TO COMMENCEMENT OF CONSTRUCTION, PROCEEDING WITH PREPERATION OF SHOP DRAWINGS OR PLACING OF ORDERS. NOTIFY THE ARCHITECT OF ANY DISCREPANCIES FOR CLARIFICATION.
4. ALL WORK SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC), AUSTRALIAN STANDARDS AND THE REQUIREMENTS OF STATE AND LOCAL AUTHORITIES.
5. ALL MATERIALS, FIXTURES, FITTINGS AND BUILDING COMPONENTS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS' SPECIFICATIONS AND RECOMMENDATIONS.

City of Stirling
20 April 2026
RECEIVED

ABBREVIATIONS

NOT FOR CONSTRUCTION

DD.MM.YY	REV	DESCRIPTION	CHECKED
26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
19/09/2025	G	ISSUE FOR DFES MEETING	KL
03/09/2025	F	80% TENDER	KL
13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

ARCHITECT
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3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - ROOF PLAN

SKETCH DESIGN- DRAFT ONLY

SCALE 1: 400 (A3) 1 : 100 @A1
0 2 4 6 8 10 m

PROJECT No.	DRAWING No.	REV
2401	A02-008	I
	DRAWN BY	KL

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City of Stirling
20 April 2026
RECEIVED

APPENDIX B

EXTRACT OF PART F7 OF NCC

WALLS

F7D6 Sound insulation rating of walls

(1) A wall in a Class 2 or 3 building must—(a)have an Rw + Ctr (airborne) not less than 50, if it separates sole-occupancy units; and

(b) have an Rw (airborne) not less than 50, if it separates a sole-occupancy unit from a plant room, lift shaft, stairway,public corridor, public lobby or the like, or parts of a different classification; and

(c) comply with F7D4(2) if it separates—

(i) a bathroom, sanitary compartment, laundry or kitchen in one sole-occupancy unit from a habitable room(other than a kitchen) in an adjoining unit; or

(ii) a sole-occupancy unit from a plant room or lift shaft.

(2) A door may be incorporated in a wall in a Class 2 or 3 building that separates a sole-occupancy unit from a stairway,public corridor, public lobby or the like, provided the door assembly has an Rw not less than 30.

(3) A wall in a Class 9c building must have an Rw not less than 45 if it separates—

(a) sole-occupancy units; or

(b) a sole-occupancy unit from a kitchen, bathroom, sanitary compartment (not being an associated ensuite), laundry,plant room or utilities room.

(4) In addition to (3), a wall separating a sole-occupancy unit in a Class 9c building from a kitchen or laundry must complywith F7D4(2).

(5) Where a wall required to have sound insulation has a floor above, the wall must continue to—

(a) the underside of the floor above; or
(b) a ceiling that provides the sound insulation required for the wall.

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(6) Where a wall required to have sound insulation has a roof above, the wall must continue to—

(a) the underside of the roof above; or
(b) a ceiling that provides the sound insulation required for the wall.

F7D4 Determination of impact sound insulation ratings

(1) A floor in a building required to have an impact sound insulation rating must—

(a) have the required value for weighted normalised impact sound pressure level (Ln,w) determined in accordancewith AS ISO 717.2 using results from laboratory measurements; or

(b) comply with Specification 28.

(2) A wall in a building required to have an impact sound insulation rating must—

(a) for a Class 2 or 3 building be of discontinuous construction and

(b) for a Class 9c building, must—

(i) for other than masonry, be two or more separate leaves without rigid mechanical connection except at the periphery; or

(ii) be identical with a prototype that is no less resistant to the transmission of impact sound when tested inaccordance with Specification 29 than a wall listed in S28C4 to S28C7.

(3) For the purposes of this Part, discontinuous construction means a wall having a minimum 20 mm cavity between 2separate leaves, and—

(a) for masonry, where wall ties are required to connect leaves, the ties are of the resilient type; and

(b) for other than masonry, there is no mechanical linkage between leaves except at the periphery.

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FLOORS

F7D5 Sound insulation rating of floors

(1) A floor in a Class 2 or 3 building must have an Rw + Ctr (airborne) not less than 50 and an Ln,w (impact) not more than62 if it separates—

(a) sole-occupancy units; or

(b) a sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of adifferent classification.

As recommended by the Association of Australian Acoustical Consultants, the design objective of an $L_{n,w}$ of 55 is recommended to be utilised for impact isolation between floors of apartments.

SOIL & WASTE PIPES

F7D7 Sound insulation rating of internal services

(1) If a duct or soil, waste or water supply pipe, including a duct or pipe that is located in a wall or floor cavity, serves orpasses through more than one sole-occupancy unit, the duct or pipe must be separated from the rooms of any sole-occupancy unit by construction with an Rw + Ctr (airborne) not less than—

(a) 40 if the adjacent room is a habitable room (other than a kitchen); or

(b) 25 if the adjacent room is a kitchen or non-habitable room.

(2) If a stormwater pipe passes through a sole-occupancy unit, it must be separated in accordance with (1)(a) and (b).

PUMPS

F7D8 Sound isolation of pumps

A flexible coupling must be used at the point of connection between the service pipes in a building and any circulating or other pump.

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HERRING STORER ACOUSTICS

SCA ARCHITECTS

118 FLORA TERRACE
NORTH BEACH

SPP 5.4 NOISE MANAGEMENT PLAN

MARCH 2026

OUR REFERENCE: 36091-1-25082-02

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
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SPP 5.4 NOISE MANAGEMENT PLAN
118 FLORA TERRACE
NORTH BEACH

Job No: 25082-02

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FOR

SCA ARCHITECTS

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Author:	George Watts	**Checked By:**	Tim Reynolds
Date of Issue:	4 March 2026		

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This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.

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B	Glazing Requirements
C	Main Roads Traffic Flow Data

1. INTRODUCTION

Herring Storer Acoustics were commissioned through SCA Architects to carry out an acoustic study with regards to traffic related noise for the proposed development at 118 Flora Terrace, North Beach.

The purpose of the study was to:

- Assess the noise that would be received within the development area from vehicles travelling on West Coast Drive 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.

It is noted that whilst this study references *State Planning Policy 5.4* as the criteria, some parts of the assessment have not been conducted under strict accordance with the policy, although a conservative approach where possible has been utilised. The intent of this preliminary assessment is to inform of general acoustic requirements as well as garner development approval.

The location of the development is such that an assessment in accordance with SPP 5.4 is not specifically required – hence, this work is intended to inform the development application process to ensure that internal noise levels within the development attain a satisfactory, industry standard, level.

2. SUMMARY

The noise measurements and modelling for the development location indicates that an upgrade to façade construction – primarily glazing – is recommended to be included during the design development phase of the project.

These recommendations will ensure that the internal noise environment within the development meets the recommended noise levels consistent with residential premises.

Recommended glazing upgrades are listed in Appendix B of this report. It is noted that the required upgrades are such that it is considered possible that other requirements will dictate the glazing selections (energy efficiency, thermal etc).

It is stressed that an SPP 5.4 assessment is not required for this location, and this work has been undertaken purely to ensure that a reasonable level of amenity if provided internally – not to meet any statutory/mandatory requirements for the development.

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3. ACOUSTIC CRITERIA

3.1 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."*

TABLE 1: TRANSPORT CORRIDOR CLASSIFICATION AND TRIGGER DISTANCES

Transport corridor classification	*Trigger distance*	*Distance measured from*
Roads		
Strategic freight and major traffic routes *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*	*300 metres*	*Road carriageway edge*
Other significant freight/traffic routes *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)*	*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.

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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}(Day) dB) (6 am-10 pm)	***Night (L_{Aeq}(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*

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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 are 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."*

4. ACOUSTIC ENVIRONMENT

The noise measurements were conducted at 03:30 PM on the 25th July 2024 for a short term period 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 to ensure of a conservative measurement. Traffic volume details for this road section are included in Appendix C.

Utilising this measurement, reference to the DEFRA publication (*Method for Converting the UK Road Traffic Noise $L_{A10,18h}$ to the EU Noise Indices for Road Noise Mapping, ref: st/05/91/AGG04442)* has been sought and the difference between the $L_{A10,18hr}$ and the $L_{Aeq,8hr}$ and the $L_{Aeq,16hr}$ has been calculated. The location of the measurements is shown in Appendix A.

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

TABLE 4.1: SUMMARY OF MEASURED NOISE LEVELS

Measurement Location	Measured/Calculated Noise Level, dB(A)		
	L_{A10}	$L_{Aeq,\ day\ (6am\ to\ 10pm)}$	$L_{Aeq,\ night\ (10pm\ to\ 6am)}$
West Coast Drive, North Beach	70.8	68.2	60.0

5. MODELLING

To determine the noise levels from traffic on West Coast Drive acoustic modelling was carried out using Sound Plan, using the Calculation of Road Traffic Noise (CoRTN)[1] algorithms.

The input data for the model included:

- Topographical and cadastral data supplied by client (Shown in Appendix A).
- Traffic data as per Table 5.1 (Obtained from MRWA Traffic Map, Attached in Appendix C).
- Adjustments as listed in Table 5.2.

TABLE 5.1 - NOISE MODELLING INPUT DATA

Parameter	West Coast Drive (Current) 2024*	West Coast Drive (Future) 2044*
Traffic Volumes	16,990 vpd	25,240 vpd
Percentage traffic 0600 – 2400 hours (Assumed)	94%	94%
Heavy Vehicles (%) (Assumed)	5.8%	5.8%
Speed (km/hr)	50km/hr	50km/hr
Road Surface	Asphalt**	Asphalt**

*Future extrapolated road traffic figures based on the MRWA Traffic counts (attached in Appendix C)
**Assumed

TABLE 5.2 – ADJUSTMENTS FOR NOISE MODELLING

Description	Value
Façade Reflection Adjustment	+2.5 dB
Conversion from $L_{A10\ (18\ hour)}$ to $L_{Aeq\ (16\ hour)}$ (Day) West Coast Drive	-2.6 dB

6. TRAFFIC NOISE ASSESSMENT

Using the data contained in Tables 4.1, 5.1 and 5.2, modelling was carried out under existing conditions for calibration. The Sound Plan model for the site has been set up for the 2043 scenario as defined in Table 5.1. The following assumptions have been made:

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- 18-hour traffic count will be 94% of daily figures.
- Traffic figures used are MRWA Traffic Counts (Attached in Appendix C).
- Noise model calibrated to measured noise level as per Table 4.1
- The same diurnal relationship will exist in the future between the $L_{A10\ (18\ hour)}$ and the L_{Aeq} parameters; and
- 2.5 dB(A) has been added to the results for façade reflection.

The noise requirements based on the above have been listed in Appendix B.

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

1 *Calculation of Road Traffic Noise* UK Department of Transport 1987

7. CONCLUSION

In accordance with the WAPC Planning Policy 5.4, an assessment of the noise that would be received within the development of 118 Flora Terrace, North Beach from vehicles travelling on West Coast Drive has been undertaken.

In accordance with the Policy, the following would be the acoustic criteria applicable to this project:

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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) $L_{Aeq(day)}$

It is noted that walls of the development would be recommended to be constructed of either masonry or tilt up concrete panel. If a lightweight construction or similar is desirable, investigation into constructions that would meet the requirements of State Planning Policy 5.4 would have to be undertaken.

The results of the acoustic assessment indicate that noise received at the development from future traffic, exceed external noise level criteria. Therefore, noise amelioration in the form of quiet house design listed in Appendix B, as well as notifications on the title are required.

It is noted that due to the development's proximity to West Coast Drive, glazing upgrades will likely be required for windows at the façades.

Upgraded construction in the form of a Quiet House Design Package will also likely need to be implemented for walls and ceilings.

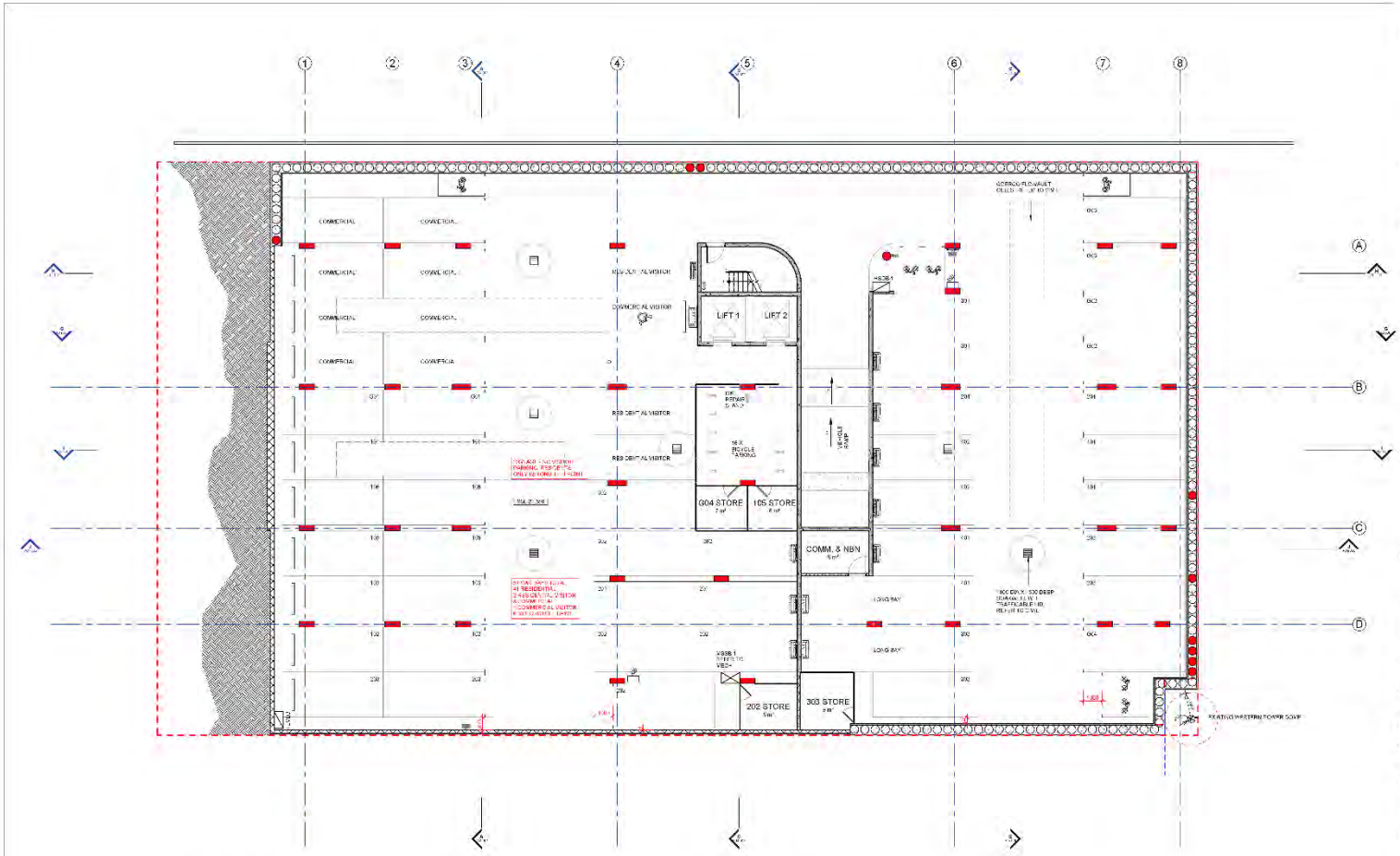
Herring Storer Acoustics recommends the findings of this preliminary assessment are reviewed once detailed designed is finalised to provide a more accurate assessment – this would include finalised window sizes, façade constructions and the like to be accounted for.

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APPENDIX A

PLANS

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1 GA PLAN - BASEMENT Copy 1

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118 FLORA TERRACE NORTH BEACH

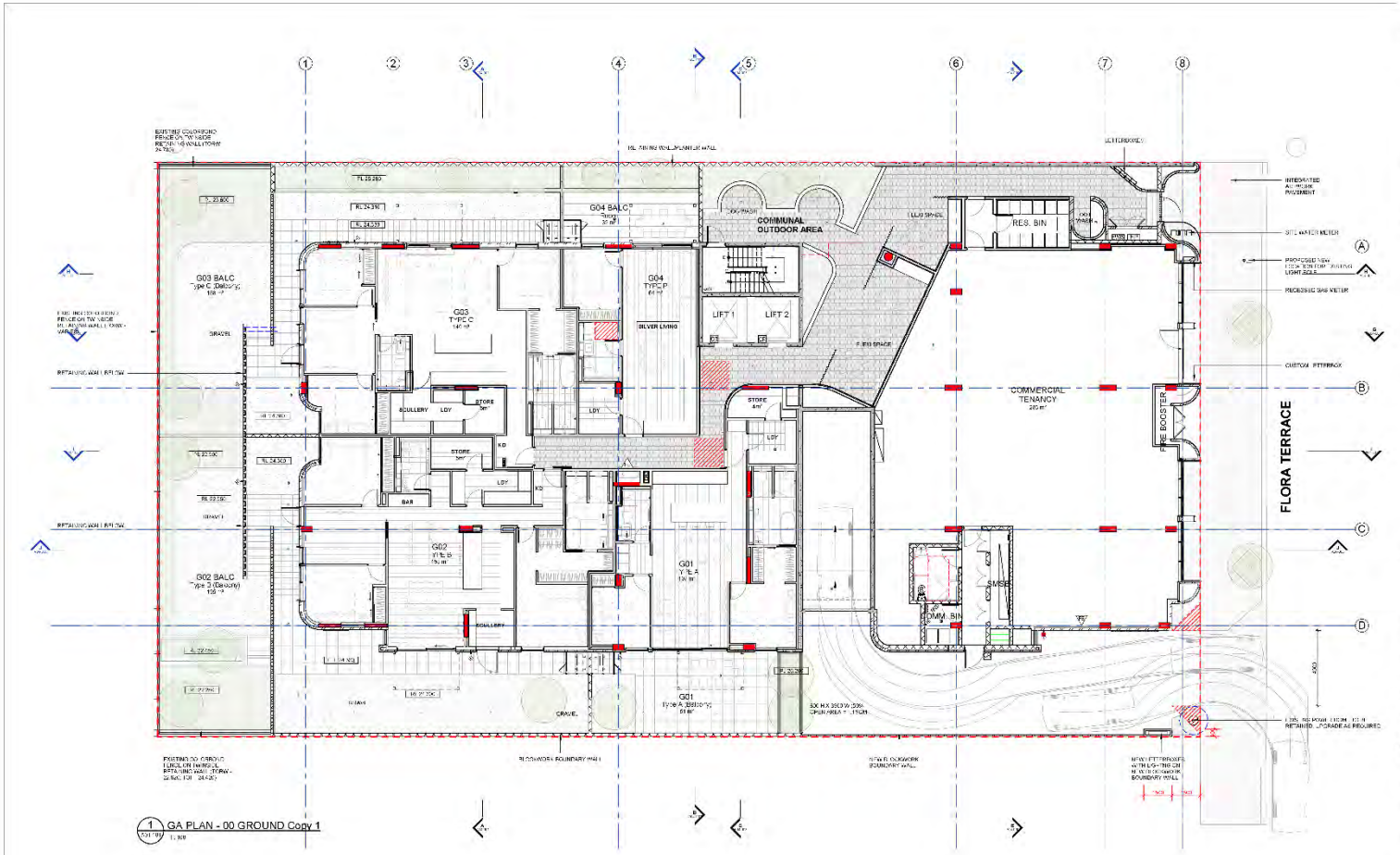
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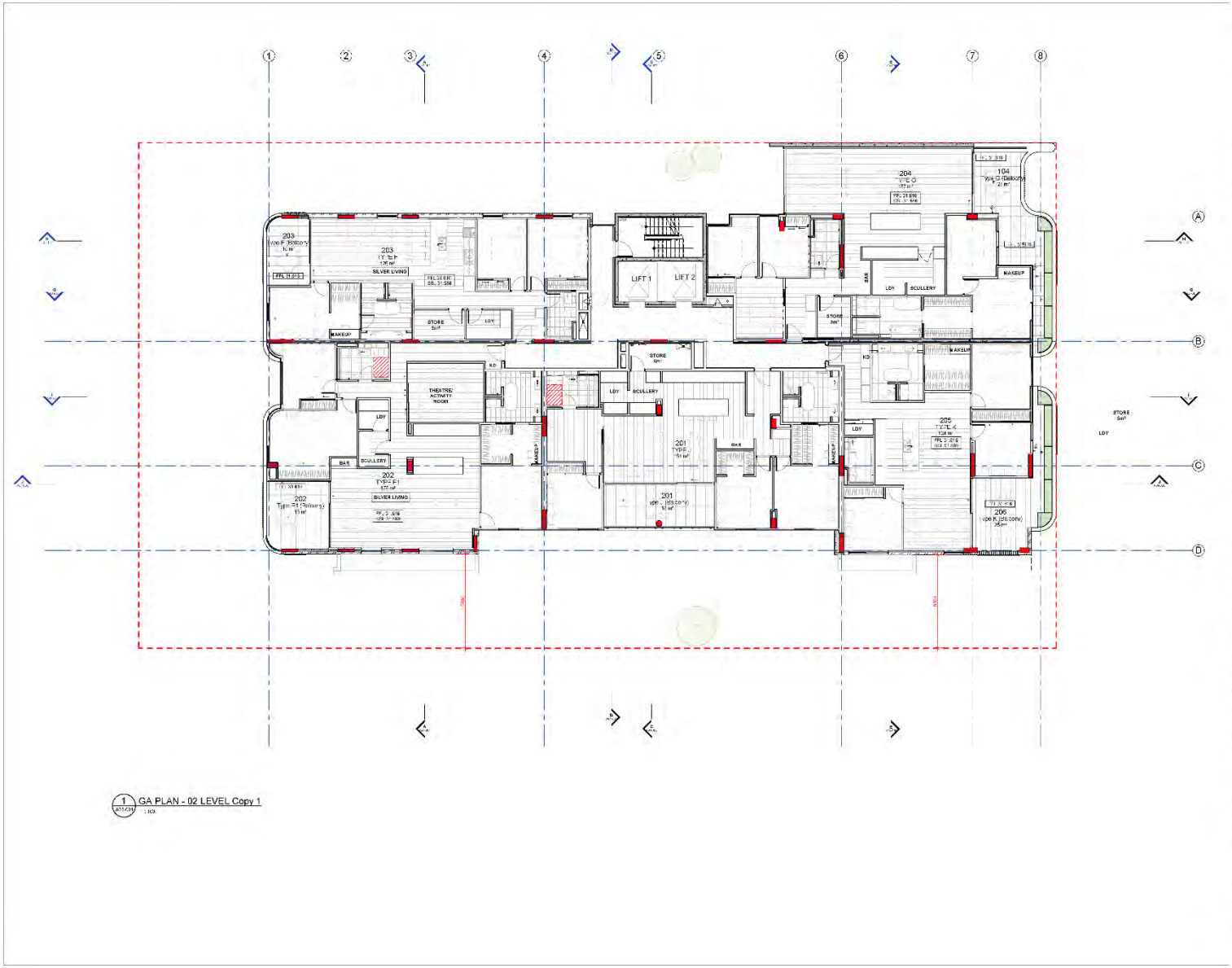
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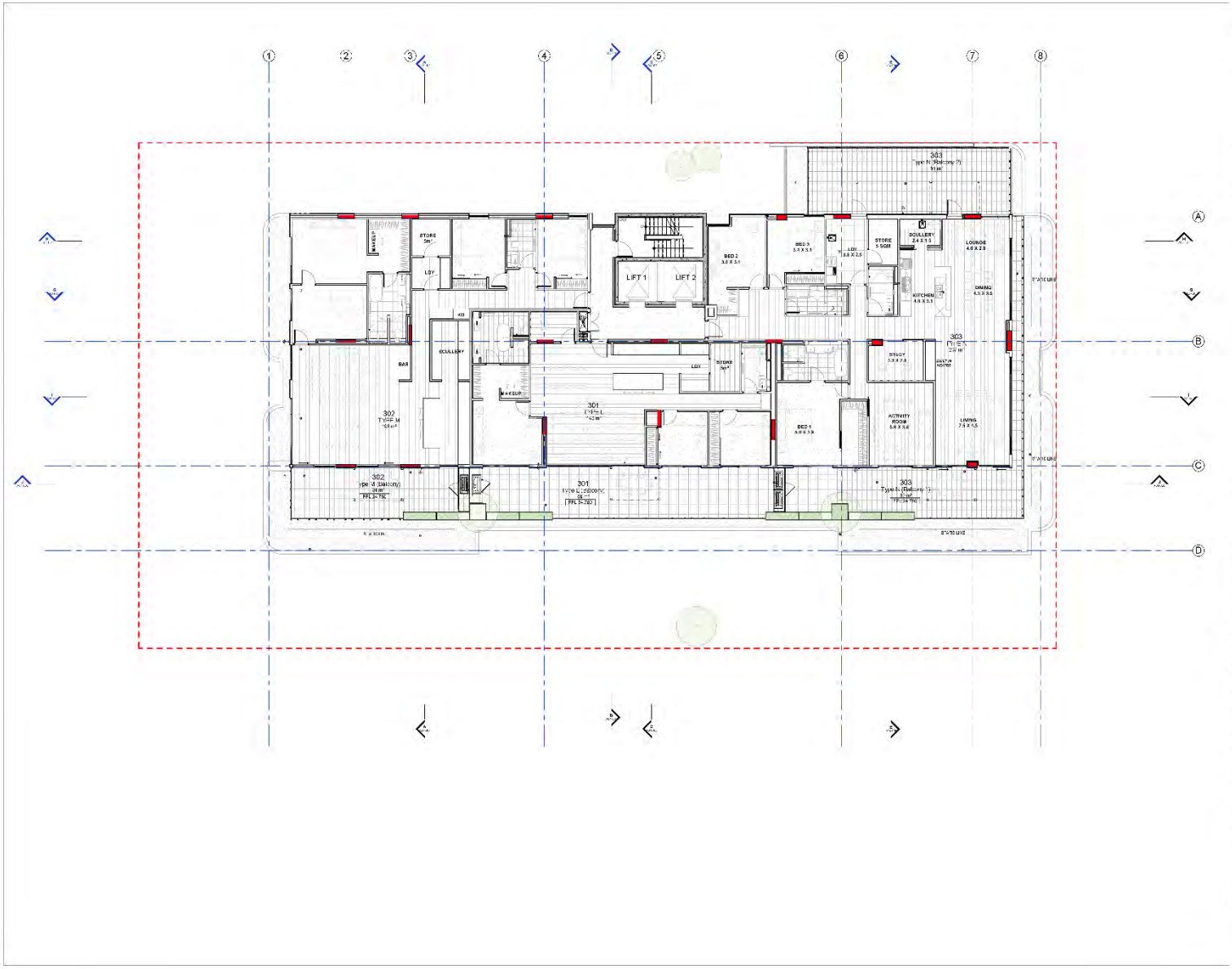
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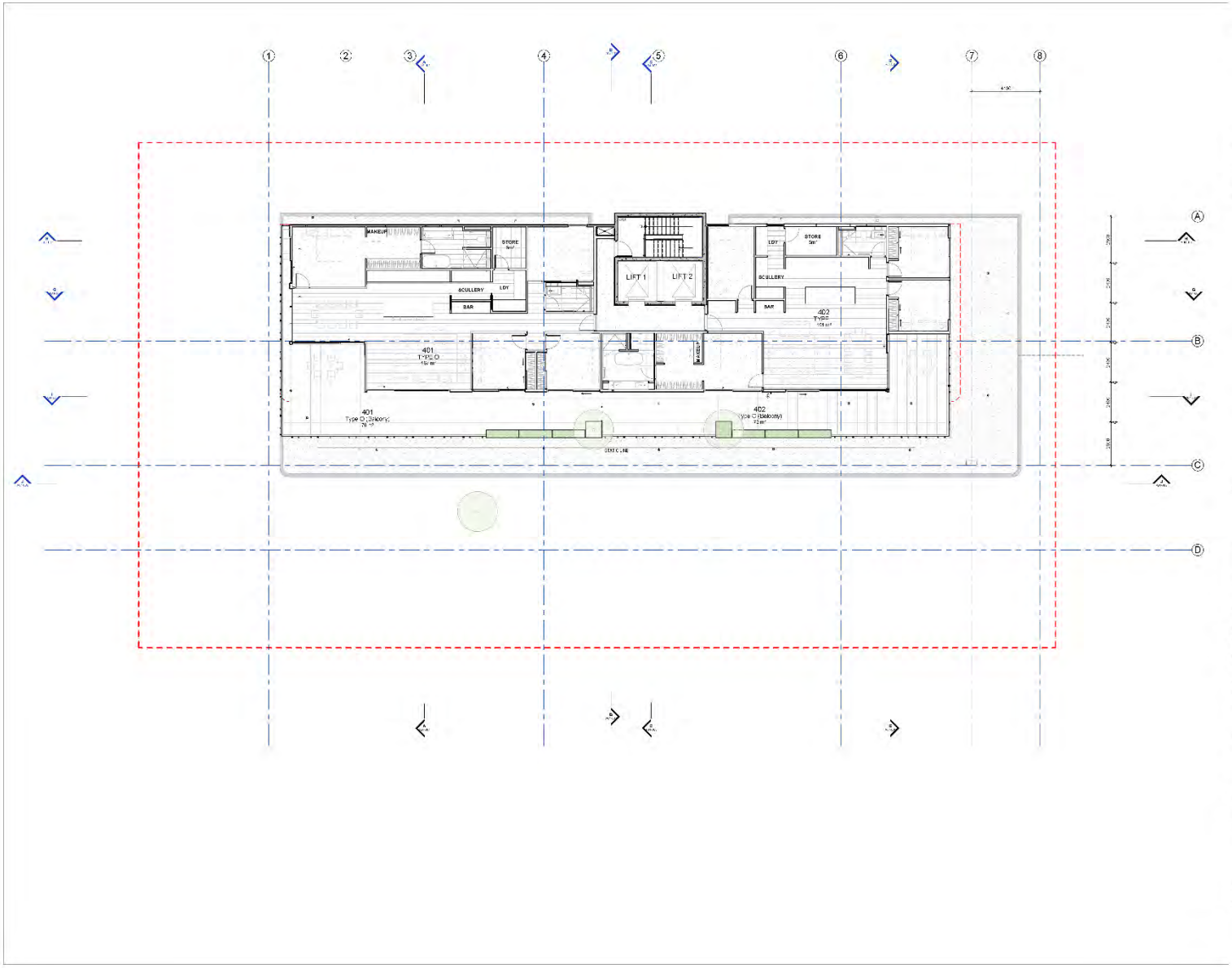
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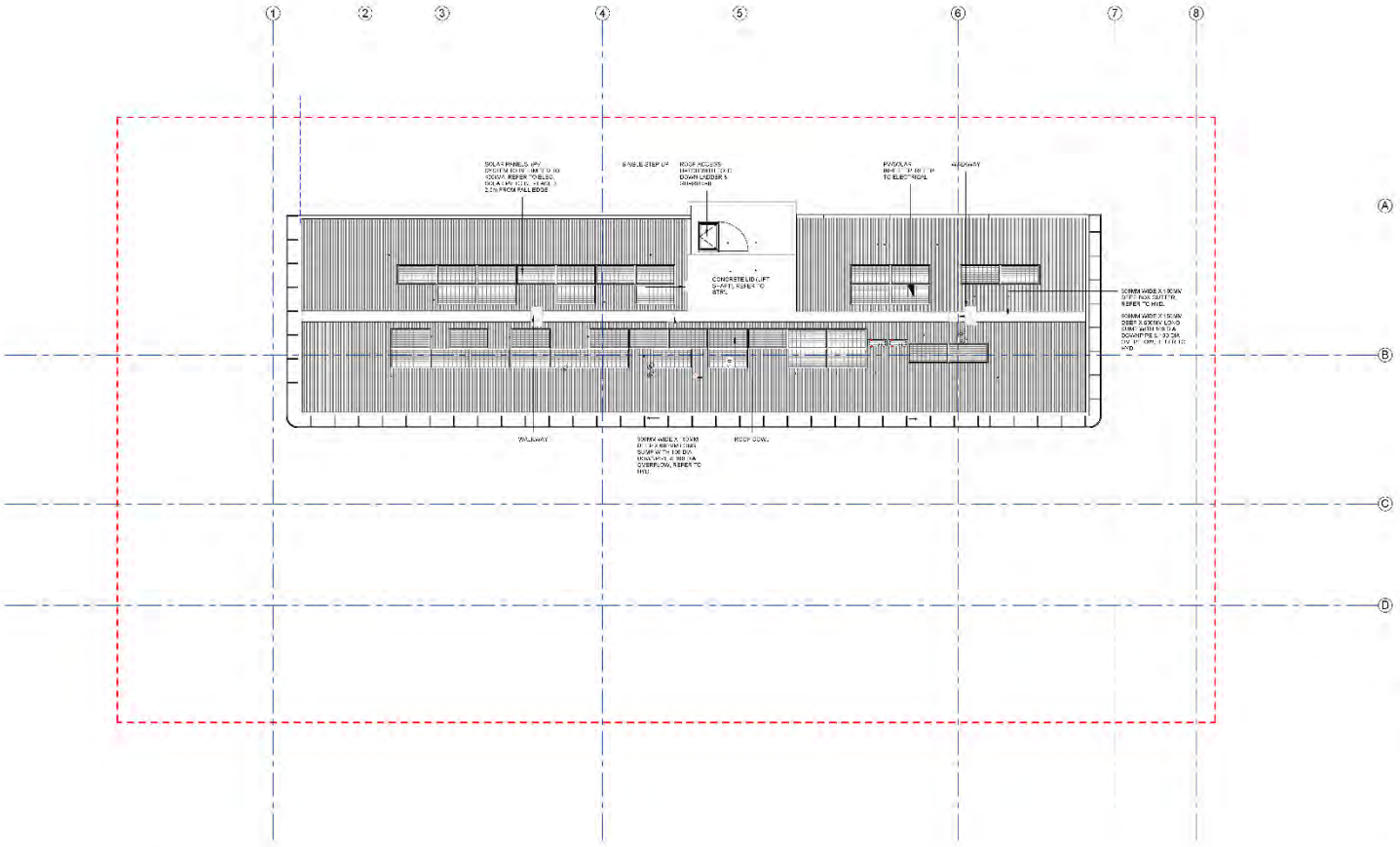
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GENERAL NOTES

NOT FOR CONSTRUCTION

space collective architec

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES

118 FLORA TERRACE NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - ROOF PLAN

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PROJECT No. 2401
DRAWING No. A02-008
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APPENDIX B

GLAZING REQUIREMENTS

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PROPOSED DEVELOPMENT

Facade	Calculated Noise Levels and Required R_w and C_{tr} Ratings					
	Proposed Development		Window to Room Area Ratio 0.4		Window to Room Area Ratio 0.6	
	Floor	Level dB(A)	Bedroom $R_w + C_{tr}$	Living Room $R_w + C_{tr}$	Bedroom $R_w + C_{tr}$	Living Room $R_w + C_{tr}$
East	GF	41	23	23	23	23
	F 1	38	23	23	23	23
	F 2	42	23	23	23	23
	F 3	46	23	23	23	23
	F 4	48	23	23	23	23
North	GF	47	23	23	23	23
	F 1	49	23	23	23	23
	F 2	51	23	23	23	23
	F 3	53	24	23	26	23
	F 4	55	26	23	28	23
South	GF	46	23	23	23	23
	F 1	48	23	23	23	23
	F 2	51	23	23	23	23
	F 3	53	24	23	26	23
	F 4	55	26	23	27	23
West	GF	48	23	23	23	23
	F 1	51	23	23	23	23
	F 2	53	24	23	25	23
	F 3	55	26	23	27	23
	F 4	56	27	23	29	24

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

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APPENDIX C

MRWA TRAFFIC FLOW DATA

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mainroads WESTERN AUSTRALIA

SITE 5342

Hourly Volume

West Coast Dr (1252130)

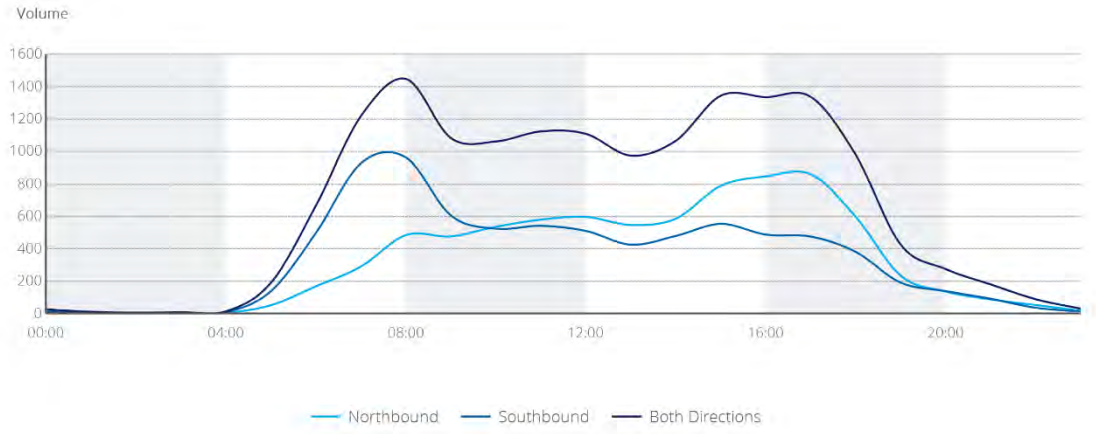
South of Beach Rd (SLK 3.84)

2020/21
Monday to Friday

	All Vehicles			Heavy Vehicles			
	NB	SB	Both	NB	SB	Both	%
00:00	13	13	26	0	0	0	0.0
01:00	8	3	11	1	0	1	9.1
02:00	2	4	6	0	1	1	16.7
03:00	6	3	9	1	1	2	22.2
04:00	5	9	14	2	0	2	14.3
05:00	52	139	191	5	4	9	4.7
06:00	169	499	668	24	33	57	8.5
07:00	291	928	1219	35	33	68	5.6
08:00	485	963	1448	34	27	61	4.2
09:00	477	606	1083	38	20	58	5.4
10:00	537	525	1062	48	20	68	6.4
11:00	581	543	1124	48	18	66	5.9
12:00	598	511	1109	56	21	77	6.9
13:00	548	426	974	46	18	64	6.6
14:00	587	480	1067	63	21	84	7.9
15:00	790	555	1345	79	16	95	7.1
16:00	848	488	1336	83	12	95	7.1
17:00	861	476	1337	56	6	62	4.6
18:00	597	381	978	30	5	35	3.6
19:00	234	191	425	10	1	11	2.6
20:00	136	139	275	7	2	9	3.3
21:00	88	92	180	2	0	2	1.1
22:00	53	36	89	1	1	2	2.2
23:00	18	13	31	2	0	2	6.5
TOTAL	7984	8023	16007	671	260	931	5.8

Peak Statistics

AM	TIME	11:30	07:30	07:45	11:30	06:30	06:30
	VOL	606	1035	1467	54	39	74
PM	TIME	17:00	15:30	15:30	16:00	12:30	14:30
	VOL	861	569	1384	83	26	97



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Appendix 8:
Residential Code Design Assessment

PART 2	PRIMARY CONTROLS

Local Planning Framework	• *The subject site is zoned 'Local Centre' under Local Planning Scheme No. 3 (**LPS3**) with no applicable residential density code.*
	• *Pursuant to Clause 5.3.2 of LPS3 and LPP4.2 Mixed Use Design Guidelines, residential development not within the Residential Zone is to comply with the relevant requirements under R80 density coding.*
	• *Local Planning Policy 4.2 Mixed Use Design Guidelines applies to all non-residential, mixed use and residential multiple dwelling development in Local Centre.*
	• *This policy replaces the Acceptable Outcomes of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments relating to:*
	  o *Building Heights*
	  o *Street Setbacks*
	  o *Side and Rear Setbacks*
	  o *Public Domain Interface*
	  o *Vehicle Access*

ELEMENT 2.2	BUILDING HEIGHT
Local Planning Policy 4.2	***As per 1.2.2 of the R-Codes, this element is augmented and replaced by the applicable provisions of the LPS3 and LPP4.2.*** ***POLICY OBJECTIVE / ACCEPTABLE OUTCOMES / DESIGN GUIDANCE*** • *Maximum building height for all development is 3 storeys* • *Where adjoining sites are zoned Residential, floors above 2 storeys shall be setback 6.0m from the common lot boundary, except where the adjoining residential building if 3 storeys or higher.* • *The maximum building height may be varied through the adoption of a Local Development Plan prepared for a Centre. The Local Development Plan must meet the Design Principles, Objectives and design intent of this Policy. A Local Development Plan may be prepared for a portion of a Centre, at the discretion of the local government.*

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O2.2.1 – The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.	Following detailed design outcomes, the proposed amendment seeks to increase the building height by a 0.45m (RL41.55 in lieu of RL41.1). This proposed additional height is a minor change in the scale of the development, and will not be perceivable to passers-by. Further, the height remains mitigated through setbacks and a stepped building form, ensuring the perceived scale and visual impact are comparable to a deemed-to-comply outcome and do not result in unreasonable amenity impacts. Building bulk remains stepped away from the adjoining R20-zoned residential lots to the south and concentrated toward the northern portion of the site adjacent to higher-intensity zonings, maintaining compliant overshadowing and protecting residential amenity.	**Variation to local framework**
O2.2.2 – The height of buildings within a development responds to changes in topography.		
O2.2.3 – Development incorporates articulated roof design and/or roof top communal open space where appropriate.		
O2.2.4 – The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.		

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ELEMENT 2.3	STREET SETBACKS	
Local Planning Policy 4.2	***POLICY OBJECTIVE / ACCEPTABLE OUTCOMES / DESIGN GUIDANCE*** • *Buildings shall have a Nil setback to primary and secondary streets.* • *Where adjoining sites are zoned Residential or abut a residential land use, buildings street setback shall be stepped back when appropriate from the:* o *Street; and* o *Side Boundary, the distance of the street setback,* *as per the street setback requirements of that adjoining residential development.*	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O2.3.1 – The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street.	No change is proposed to the street setback (nil).	**As approved**
O2.3.2 – The street setback provides a clear transition between the public and private realm.		
O2.3.3 – The street setback assists in achieving visual privacy to apartments from the street.		
O2.3.4 – The setback of the development enables passive surveillance and outlook to the street.		

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ELEMENT 2.4	SIDE AND REAR SETBACKS	
Local Planning Policy 4.2	***As per 1.2.2 of the R-Codes, this element is augmented and replaced by the applicable provisions of the LPS3 and LPP4.2.*** ***POLICY OBJECTIVE / ACCEPTABLE OUTCOMES / DESIGN GUIDANCE*** • *Buildings shall have a Nil setback to side boundaries, except where adjoining sites are zoned Residential.* • *Where adjoining sites are zoned Residential or abut a residential land use, side setbacks shall be calculated as per the R-Codes applicable to the adjoining site.* • *Buildings shall have the following minimum setback to rear lot boundaries:* o *6m – Abutting lots coded R60 and under;* o *3m – Abutting lots coded R80 and over, or Corner lots abutting lots coded R60 and under; or* o *Nil – Corner lots abutting lots coded R80 and over.*	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O2.4.1 – Building boundary setbacks provide for adequate separation between neighbouring properties. **O2.4.2** – Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character**.** **O2.4.3** – The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management. **O2.4.4** –The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.	The proposed amended development setbacks do not reduce the separation from the adjoining residential lot to the south, with the approved minimum setback of 4.5m maintained. Proposed detailed design outcomes have resulted in increased setbacks for some levels, improving the stepping away from the residential area. The development otherwise remains compliant with the side and rear setback requirements (i.e. nil permitted to non-residential), with a minimum setback of 4.24m (in lieu of the approved 4.3m) provided to the northern boundary. This is in accordance with the R-Codes Volume 1 and LPP4.2.	**Acceptable outcomes achieved**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A2.4.1 - Development complies with the side and rear setbacks set out in Table 2.1, except where: **a)** modified by the local planning framework, in which case development complies with the side and rear setbacks set out in the applicable local planning instrument **AND /OR** **b)** a greater setback is required to address *3.5 Visual privacy*. *(Excerpt from table 2.1)*		

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Streetscape contexts and character *refer A2*	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
Site R-Coding	**R40**	**R50**	**R60**	**R80**	**R100**	**R160**	**R-AC4**	**R-AC3**	**R-AC2**	**R-AC1**	**R-AC0**
Boundary wall height (storeys)[1,2] *refer 2.4*	1[3]		1[3]	2[3]	2[3]		2	3	4		
Minimum side setbacks[6] *refer 2.4*	2m	3m	3m		3m		Nil				
Minimum rear setback *refer 2.4*	3m		3m		6m		6m	Nil	Nil		
Average side setback where building length exceeds 16m *refer 2.4*	2.4m	3.5m	3.5m	3.5m	3.5m	4.0m	NA	NA	NA		

(1) Wall may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater proportions

(2) Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code

(3) Boundary wall only permitted on one boundary, and shall not exceed 2/3 length.

(6) Boundary setbacks will also be determined by provisions for building separation and visual privacy within this SPP and building separation provisions of the NCC.

A2.4.2 – Development is setback from the boundary in order to achieve the Objectives outlined in *2.7 Building separation*, *3.3 Tree canopy and deep soil areas*, *3.5 Visual privacy* and *4.1 Solar and daylight access*.

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ELEMENT 2.5	PLOT RATIO	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O2.5.1 – The overall bulk and scale of development is appropriate for the existing or planned character of the area.	The proposed development retains the design outcomes as originally approved, to ensure a smooth transition between the northern adjoining R50 zoned site and the southern adjoining R20 residential properties. The three-storey podium reflects the intended character of the local centre, while the increased setbacks provided to the upper two floors ensure that the additional height and bulk of the building do not negatively impact amenity. Therefore, the development is considered appropriate in bulk and scale for the existing and planned character of the area.	**As approved**

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A2.5.1 – Development complies with the plot ratio requirements set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the plot ratio set out in the applicable local planning instrument.

(Excerpt from table 2.1)

Streetscape contexts and character *refer A2*	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
Site R-Coding	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Plot ratio [7] *refer 2.5*	0.6	0.7	0.8	1.0	1.3	2.0	1.2	2.0	2.5	3.0	

(6) Refer to Definitions for calculation of plot ratio

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ELEMENT 2.6	BUILDING DEPTH	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O2.6.1 – Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.	The proposed amended layouts retain a maximum depth of less than 20m for each apartment, maintaining alignment with the deemed to comply requirement.	**As approved**
O2.6.2 – Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.		
O2.6.3 – Room depths and / or ceiling heights optimise daylight and solar access and natural ventilation.		
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A2.6.1 – Developments that comprise single aspect apartments on each side of a central circulation corridor shall have a maximum building depth of 20m. All other proposals will be assessed on their merits with particular consideration to *4.1 Solar and daylight access* and *4.2 Natural ventilation*.		

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ELEMENT 2.7	BUILDING SEPARATION	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O2.7.1 – New development supports the desired future streetscape character with spaces between buildings.	The proposed development aligns with the future intended streetscape for the locality as a local centre area, with increases in building setback from the street to upper levels ensuring the development does not dominate the streetscape or negatively impact the amenity of the adjacent residential lots.	**Element objectives achieved**
O2.7.2 – Building separation is in proportion to building height.	The proposed development increases the boundary setbacks for upper floors, ensuring that the separation is reflective of the increased height of the development.	
O2.7.3 – Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook.	The increasing setbacks ensure that the buildings are separated sufficiently, and provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook both within and around the development.	
O2.7.4 – Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings	Provision of 124m^2 communal open space is included within the development, which includes provision of two small trees and related deep soil areas. This is centralised to the development to provide a sociable centre to the development.	

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A2.7.1 – Development complies with the separation requirements set out in Table 2.7.

Table 2.7 Building separation

	Separation between:	Building height		
		≤ 4 storeys (up to 15m)	5-8 storeys (up to 28m)	≥ 9 storeys (over 28m)
Within site boundary	Habitable rooms/balconies	12m	18m	24m
	Habitable and non-habitable rooms	7.5m	12m	18m
	Non-habitable rooms	4.5m	6m	9m
To adjoining property boundaries	Habitable rooms/balconies and boundary	Refer *2.4 Side and rear setbacks* (Table 2.1) and *3.5 Visual privacy* (Table 3.5)	9m	12m

Distances apply from major openings of rooms, or the inside of balustrading of balconies.
Average dimensions may be applied subject to major openings meeting other requirements for privacy, daylight and the like.

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ELEMENT 3.2	ORIENTATION	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O3.2.1 – Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.	The proposed development remains aligned with the street, with the office tenancy located against the street boundary. The development is oriented to maximise northern solar access to the residential tenancies, with a majority of the units receiving a minimum of 2 hours of sunlight on 21 June. Overshadowing to the southern R20 residential lots remains compliant with A3.2.3, with less than 25% overshadowing created. Further, the site is compliant with A3.2.4, with all existing solar collectors receiving at least 5-6 hours of sunlight on 21 June.	**Acceptable outcome achieved**
O3.2.2 – Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.		
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A3.2.1 – Buildings on street or public realm frontages are oriented to face the public realm and incorporate direct access from the street.		
A3.2.2 – Buildings that do not have frontages to streets or public realm are oriented to maximise northern solar access to living areas.		
A3.2.3 – Development in climate zones 4, 5 and 6 shall be designed such that the shadow cast at midday on 21st June onto any adjoining property does not exceed: - adjoining properties coded R25 and lower – 25% of the site area[1] - adjoining properties coded R30 – R40 - 35% of the site area[1] - adjoining properties coded R50 – R60 – 50% of the site area[1] - adjoining properties coded R80 or higher – Nil requirements. (1) Where a development site shares its southern boundary with a lot, and that lot is bound to the north by other lot(s), the limit of shading at A3.2.3 shall be reduced proportionally to the percentage of the affected properties northern boundary that abuts the development site. (Refer to Figure A7.2 in Appendix 7)		
A3.2.4– Where adjoining sites are coded R40 or less, buildings are oriented to maintain 4 hours per day solar access on 21 June for existing solar collectors on neighbouring sites.		

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ELEMENT 3.3	TREE CANOPY AND DEEP SOIL AREAS	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
O3.3.1 – Site planning maximises retention of existing healthy and appropriate and protects the viability of adjoining trees.	The proposed amendment does not propose to remove any further trees than were identified in the existing approval.	**As approved**
O3.3.2 – Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.		
O3.3.3 – Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.		
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A3.3.1 – Retention of existing trees on the site that meet the following criteria: - healthy specimens with ongoing viability **AND** - species is not included on a State or local area weed register **AND** - height of at least 4m **AND/OR** - trunk diameter of at least 160mm, measured 1m from the ground **AND/OR** - average canopy diameter of at least 4m.		
A3.3.2 – The removal of existing trees that meet any of the criteria at A3.3.1 is supported by an arboriculture report.		
A3.3.3 – The development is sited and planned to have no detrimental impacts on, and to minimise canopy loss of adjoining trees.		
A3.3.4 – Deep soil areas are provided in accordance with Table 3.3a. Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees, or alternatively provided in a location that is conducive to tree growth and suitable for communal open space.		

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Table 3.3a Minimum deep soil area and tree provision requirements

Site Area	Minimum deep soil area	Minimum requirement for trees [1]
Less than 700m²	10% OR 7% if existing tree(s) retained on site (% site area)	1 medium tree and small trees to suit area
700 – 1,000m²		2 medium trees OR 1 large tree and small trees to suit area
›1,000m²		1 large tree and 1 medium tree for each additional 400m² in excess of 1000m² OR 1 large tree for each additional 900m² in excess of 1000m² and small trees to suit area

[1] Minimum requirement for trees includes retained or new trees Refer Table 3.3b for tree sizes

A3.3.5 – Landscaping includes existing and new trees with shade producing canopies in accordance with Tables 3.3a and 3.3b.

Table 3.3b Tree sizes

Tree size	Indicative canopy diameter at maturity	Nominal height at maturity	Required DSA per tree	Recommended minimum DSA width	Minimum DSA width where additional rootable soil zone (RSZ) width provided[1] (min 1m depth)	Indicative pot size at planting
Small	4-6m	4-8m	9m²	2m	1m (DSA) + 1m (RSZ)	100L
Medium	6-9m	8-12m	36m²	3m	2m (DSA) + 1m (RSZ)	200L
Large	›9m	›12m	64m²	6m	4.5m (DSA) + 1.5m (RSZ)	500L

[1] Rootable areas are for the purposes of determining minimum width only and do not have the effect of reducing the required DSA.

A3.3.6 – The extent of permeable paving or decking within a deep soil area does not exceed 20 per cent of its area and does not inhibit the planting and growth of trees.

A3.3.7 – Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided.

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ELEMENT 3.4 COMMUNAL OPEN SPACE

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	APPLICANT COMMENT	DESIGN OUTCOME
O3.4.1 – Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas. **O3.4.2** – Communal open space is safe, universally accessible and provides a high level of amenity for residents. **O3.4.3** – Communal open space is designed and oriented to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties.	124m² of communal open space is located adjacent to the central lobby and lift area on the ground floor, with dog wash, multiple flexi spaces, and seating areas provided. The open space area includes covered and uncovered areas, with provision for two small trees and landscaping elements within the uncovered space. The communal open space is located within the northern half of the site to optimize access to northern solar exposure. It is provided with a dedicated side access directly from the street, allowing convenient public entry while minimising disruption to internal residents. Additionally, the location of the communal open space ensures no overlooking or privacy impacts on adjoining private residences. There are no openings or direct connections between the open space and adjacent private dwellings, thereby maintaining a high level of visual and acoustic privacy for neighbouring residents.	**Acceptable outcome achieved**

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A3.4.1 – Developments include communal open space in accordance with Table 3.4

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Table 3.4 Provision of communal open space

Development size	Overall communal open space requirement	Minimum accessible / hard landscape area (included in overall area requirement)	Minimum open space dimension
Up to 10 dwellings	Informal seating associated with deep soil or other landscaped areas	NA	NA
More than 10 dwellings	Total: 6m² per dwelling up to maximum 300m²	At least 2m² per dwelling up to 100m²	4m

A3.4.2 – Communal open space located on the ground floor or on floors serviced by lifts must be accessible from the primary street entry of the development.

A3.4.3 – There is 50 per cent direct sunlight to at least one communal open space area for a minimum of two hours between 9am and 3pm on 21 June.

A3.4.4– Communal open space is co-located with deep soil areas and/or planting on structure areas and/ or co-indoor communal spaces.

A3.4.5 – Communal open space is separated or screened from adverse amenity impacts such as bins, vents, condenser units, noise sources and vehicle circulation areas.

A3.4.6 – Communal open space is well-lit, minimises places for concealment and is open to passive surveillance from adjoining dwellings and/or the public realm.

A3.4.7 – Communal open space is designed and oriented to minimise the impacts of noise, odour, light-spill and overlooking on the habitable rooms and private open spaces within the site and of neighbouring properties.

LOCAL PLANNING FRAMEWORK	REQUIREMENT

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

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ELEMENT 3.5	VISUAL PRIVACY	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O3.5.1 – The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms.	The proposed development is compliant with A3.5.1, with all unscreened balconies and major openings set back in accordance with Table 3.5 except for: - 102 south facing living window (4.5m setback in lieu of 6m) - 103 north facing bedroom 2 & 3 windows (4.24m setback in lieu of 4.5m) - 105 south-facing living window (5.63m setback in lieu of 6m) - 201 south facing balcony (7.35m setback in lieu of 7.5m) - 202 south-facing living and dining windows (5.68m setback in lieu of 6m) - 203 north facing bedroom 2 & 3 windows (4.24m setback in lieu of 4.5m) - 205 south-facing living window (5.63m setback in lieu of 6m) - 302 north facing bedroom 2 & 3 windows (4.24m setback in lieu of 4.5m) The above habitable room windows do not fully achieve the minimum setbacks required under the acceptable outcomes A3.5.1; therefore, a variation is sought. These variations are considered acceptable, as the they are either minor (less than 0.5m) or significantly off-set from adjoining openings. Additionally, the southern boundary adjoins a driveway area (not a private open space or residential windows). As a result, the reduced setback will not result in any adverse amenity impacts, including loss of privacy to adjoining properties. The following openings are proposed to be obscured, in accordance with an existing DA condition, and thus do not have any overlooking impacts: - 103 north facing living window - 203 north facing living window Primary balconies are unscreened for at least 25% of their perimeter in accordance with A3.5.2 and are connected to living rooms with an external outlook that is not obscured (per A3.5.3). All windows and balconies have been considered to reduce the reliance on high sill levels or permanent screening in accordance with A3.5.4.	**Alternative design solution**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A3.5.1 – Visual privacy setbacks to side and rear boundaries are provided in accordance with Table 3.5.		

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Table 3.5 Required privacy setback to adjoining sites

Cone of vision from unscreened:	First 4 storeys		5th storey and above
	Adjoining sites coded R50 or lower	Adjoining sites coded higher than R50	
Major opening to bedroom, study and open access walkways	4.5m	3m	Refer Table 2.7
Major openings to habitable rooms other than bedrooms and studies	6m	4.5m	
Unenclosed private outdoor spaces	7.5m	6m	

A3.5.2 – Balconies are unscreened for at least 25 per cent of their perimeter (including edges abutting a building).

A3.5.3 - Living rooms have an external outlook from at least one major opening that is not obscured by a screen.

A3.5.4 – Windows and balconies are sited, oriented, offset or articulated to restrict direct overlooking, without excessive reliance on high sill levels or permanent screening of windows and balconies.

LOCAL PLANNING FRAMEWORK	REQUIREMENT
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	

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ELEMENT 3.6	PUBLIC DOMAIN INTERFACE
Local Planning Policy 4.2	***As per 1.2.2 of the R-Codes, this element is augmented and replaced by the applicable provisions of the LPS3 and LPP4.2.*** ***POLICY OBJECTIVE / ACCEPTABLE OUTCOMES / DESIGN GUIDANCE*** City of Stirling 20 April 2026 RECEIVED • *The ground floor building façade shall:* o *Be at least 50% clear glazed of the surface area of that storey;* o *Provides a mixture/combination of openable and fixed windows and doors;* o *Provides active and passive surveillance;* o *Not include roller shutter screens unless they are a minimum 75% visually permeable;* o *Not contain signage which covers more than 20% of area of individual windows; and* o *In the case of nil setbacks to the street, have a minimum window sill height of 0.5m above finished ground level.* • *Awnings are to:* o *Protrude a minimum of 2.0m from the building;* o *Be provided over all footpaths that abut a building, including footpaths to the rear;* o *Be provided above all entrances and exits of a building;* o *Be of solid construction using materials that are opaque and non-reflective (e.g no glass); and* o *Match the height of existing adjacent awnings.* • *Activity and uses* o *Building designed to provide passive surveillance of the street* • *Fencing* o *Fencing is not permitted between the building and any street boundary* o *Fence is not permitted above 1.8m in height; and* o *To be located where it obstructs access and views to visitor parking bays.* • *Levels* o *On sloping sites and development shall be stepped so as to avoid differences between the footpath level and the finished ground floor level of the building;* o *There shall be no level difference between the finished ground floor level and the footpath level of a building to ensure pedestrian access; and* o *Filing of a site up to 0.5m above Natural Ground Level shall be permitted to enable level sites.* • *Balconies* o *Balcony balustrades shall be at least 50% visually permeable*

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O3.6.1 – The transition between the private and public domain enhances the privacy and safety of residents.	Following the internal design changes, the only amendment to the front façade is the replacement of the hit and miss brickwork core. The updated design incorporates bedroom windows overlooking the street, increasing passive surveillance towards the building approach and providing opportunity for signage to be integrated onto the building for the ground floor commercial tenancy without interrupting the design of the building. No other changes to the interface are proposed, maintaining compliance as approved.	**Complies with Local Planning Framework**
O3.6.2 – Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.		

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A3.6.1 – The majority of ground floor dwellings fronting onto a street or public open space have direct access by way of a private terrace, balcony or courtyard.

A3.6.2 – Car-parking is not located within the primary street setback; and where car parking is located at ground level behind the street setback it is designed to integrate with landscaping and the building façade (where part of the building).
A3.6.3 – Upper level balconies and/or windows overlook the street and public domain areas.
A3.6.4 – Balustrading includes a mix of visually opaque and visually permeable materials to provide residents with privacy while maintaining casual surveillance of adjoining public domain areas.
A3.6.5 – Changes in level between private terraces, front gardens and the ground floor level of the building and the street level average less than 1m and do not exceed 1.2m.
A3.6.6 – Front fencing includes visually permeable materials above 1.2m and the average height of solid walls or fences to the street does not exceed 1.2m.
A3.6.7 – Fencing, landscaping and other elements on the frontage are designed to eliminate opportunities for concealment.
A3.6.8 – Bins are not located within the primary street setback or in locations visible from the primary street.
A3.6.9 – Services and utilities that are located in the primary street setback are integrated into the design of the development and do not detract from the amenity and visual appearance of the street frontage.[1] (1) Firefighting and access to services such as power and water meters require careful consideration in the design of the front façade. Consult early with relevant authorities to resolve functional requirements in an integrated design solution.

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ELEMENT 3.7	PEDESTRIAN ACCESS AND ENTRIES

Local Planning Policy 4.2	***As per 1.2.2 of the R-Codes, this element is augmented and replaced by the applicable provisions of the LPS3 and LPP4.2.***
	POLICY OBJECTIVE / ACCEPTABLE OUTCOMES / DESIGN GUIDANCE
	• *Pedestrian access and footpaths be provided:*
	  o *From parking areas to building entrances and along all street frontages;*
	  o *Between the street and rear parking areas;*
	  o *Along building frontages; and*
	  o *With clear view corridors from end to end.*
	• *A maximum of two vehicle crossovers be permitted onto a site.*

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O3.7.1 – Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.	The central core and pedestrian access and entries are as per the approved development.	**As approved**
O3.7.2 – Entries to the development connect to and address the public domain with an attractive street presence.		

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A3.7.1 – Pedestrian entries are connected via a legible, well-defined, continuous path of travel to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries.
A3.7.2 – Pedestrian entries are protected from the weather.
A3.7.3 – Pedestrian entries are well-lit for safety and amenity, visible from the public domain without opportunity for concealment, and designed to enable casual surveillance of the entry from within the site.
A3.7.4 – Where pedestrian access is via a shared zone with vehicles, the pedestrian path is clearly delineated and/or measures are incorporated to prioritise the pedestrian and constrain vehicle speed.
A3.7.5 – Services and utilities that are located at the pedestrian entry are integrated into the design and do not detract from the amenity of the entry.
A3.7.6 – Bins are not located at the primary pedestrian entry.

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ELEMENT 3.8	VEHICLE ACCESS
Local Planning Policy 4.2	***As per 1.2.2 of the R-Codes, this element is augmented and replaced by the applicable provisions of the LPS3 and LPP4.2.*** ***POLICY OBJECTIVE / ACCEPTABLE OUTCOMES / DESIGN GUIDANCE*** • *A maximum of two vehicle crossovers be permitted onto a site.* • *Vehicle access and car parking shall be provided in accordance with Local Planning Policy 6.7 (Parking and Access).*

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O3.8.1 – Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles. **O3.8.2** – Vehicle access points are designed and located to reduce visual impact on the streetscape.	The proposed development retains the proposed 4m wide crossover location, with a minor adjustment to the alignment off the southern boundary. This provides a 5.5m wide passing area behind the crossover, protecting the existing dome within the sightline truncation (under 0.75m height) to the south. This is the only proposed change to the site's vehicle access, with traffic management maintained in accordance with the approved development outcomes and management requirements. Additionally, the proposed development is compliant with Acceptable Outcomes A3.8.1 to A3.8.5 and A3.8.7, with the vehicle access point located to be: • identifiable from the street; • separated from street intersections; • avoid interaction between apartments and headlights; • is not located where walls, fences or other structures interfere with visibility to the public street.	**Complies with Local Planning Framework**

ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*
A3.8.1 – Vehicle access is limited to one opening per 20m street frontage that is visible from the street.
A3.8.2 – Vehicle entries are identifiable from the street, while being integrated with the overall façade design and/ or located behind the primary building line.
A3.8.3 – Vehicle entries have adequate separation from street intersections.
A3.8.4 – Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties.
A3.8.5 – Driveway width is kept to a functional minimum, relative to the traffic volumes and entry/egress requirements.
A3.8.6 – Driveways designed for two way access to allow for vehicles to enter the street in forward gear where: - the driveway serves more than 10 dwellings - the distance from an on-site car parking to the street is 15m or more **OR** - the public street to which it connects is designated as a primary distributor, district distributor or integrated arterial road.
A3.8.7 – Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street and where two streets intersect (refer Figure 3.8a).

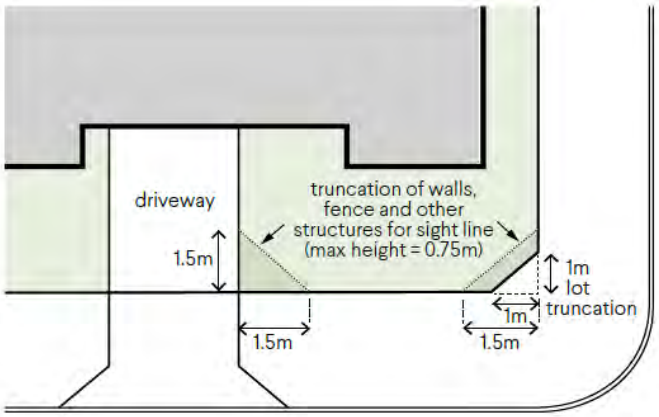


Figure 3.8a Truncation at street corner to provide sightlines (refer A3.8.7).

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ELEMENT 3.9	CAR AND BICYCLE PARKING	
Local Planning Policy 4.2 City of Stirling 20 April 2026 RECEIVED	***As per 1.2.2 of the R-Codes, this element is augmented and replaced by the applicable provisions of the LPS3 and LPP4.2.*** ***POLICY OBJECTIVE / ACCEPTABLE OUTCOMES / DESIGN GUIDANCE*** • *Vehicle access and car parking shall be provided in accordance with Local Planning Policy 6.7 (Parking and Access).* • *Design and location of carparking requirements as follows:* o *Parking and vehicle entries should not present a dominant element when viewed from the street. Appropriate and innovative screening and screen planting should be incorporated where necessary.* o *Car parking within buildings should be sleeved, as depicted in Figures 2, 3, 4, 5 and 6. Use of other screening from the street, such as landscaping and / or articulated screening, may be acceptable where an applicant can demonstrate that sleeving is not achievable.* o *At grade car parking areas shall be obscured from view from the primary street and not located within the front setback area.* • *Table 1 and the parking ratios do not apply in the follow circumstances:* o *To residential components of a residential or mixed use development. The parking requirements of State Planning Policy 7.3 Residential Design Codes apply to all residential development.*	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O3.9.1 – Parking and facilities are provided for cyclists and other modes of transport. **O3.9.2** – Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres. **O3.9.3** – Car parking is designed to be safe and accessible. **O3.9.4** – The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.	The proposed amendment includes a reduction in 1 residential visitor parking bay (3 in lieu of 4). This provides a 1 bay shortfall from the required 4 visitor parking bays, which is considered minor noting there is nearby street parking and a surplus of residential parking (averaging 2 bays per unit, in lieu of the required 1 bay per unit) provided on site. Additionally, the proposal retains the provision of 6 motorcycle bays, which supports the reduction of parking bays by 1 in accordance with note 2 of Table 3.9 of Volume 2 (as shown below). Finally, the site is located within a highly accessible area, with bus and alternative transport opportunities, providing the ability to reduce car reliance for visitors and residents as supported in the Residential Design Codes Guidelines. Accordingly, the 1 bay shortfall in residential visitor bays is minor and aligns with the provisions of the R-Codes for variation. The proposed bicycle parking arrangement has been amended to be provided within the basement, which remains accessible via the driveway or through the central lift and pedestrian accessway. This includes provision of 16 bicycle bays and a bike repair station, with 14 bays in the dedicated bike store and 2 separated within the basement. Both visitors and residents are able to access this bicycle parking provision. No further changes are proposed to the parking provision, with the design and circulation remaining in alignment with AS AS2890.1 (as amended).	**Variation to local planning framework**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A3.9.1 – Secure, undercover bicycle parking is provided in accordance with Table 3.9 and accessed via a continuous path of travel from the vehicle or cycle entry point.		

Table 3.9 Parking ratio

Parking types		Location A	Location B
Car parking[1]	1 bedroom dwellings	0.75 bay per dwelling	1 bay per dwelling
	2+ bedroom dwellings	1 bay per dwelling	1.25 bays per dwelling
	Visitor	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13th dwelling and above	
Bicycle parking[1]	Resident	0.5 space per dwelling	
	Visitor	1 space per 10 dwellings	
Motorcycle/ Scooter parking[2]	Developments exceeding 20 dwellings provide 1 motorcycle/scooter space for every 10 car bays		

[1] Calculations of parking ratios shall be rounded up to the next whole number.
[2] For each five motorcycle/scooter parking bays provided in accordance with Table 3.9, car parking bays may be reduced by one bay.

Definitions:
Location A: within 800m walkable catchment of a train station and/or 250m of a transit stop (bus or light rail) of a high-frequency route and/or within the defined boundaries of an activity centre.
Location B: not within Location A.

A3.9.2 – Parking is provided for cars and motorcycles in accordance with Table 3.9.

A3.9.3 – Maximum parking provision does not exceed double the minimum number of bays specified in Table 3.9

A3.9.4 – Car parking and vehicle circulation areas are designed in accordance with AS2890.1 (as amended) or the requirements of applicable local planning instruments.

A3.9.5 – Car parking areas are not located within the street setback and are not visually prominent from the street.

A3.9.6 – Car parking is designed, landscaped or screened to mitigate visual impacts when viewed from dwellings and private outdoor spaces.

A3.9.7 – Visitor parking is clearly visible from the driveway, is signed 'Visitor Parking' and is accessible from the primary entry or entries.

A3.9.8 – Parking shade structures, where used, integrate with and complement the overall building design and site aesthetics and have a low reflectance to avoid glare into apartments.

A3.9.9 – Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays.

A3.9.10 – Basement parking does not protrude more than 1m above ground, and where it protrudes above ground is designed or screened to prevent negative visual impact on the streetscape.

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ELEMENT 4.1	SOLAR AND DAYLIGHT ACCESS	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O4.1.1 – In climate zones 4, 5 and 6: the development is sited and designed to optimise the number of dwellings receiving winter sunlight to private open space and via windows to habitable rooms. **O4.1.2** – Windows are designed and positioned to optimise daylight access for habitable rooms. **O4.1.3** – The development incorporates shading and glare control to minimise heat gain and glare: - from mid-spring to autumn in climate zones 4, 5 and 6 **AND** - year-round in climate zones 1 and 3.	The proposed window realignment is minor, and does not change the approved solar access for dwellings on the subject site. ` 75% of the proposed dwellings experience greater than 2 hours of sunlight between 9am and 3pm on 21 June, with all dwellings experiencing a level of direct sunlight between 9am and 3pm on 21 June. All habitable rooms have a window to an external wall, with no reliance on lightwells and/or skylights for daylight access. Awnings and shading devices have been incorporated where the building orientation requires management of direct sunlight in summer months.	**Acceptable outcome achieved**

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.1.1 – In climate zones 4, 5 and 6 only:

a) Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June **AND**

b) A maximum of 15 per cent of dwellings in a building receiving no direct sunlight between 9am and 3pm on 21 June.

A4.1.2 – Every habitable room has at least one window in an external wall, visible from all parts of the room, with a glazed area not less than 10 per cent of the floor area and comprising a minimum of 50 per cent of clear glazing.

A4.1.3 – Lightwells and/or skylights do not form the primary source of daylight to any habitable room.

A4.1.4 – The building is oriented and incorporates external shading devices in order to:

- minimise direct sunlight to habitable rooms:
  - between late September and early March in climate zones 4, 5 and 6 only **AND**
  - in all seasons in climate zones 1 and 3
- permit winter sun to habitable rooms in accordance with A 4.1.1 (a).

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ELEMENT 4.2	NATURAL VENTILATION	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O4.2.1 – Development maximises the number of apartments with natural ventilation.	All apartments remain larger than minimum requirements, with amendments to the floor to floor heights not impacting ceiling heights. Room dimensions are all proportioned to ensure natural ventilation and daylight access is maintained.	**Acceptable outcome achieved**
O4.2.2 – Individual dwellings are designed to optimise natural ventilation of habitable rooms.		
O4.2.3 – Single aspect apartments are designed to maximise and benefit from natural ventilation.		

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.2.1 – Habitable rooms have openings on at least two walls with a straight line distance between the centre of the openings of at least 2.1m.

A4.2.2 –

(a) A minimum 60 per cent of dwellings are, or are capable of, being naturally cross ventilated in the first nine storeys of the building

(b) Single aspect apartments included within the 60 per cent minimum at (a) above must have:

- ventilation openings oriented between 45° – 90° of the prevailing cooling wind direction **AND**
- room depth no greater than 3 × ceiling height

(c) For dwellings located at the 10th storey or above, balconies incorporate high and low level ventilation openings.

A4.2.3 – The depth of cross-over and cross-through apartments with openings at either end and no openings on side walls does not exceed 20m.

A4.2.4 – No habitable room relies on lightwells as the primary source of fresh-air.

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ELEMENT 4.3	SIZE AND LAYOUT OF DWELLINGS	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O4.3.1 – The internal size and layout of dwellings is functional with the ability to flexibly accommodate furniture settings and personal goods, appropriate to the expected household size.	All apartments are larger than the minimum requirements, with ceiling heights and room dimensions all proportioned to ensure natural ventilation and daylight access is maintained.	**Acceptable outcome achieved**
O4.3.2 – Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.		

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ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.3.1 – Dwellings have a minimum internal floor area in accordance with Table 4.3a.

Table 4.3a Minimum floor areas for dwelling types

Dwelling type	Minimum internal floor area
Studio	37m²
1 bed	47m²
2 bed × 1 bath[1]	67m²
3 bed × 1 bath[1]	90m²

[1]An additional 3m² shall be provided for designs that include a second or separate toilet, and 5m² for designs that include a second bathroom.

A4.3.2 – Habitable rooms have minimum floor areas and dimensions in accordance with Table 4.3b.

Table 4.3b Minimum floor areas and dimensions for habitable rooms

Habitable room type	Minimum internal floor area	Minimum internal dimension
Master bedroom	10m²	3m[1]
Other bedrooms	9m²	3m[1]
Living room – studio and 1 bed apartments	N/A	3.6m
Living room – other dwelling types	N/A	4m

[1]Excluding robes

A4.3.3 – Measured from the finished floor level to finished ceiling level, minimum ceiling heights are:

- Habitable rooms – 2.7m
- Non-habitable rooms – 2.4m
- All other ceilings meet or exceed the requirements of the NCC.

A4.3.4 – The length of a single aspect open plan living area is equal to or less than 3 x the ceiling height. An additional 1.8m length may be provided for a kitchen, where the kitchen is the furthest point from the window in an open plan living area provided that the maximum length does not exceed 9m.

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ELEMENT 4.4	PRIVATE OPEN SPACE AND BALCONIES
Local Planning Policy 4.2	***As per 1.2.2 of the R-Codes, this element is augmented and replaced by the applicable provisions of the LPS3 and LPP4.2.*** ***POLICY OBJECTIVE / ACCEPTABLE OUTCOMES / DESIGN GUIDANCE*** o *Balconies shall be at least 50% visually permeable.*

ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O4.4.1 – Dwellings have good access to appropriately sized private open space that enhances residential amenity. **O4.4.2** – Private open space is sited, oriented and designed to enhance liveability for residents. **O4.4.3** – Private open space and balconies are integrated into the overall architectural form and detail of the building.	All dwellings include a private open space that is directly accessed off the primary living area that enhances the amenity available to residents. These spaces are integrated with the overall design of the building and are integrated into each of the dwellings to enhance the liveability and functionality of the dwellings for each of the residents. These balcony and private open spaces integrate balustrading that is a minimum of 50% visually permeable across the development, in accordance with LPP4.2 development requirements.	**Element Objectives Achieved**

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.4.1 – Each dwelling has private open space accessed directly from a habitable room with dimensions in accordance with Table 4.4.

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Table 4.4 Private open space requirements

Dwelling type	Minimum Area[1]	Minimum Dimension[1]
Studio apartment + 1 bedroom	8m²	2.0m
2 bedroom	10m²	2.4m
3 bedroom	12m²	2.4m
Ground floor / apartment with a terrace	15m²	3m

[1] Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.

A4.4.2 – Where private open space requires screening to achieve visual privacy requirements, the entire open space is not screened and any screening is designed such that it does not obscure the outlook from adjacent living rooms.

A4.4.3 – Design detailing, materiality and landscaping of the private open space is integrated with or complements the overall building design.

A4.4.4 – Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design.

ELEMENT 4.5	CIRCULATION AND COMMON SPACES	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.5.1 – Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.	Circulation spaces remain universally accessible, with a centralised lift and corridors providing access to all apartments. As all apartments are accessed from the central corridors/lifts, opportunities for social interaction between residents are supported, with common spaces highlighted by provided landscaping and solar access considerations.	**As approved**
O4.5.2 – Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.		
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.5.1 – Circulation corridors are a minimum 1.5m in width.		
A4.5.2 – Circulation and common spaces are designed for universal access.		
A4.5.3 – Circulation and common spaces are capable of passive surveillance, include good sightlines and avoid opportunities for concealment.		
A4.5.4 – Circulation and common spaces can be illuminated at night without creating light spill into the habitable rooms of adjacent dwellings.		
A4.5.5 – Bedroom windows and major openings to living rooms do not open directly onto circulation or common spaces and are designed to ensure visual privacy and manage noise intrusion.		

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ELEMENT 4.6	STORAGE	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**ASSESSOR COMMENT**
O4.6.1 – Well-designed, functional and conveniently located storage is provided for each dwelling.	All apartments have a storeroom provided that is either integrated into the dwelling or provided in the basement, in accordance with the approved development outcomes. These storerooms remain located conveniently to the parking area and/or primary pedestrian entrance, with the central lift providing easy access from within and outside the development.	**Acceptable outcome achieved**

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.6.1 – Each dwelling has exclusive use of a separate, ventilated, weatherproof, bulky goods storage area. This can be located either internally or externally to the dwelling with dimensions in accordance with Table 4.6.

Table 4.6 Storage requirements

Dwelling type	Storage area[1]	Minimum dimension[1]	Minimum height[1]
Studio dwelling	3m²	1.5m	2.1m
1 bedroom dwelling	3m²		
2 bedroom dwellings	4m²		
3 bedroom dwellings	5m²		

[1] Dimensions exclusive of services and plant.

A4.6.2 – Bulky good stores that are not directly accessible from the dwelling/private open space are located in areas that are convenient, safe, well-lit, secure and subject to passive surveillance.

A4.6.3 – Storage provided separately from dwellings or within or adjacent to private open space[1], is integrated into the design of the building or open space and is not readily visible from the public domain.

(1) Storage on/adjacent to private open space is additional to required open space area and dimensions.

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ELEMENT 4.7	MANAGING THE IMPACT OF NOISE	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**DESIGN OUTCOME**
O4.7.1 – The siting and layout of development minimises the impact of external noise sources and provides appropriate acoustic privacy to dwellings and on-site open space. **O4.7.2** – Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.	The proposed development remains compliant with the relevant acoustic considerations, and is designed to minimise the impact of acoustic impacts on dwellings and on-site private space, as well as between the subject site and adjacent properties. Services and mechanical units are positioned and screened appropriately to ensure any noise emission is mitigated. Refer to the Acoustic Report in **Appendix 8**.	**Acceptable outcome achieved**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.7.1 – Dwellings exceed the minimum requirements of the NCC, such as a rating under the AAAC Guideline for Apartment and Townhouse Acoustic Rating (or equivalent).		
A4.7.2 – Potential noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, active communal open space and refuse bins are not located adjacent to the external wall of habitable rooms or within 3m of a window to a bedroom.		
A4.7.3 – Major openings to habitable rooms are oriented away or shielded from external noise sources.		

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ELEMENT 4.8	DWELLING MIX	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O4.8.1 – A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.	The development includes provision of 16 x 3-bedroom, 3 x 2-bedroom, and 1 x 1-bedroom apartments, which reflects 20% of the development providing differing bedroom numbers.	**Acceptable outcome achieved**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.8.1 – **a)** Dwelling mix is provided in accordance with the objectives, proportions or targets specified in a local housing strategy or relevant local planning instrument **OR** **b)** Where there is no local housing strategy, developments of greater than 10 dwellings include at least 20 per cent of apartments of differing bedroom numbers.		
A4.8.2 – Different dwelling types are well distributed throughout the development, including a mix of dwelling types on each floor.		

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ELEMENT 4.9	UNIVERSAL DESIGN	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
O4.9.1 – Development includes dwellings with universal design features providing dwelling options for people living with disabilities or limited mobility and/or to facilitate ageing in place.	Four of the apartments have been identified on the plans as Silver Level, achieving the minimum 20% requirement.	**Acceptable outcome achieved**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.9.1 – **a)** 20 per cent of all dwellings, across a range of dwelling sizes, meet Silver Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) **OR** **b)** 5 per cent of dwellings are designed to Platinum Level as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia).		

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ELEMENT 4.10	FAÇADE DESIGN	
Local Planning Policy 4.2	***As per 1.2.2 of the R-Codes, this element is augmented and replaced by the applicable provisions of the LPS3 and LPP4.2.*** ***POLICY OBJECTIVE / ACCEPTABLE OUTCOMES / DESIGN GUIDANCE*** • *Glazing limited to a maximum of 75% of the surface area per storey of all façades of the building;* • *The façade above ground floor level for all buildings provide at least four of the following:* o *Openings;* o *Balconies;* o *Awnings over windows;* o *Different colours and textures; and* o *Indentations, extrusions and wall/floor articulations to break the building into individual elements; and* • *Air conditioning units, ducts and other services be screened from view from abutting sites and not located on the building facade facing the street.*	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
O4.10.1 – Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area. **O4.10.2** – Building façades express internal functions and provide visual interest when viewed from the public realm.	The development retains the approved articulation, and the various materials and colour as approved for the façade. The proposed screening and awnings are also maintained, with adjustments only to reflect internal design change requirements or requirements of the original development approval. All service fixtures remain located behind the street setback and will be screened from view.	**As approved**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.10.1 – Façade design includes: - scaling, articulation, materiality and detailing at lower levels that reflect the scale, character and function of the public realm - rhythm and visual interest achieved by a combination of building articulation, the composition of different elements and changes in texture, material and colour.		
A4.10.2 – In buildings with height greater than four storeys, façades include a defined base, middle and top for the building.		
A4.10.3 – The façade includes design elements that relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings or colonnade heights.		
A4.10.4 – Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm.		
A4.10.5 – Development with a primary setback of 1m or less to the street includes awnings that: - define and provide weather protection to entries - are integrated into the façade design - are consistent with the streetscape character.		
A4.10.6 – Where provided, signage is integrated into the façade design and is consistent with the desired streetscape character.		

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ELEMENT 4.11	ROOF DESIGN	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O4.11.1 – Roof forms are well integrated into the building design and respond positively to the street. **O4.11.2** – Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.	The building has integrated significant amounts of green façade and balcony areas across the development, with minor adjustments from the approved layout following detailed design progression. This has retained the on-structure planting with reductions in the garden beds and green edging for the third and fourth floors. Building services on the roof will not be visually obtrusive from the street (if visible), with all provided balcony and roof spaces set back to minimize overlooking and noise impacts on private open space and habitable rooms within the development and on adjoining sites.	**Acceptable outcome achieved**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.11.1 – The roof form or top of building complements the façade design and desired streetscape character.		
A4.11.2 – Building services located on the roof are not visually obtrusive when viewed from the street.		
A4.11.3 – Useable roof space is safe for users and minimises overlooking and noise impacts on private open space and habitable rooms within the development and on adjoining sites.		

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ELEMENT 4.12	LANDSCAPE DESIGN	
Local Planning Policy 6.6	***As per 1.2.2 of the R-Codes, this element is augmented and replaced by the applicable provisions of the LPS3 and LPP4.2.*** ***POLICY OBJECTIVE / ACCEPTABLE OUTCOMES / DESIGN GUIDANCE*** • *Quantity of trees and landscaping in*	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.12.1 – Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms.	The proposed landscaping plan was completed by See Design Studio, and includes provision for deep soil areas, mature trees, and green elements for the façade and screening elements in and around the development. All on-structure planting is aligned with the requirements of Table 4.12, with proposed plants aligned with the locality and waterwise requirements. Refer to Landscape Plan in **Appendix 4**.	**Acceptable outcome achieved**
O4.12.2 – Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.		
O4.12.3 – Landscape design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies.		
O4.12.4 – Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.		
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.12.1 – Submission of a landscape plan prepared by a competent landscape designer. This is to include a species list and irrigation plan demonstrating achievement of Waterwise design principles.		
A4.12.2 – Landscaped areas are located and designed to support mature, shade-providing trees to open space and the public realm, and to improve the outlook and amenity to habitable rooms and open space areas.		
A4.12.3 – Planting on building structures meets the requirements of Table 4.12.		

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Table 4.12 Planting on structure: minimum soil standards for plant types and sizes

Plant type	Definition	Soil volume	Soil depth	Soil area
Large tree	Over 12m high, crown spread at maturity	76.8m³	1,200mm	64m² with minimum dimension 7m
Medium tree	8-12m high, crown spread at maturity	36m³	1,000mm	36m² with minimum dimension 5m
Small tree	4-8m high, crown spread at maturity	7.2m³	800mm	3m × 3m
Small ornamentals	3-4m high, crown spread at maturity	3.2m³	800mm	2m × 2m
Shrubs	--	--	500-600mm	--
Ground cover	--	--	300-450mm	--
Turf	--	--	200mm	--

A4.12.4 – Building services fixtures are integrated in the design of the landscaping and are not visually intrusive.

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ELEMENT 4.14	MIXED USE	
Local Planning Policy 4.2	***As per 1.2.2 of the R-Codes, this element is augmented and replaced by the applicable provisions of the LPS3 and LPP4.2.***	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**DESIGN OUTCOME**
O4.14.1 – Mixed use development enhances the streetscape and activates the street. **O4.14.2** – A safe and secure living environment for residents is maintained through the design and management of the impacts of non-residential uses such as noise, light, odour, traffic and waste.	The proposed office tenancy has progressed a minor increase in floor area from 246m^2 to 285m^2. This commercial tenancy has been retained in the same position as originally approved, with the full height glazing on the street frontage maintained. This retains the street activation as per the existing approval, and maintains separation for management and mitigation of impacts between the tenancy and dwellings.	**Acceptable outcome achieved**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.14.1 – Where development is located within a mixed use area designated within the local planning framework, ground floor units are designed for future adaption to non-residential uses.		
A4.14.2 – Ground floor uses including non-commercial uses, such as communal open space, habitable rooms, verandahs and courtyards associated with ground floor dwellings, address, enhance and activate the street.		
A4.14.3 – Non-residential space in mixed use development is accessed via the street frontage and/or primary entry as applicable.		
A4.14.4 – Non-residential floor areas provided in mixed use development has sufficient provision for parking, waste management, and amenities to accommodate a range of retail and commercial uses in accordance with the requirements		
A4.14.5 – Mixed use development is designed to mitigate the impacts of non-residential uses on residential dwellings, and to maintain a secure environment for residents.		
LOCAL PLANNING FRAMEWORK	**REQUIREMENT**	
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:		

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ELEMENT 4.15	ENERGY EFFICIENCY	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
O4.15.1 – Reduce energy consumption and greenhouse gas emissions from the development.	Solar array provided on roof, as per approval and subject to detailed design outcomes.	**As approved**

ACCEPTABLE OUTCOMES
Acceptable Outcome pathway may not be applicable where a performance solution is provided

A4.15.1 –

a) Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice (refer Design Guidance) **OR**

b) All dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars.[1]

Compliance with the NCC requires that development shall achieve an average star-rating across all dwellings that meets or exceeds a nominated benchmark, and that each unit meets or exceeds a slightly lower benchmark. Compliance with this Acceptable Outcome requires that each unit exceeds that lower benchmark by at least half a star.

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ELEMENT 4.16	WATER MANAGEMENT AND CONSERVATION	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**ASSESSOR COMMENT**
O4.16.1 – Minimise potable water consumption throughout the development.	Water management and stormwater will be managed in accordance with the provided technical reporting and condition 40 (and others as relevant) of the approval notice.	**As approved**
O4.16.2 – Stormwater runoff from small rainfall events is managed on-site, wherever practical.		
O4.16.3 – Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.		
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.16.1 – Dwellings are individually metered for water usage.		
A4.16.2 – Stormwater runoff generated from small rainfall events is managed on-site.		
A4.16.3 – Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system.		

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ELEMENT 4.17	WASTE MANAGEMENT	
Local Planning Policy 6.3	***As per 1.2.2 of the R-Codes, this element is augmented and replaced by the applicable provisions of the LPS3 and LPP6.3.*** ***POLICY OBJECTIVE / ACCEPTABLE OUTCOMES / DESIGN GUIDANCE*** City of Stirling 20 April 2026 RECEIVED • *Residential zones – bin storage areas for bulk bins shall have the following minimum sizes;* o *Width 3.5m per bulk; and* o *Depth 2.5m* • *Non-residential zones – bin storage areas shall have the following minimum sizes;* o *Size 10m2; and* o *Width 3m* • *Location of Bin Storage Area* o *Shall be located behind the building setback line; and* o *Shall ensure that adequate space is available for the bulk refuse truck to access the bin area and manoeuvre.* • *Design of Bin Storage Area* o *Shall be screened from view to a minimum height of 1.8m so that it is not be visible from the street;* o *Materials shall match with the building;* o *Shall be sealed and regularly cleaned and maintained; and* o *Stormwater and effluent drainage facilities shall be contained within the area.* • *Bulk bin sizes* o *For residential developments containing 13 or more dwellings units provision is required to be made for a bulk refuse bin of 1.53m2, plus 0.358m2 per three dwellings in excess of 1.3.*	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT**	**DESIGN OUTCOME**
	Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.	
O4.17.1 – Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents. **O4.17.2** – Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.	The proposed amendment realigns the location of the residential bin store from the southern side of the development to the northern, with access provided off the pedestrian entry. This relocation has been progressed to provide more convenient access for residents and maneuverability to the bin presentation area. The commercial bin store remains connected to the office tenancy with access to the street via the driveway on the southern boundary, with the provided bin store rooms demonstrated as capable of accommodating the required number of bins. Waste management arrangements will include the provision of both general waste and recycling bins for the residential dwellings and office tenancy. Waste collection will be undertaken by the City's weekly verge-side waste collection service. Further details are provided in the Waste Management Plans contained within **Appendix 7**.	**Alternative design solution**
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.17.1 – Waste storage facilities are provided in accordance with the Better Practice considerations of the *WALGA Multiple Dwelling Waste Management Plan Guidelines* (or local government requirements where applicable).		

A4.17.2 – A Level 1 Waste Management Plan (Design Phase) is provided in accordance with the *WALGA Multiple Dwelling Waste Management Plan Guidelines* - Appendix 4A (or equivalent local government requirements).
A4.17.3 – Sufficient area is provided to accommodate the required number of bins for the separate storage of green waste, recycling and general waste in accordance with the *WALGA Multiple Dwelling Waste Management Plan Guidelines* - Level 1 Waste Management Plan (Design Phase) (or local government requirements where applicable).
A4.17.4 – Communal waste storage is sited and designed to be screened from view from the street, open space and private dwellings.

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ELEMENT 4.17	UTILITIES	
ELEMENT OBJECTIVES *Development is to achieve the following Element Objectives*	**APPLICANT COMMENT** *Outline the rationale demonstrating that the proposal has met the Element Objectives, through either a performance based solution or using the Acceptable Outcomes. The Design Guidance provided in the policy may be of assistance.*	**DESIGN OUTCOME**
O4.18.1 –The site is serviced with power, water, gas (where available), wastewater, fire services and telecommunications/broadband services that are fit for purpose and meet current performance and access requirements of service providers.	The site will be serviced with power, water, gas, wastewater and fire management services and telecommunications as per requirements for residential dwellings.	**As approved**
O4.18.2 – All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians.	All utilities are located to be accessible for maintenance without interference with the safe movement of vehicles or pedestrians.	
O4.18.3 – Utilities, such as distribution boxes, power and water meters are integrated into design of buildings and landscape so that they are not visually obtrusive from the street or open space within the development.	All utilities are integrated into the design of the building and are not visually obtrusive from the street or open spaces within the development.	
O4.18.4 – Utilities within individual dwellings are of a functional size and layout and located to minimise noise or air quality impacts on habitable rooms and balconies.	Utilities are provided within individual dwellings and are of a functional size and layout for use. Location of internal utilities minimises noise and amenity impact on habitable rooms and balconies.	
ACCEPTABLE OUTCOMES *Acceptable Outcome pathway may not be applicable where a performance solution is provided*		
A4.18.1 – Utilities that must be located within the front setback, adjacent to the building entry or on visible parts of the roof are integrated into the design of the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive.		
A4.18.2 – Developments are fibre-to-premises ready, including provision for installation of fibre throughout the site and to every dwelling.		
A4.18.3 – Hot water units, air-conditioning condenser units and clotheslines are located such that they can be safely maintained, are not visually obtrusive from the street and do not impact on functionality of outdoor living areas or internal storage.		
A4.18.4 – Laundries are designed and located to be convenient to use, secure, weather-protected and well-vented; and are of an overall size and dimension that is appropriate to the size of the dwelling.		

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EXISTING LIMESTONE RETAINING WALL & COLORBOND FENCE TO BE DEMOLISHED

PROPOSED NEW BOUNDARY WALL/FENCE TO PROVIDE PRIVACY FROM GROUND FLOOR TERRACES

EXISTING TREES TO BE DEMOLISHED

EXISTING TWINSIDE RETAINING WALL & COLORBOND FENCE TO BE DEMOLISHED

EXISTING BITUMEN PARKING AREA & GULLY PITS TO BE DEMOLISHED

LOT 300

GROUND FLOOR WINDOW

PROPOSED NEW PEDESTRIAN ENTRY

EXISTING SIGNS TO BE DEMOLISHED

PROPOSED NEW LOCATION FOR EXISTING LIGHT POLE

EXISTING KERB & CROSSOVER TO BE DEMOLISHED, BACKFILLED WITH APPROVED MATERIALS AND COMPACT TO ALLOW FOR NEW FOOTPATH TO COUNCIL SPEC.

PROPOSED NEW VERGE TREE, REFER TO LANDSCAPE.

EXISTING CONCRETE PAVING TO BE DEMOLISHED

FIRE HARDSTAND 15M X 6M (WITHIN 10M OF FIRE BOOSTER).

15 X 240L BIN PRESENTATION AREA + 2.5M X 2.5M ON DEMAND SERVICES/SKIP BIN SETDOWN. CANOPIES TO BE RETRACTED AS REQUIRED.

EXISTING VEGRE TREE TO BE RETAINED & PROTECTED

EXISTING LIGHT POLE TO BE RELOCATED

PROPOSED NEW CROSSOVER TO COUNCIL SPEC

EXISTING POWER DOME TO BE RETAINED. UPGRADE AS REQUIRED

TELSTRA PIT. LEAD IN NBN CO. SERVICE TO CONNECT TO THIS EXTERNAL PIT

EXISTING LIMESTONE RETAINING WALL & COLORBOND FENCE TO BE RETAINED

EXISTING LIMESTONE RETAINING WALL & COLORBOND FENCE TO BE DEMOLISHED

EXISTING SEPTIC TANKS TO BE DEMOLISHED

PROPOSED NEW BOUNDARY WALL/FENCE TO PROVIDE PRIVACY FROM GROUND FLOOR TERRACES

EXISTING LIMESTONE RETAINING WALL & COLORBOND FENCE TO BE DEMOLISHED

EXISTING BRICK BUILDING TO BE DEMOLISHED

EXISTING LIMESTONE WALL TO BE DEMOLISHED

516 NEW LETTERBOXES FOR ADJOINING PROPERTIES ON NEW BLOCKWORK BOUNDARY WALL. RENDER FINISH

946 NEW BACKLIT LED UNIT/HOUSE NUMBERS FOR ADJOINING PROPERTIES ON NEW BLOCKWORK BOUNDARY WALL. RENDER FINISH

G03 RL 24.330

G04 RL 24.330

G02 RL 24.330

G01 RL 24.330

COMMUNAL OUTDOOR AREA

OFFICE TENANCY RL 24.300

VEHICLE ENTRY

FLORA TERRACE

1 SITE PLAN
A01-101 1 : 100

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28/04/2026	I	ADDITIONAL INFORMATION FOR AMENDED DA	KL
19/03/2026	H	FORWARD WORK BUILDING PERMIT	KL
10/03/2026	G	BOUNDARY WALL UPDATE	KL
04/03/2026	F	UPDATED APARTMENT PLANS	KL
26/02/2026	E	AMENDED DA	KL
24/02/2026	D	SOUTHERN BOUNDARY WALL	KL
19/09/2025	C	ISSUE FOR DFES MEETING	KL
03/09/2025	B	80% TENDER	KL
13/08/2025	A	50% CD	KL

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space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
SITE PLAN

BUILDING PERMIT

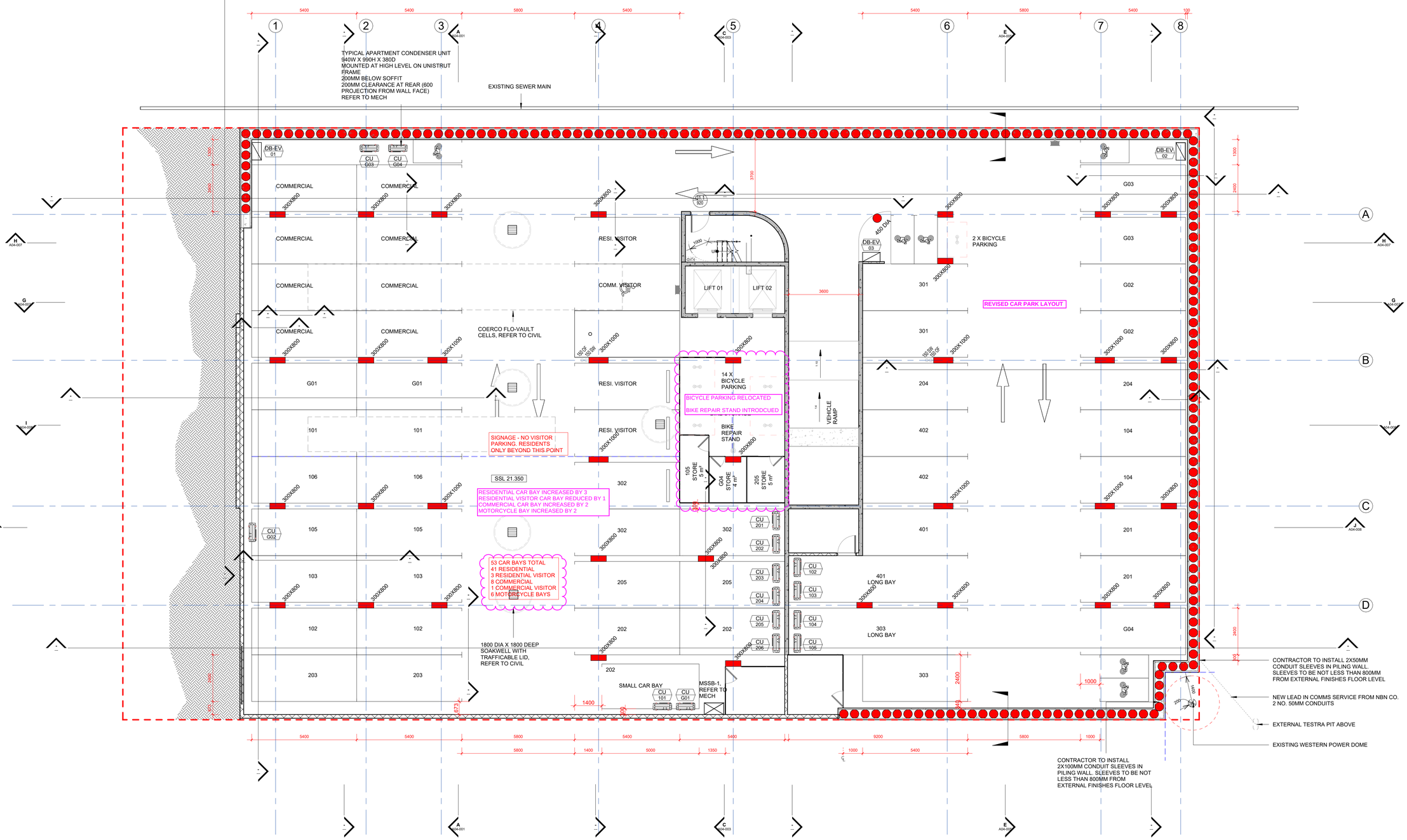
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ABBREVIATIONS

LEVELS:
- **SSL** STRUCTURAL SLAB LEVEL (RL)
- **FFL** FINISHED FLOOR LEVEL (RL)
- **PL** PLANTER LEVEL
- **RL** REDUCED LEVEL
- **TOW** TOP OF WALL LEVEL (RL)
- **TOPC** TOP OF PILE CAP
- **BOPC** BOTTOM OF PILE CAP

PLUMBING:
- **BD** BALCONY DRAIN (BELOW FLOOR TILES)
- **CW** COLD WATER
- **FW** FLOOR WASTE
- **FWO** FLOOR WASTE OVERFLOW
- **DP** DOWN PIPE
- **PD** PLANTER DRAIN
- **RWO** RAIN WATER OUTLET
- **S** SANITARY
- **SD** SLUDGE DRAIN
- **SW** STORMWATER
- **V** VENT PIPE

STRUCTURE:
- **COL** CONCRETE COLUMN
- **SHS** SQUARE HOLLOW SECTION STEEL
- **RHS** RECTANGULAR HOLLOW SECTION
- **PFC** STEEL
- **UC** PARALLEL FLANGE CHANNEL
- **WB** UNIVERSAL COLUMN
- WALL BRACE

FIRE:
- **FHR** FIRE HOSE REEL
- **FH** FIRE HYDRANT
- **FE** FIRE EXTINGUISHER
- **HT** HOSE TRAP

PAVEMENT
- **BR** BIKE RAIL RESIDENTS

ANCILLARIES:
- **BRV** BIKE RAIL VISITORS
- **DFPA** DIVERSION FALL PREVENTION ANCHOR
- **MFPA** MAIN FALL PREVENTION ANCHOR
- **WMBR** WALL MOUNTED BIKE RACK

MISC.:
- **C.O.S** CHECK ON SITE
- **DIA** DIAMETER
- **T.B.C** TO BE CONFIRMED
- **NOM** NOMINAL
- **SS** STAINLESS STEEL
- **U.N.O** UNLESS NOTED OTHERWISE

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28/04/2026	S	ADDITIONAL INFORMATION FOR AMENDED DA	KL
24/04/2026	R	HYDRAULIC COORINDATION	KL
09/04/2026	Q	RETAINING WALL & STORE UPDATE	KL
19/03/2026	P	FORWARD WORK BUILDING PERMIT	KL
04/03/2026	O	UPDATED APARTMENT PLANS	KL
03/03/2026	N	UPDATED APARTMENT PLANS	KL
27/02/2026	M	SMALL CAR BAY, COLUMN, 205 BATHROOM UPDATE	KL
26/02/2026	L	AMENDED DA	KL
20/02/2026	K	CAR PARK LAYOUT UPDATE	KL
18/02/2026	J	AMENDED DA	KL
16/12/2025	I	ISSUED FOR BUILDING PERMIT	LZ
11/11/2025	H	ISSUED FOR INFORMATION	LZ
19/09/2025	G	ISSUE FOR DFES MEETING	KL
03/09/2025	F	80% TENDER	KL
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21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

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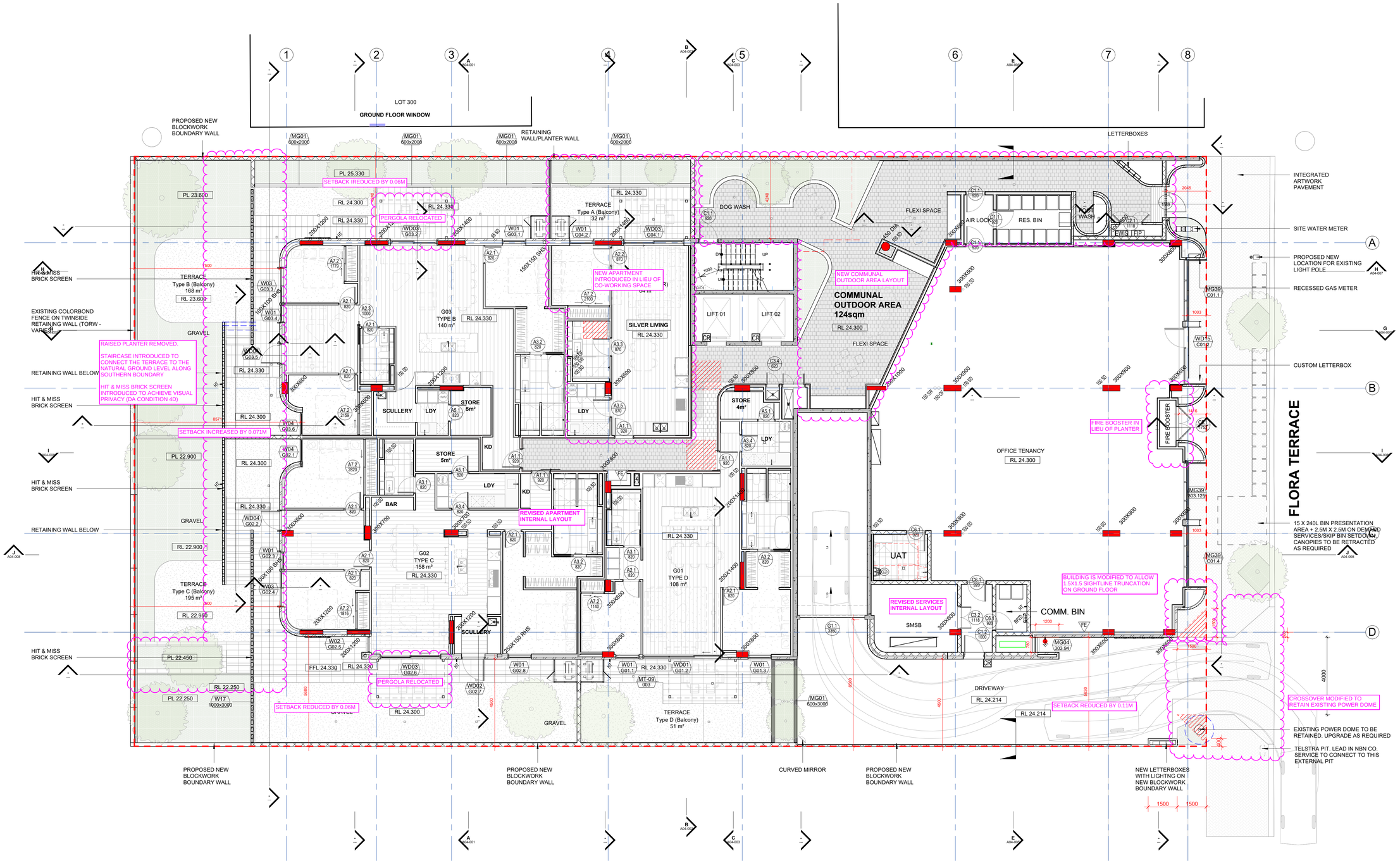
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GENERAL ARRANGEMENT PLAN - BASEMENT

BUILDING PERMIT

SCALE 1: 200 (A3) 1 : 100 @A1
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21/04/2026	P	SERVICE COORDINATION	KL
17/04/2026	O	MECH & ELEC RISER COORDINATION	KL
18/03/2026	N	OFFICE ROOM TAG UPDATE	KL
10/03/2026	M	COMM. BIN DOOR & DRIVEWAY RL UPDATE	KL
10/03/2026	L	BOUNDARY WALL UPDATE	KL
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118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - GROUND FLOOR

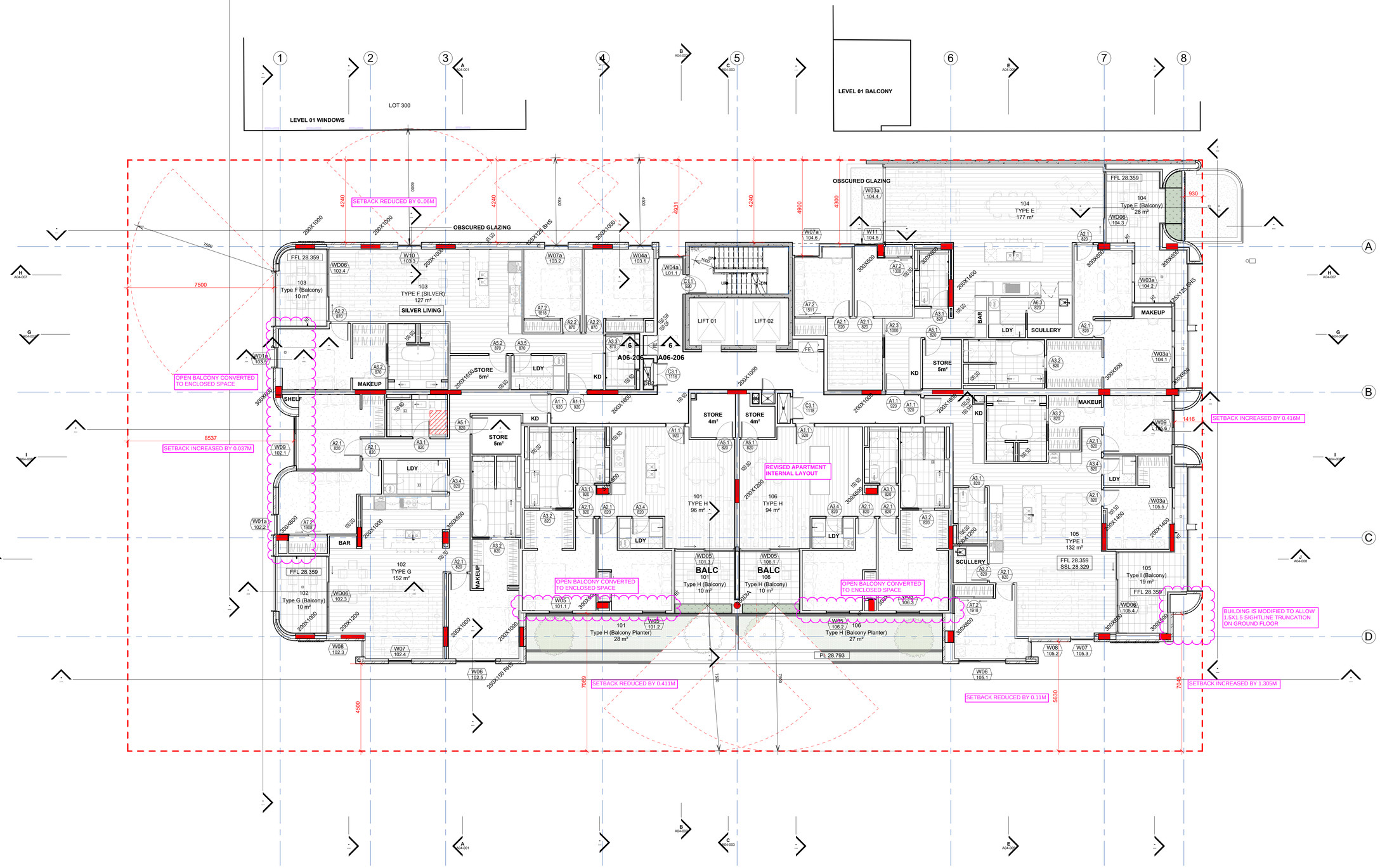
BUILDING PERMIT

SCALE 1: 200 (A3) 1 : 100 @A1
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PROJECT No.	DRAWING No.	REV
2401	A02-002	R

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ABBREVIATIONS

LEVELS:
- **SSL** STRUCTURAL SLAB LEVEL (RL)
- **FFL** FINISHED FLOOR LEVEL (RL)
- **PL** PLANTER LEVEL
- **RL** REDUCED LEVEL
- **TOW** TOP OF WALL LEVEL (RL)
- **TOPC** TOP OF PILE CAP
- **BOPC** BOTTOM OF PILE CAP

PLUMBING:
- **BD** BALCONY DRAIN (BELOW FLOOR TILES)
- **CW** COLD WATER
- **FW** FLOOR WASTE
- **FWO** FLOOR WASTE OVERFLOW
- **DP** DOWN PIPE
- **PD** PLANTER DRAIN
- **RWO** RAIN WATER OUTLET
- **S** SANITARY
- **SD** SLUDGE DRAIN
- **SW** STORMWATER
- **V** VENT PIPE

STRUCTURE:
- **COL** CONCRETE COLUMN
- **SHS** SQUARE HOLLOW SECTION STEEL
- **RHS** RECTANGULAR HOLLOW SECTION
- **PFC** STEEL
- **UC** PARALLEL FLANGE CHANNEL
- **WB** UNIVERSAL COLUMN
- WALL BRACE

FIRE:
- **FHR** FIRE HOSE REEL
- **FH** FIRE HYDRANT
- **FE** FIRE EXTINGUISHER
- **HT** HOSE TRAP

PAVEMENT
- **BR** BIKE RAIL RESIDENTS

ANCILLARIE S:
- BIKE RAIL VISITORS
- **BRV** DIVERSION FALL PREVENTION
- **DFPA** ANCHOR
- **MFPA** MAIN FALL PREVENTION ANCHOR
- **WMBR** WALL MOUNTED BIKE RACK

MISC.:
- **C.O.S** CHECK ON SITE
- **DIA** DIAMETER
- **T.B.C** TO BE CONFIRMED
- **NOM** NOMINAL
- **SS** STAINLESS STEEL
- **U.N.O** UNLESS NOTED OTHERWISE

City of Stirling
29 April 2026
RECEIVED

28/04/2026	O	ADDITIONAL INFORMATION FOR AMENDED DA	KL
24/04/2026	N	HYDRAULIC COORINDATION	KL
21/04/2026	M	SERVICE COORDINATION	KL
17/04/2026	L	MECH & ELEC RISER COORDINATION	KL
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18/02/2026	H	AMENDED DA	KL
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13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL
DD.MM.YY	REV	DESCRIPTION	CHECKED

ARCHITECT

space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

GENERAL ARRANGEMENT PLAN - LEVEL 1

BUILDING PERMIT

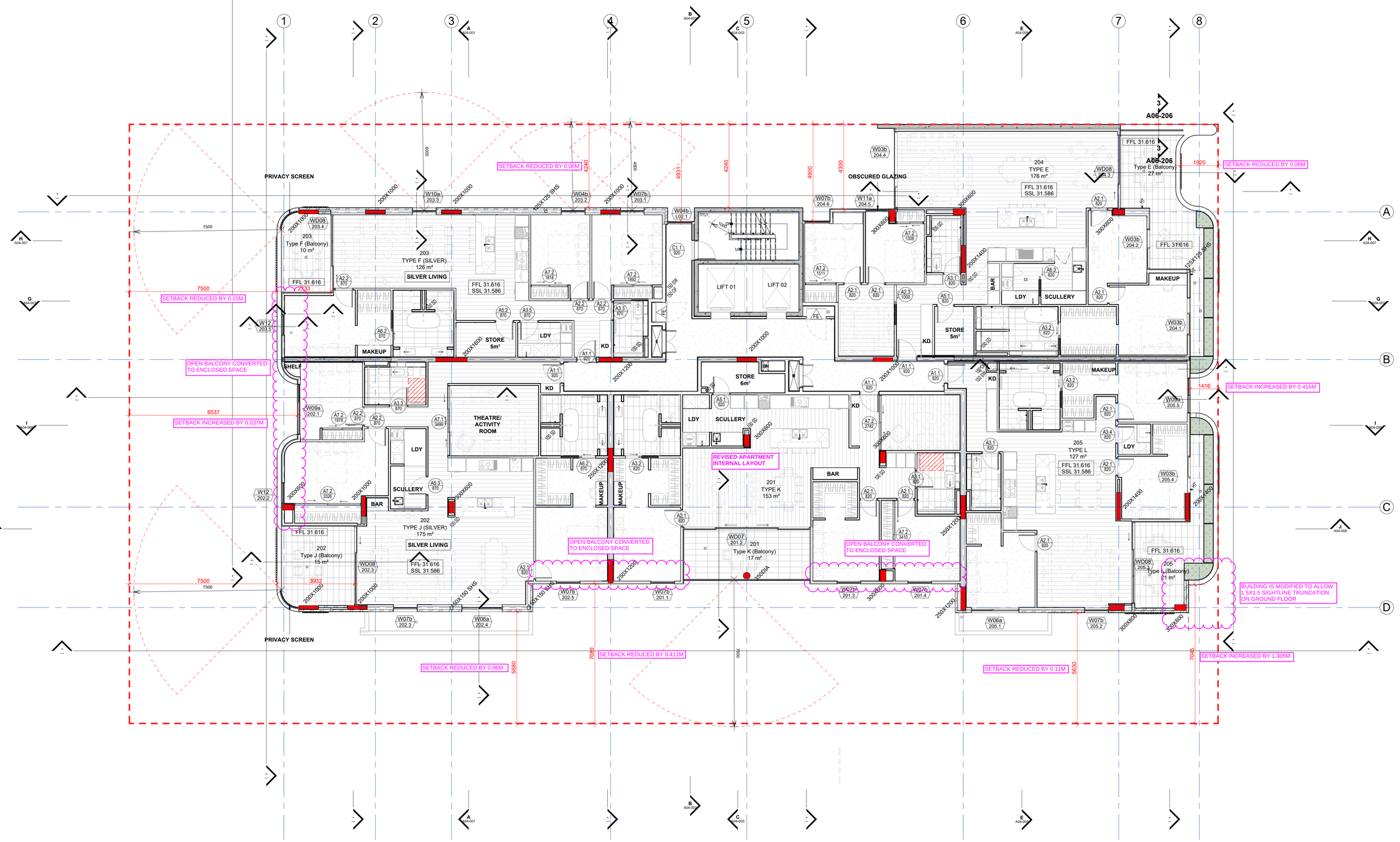
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PROJECT No.	DRAWING No.	REV
2401	A02-004	O

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- **S** SANITARY
- **SD** SLUDGE DRAIN
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STRUCTURE:
- **COL** CONCRETE COLUMN
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- **RHS** RECTANGULAR HOLLOW SECTION
- **PFC** STEEL
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- WALL BRACE

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City of Stirling
29 April 2026
RECEIVED

DD.MM.YY	REV	DESCRIPTION	CHECKED
28/04/2026	P	ADDITIONAL INFORMATION FOR AMENDED DA	KL
24/04/2026	O	HYDRAULIC COORINDATION	KL
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17/04/2026	M	MECH & ELEC RISER COORDINATION	KL
04/03/2026	L	UPDATED APARTMENT PLANS	KL
03/03/2026	K	UPDATED APARTMENT PLANS	KL
27/02/2026	J	SMALL CAR BAY, COLUMN, 205 BATHROOM UPDATE	KL
26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
19/09/2025	G	ISSUE FOR DFES MEETING	KL
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21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

ARCHITECT

space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

GENERAL ARRANGEMENT PLAN - LEVEL 2

BUILDING PERMIT

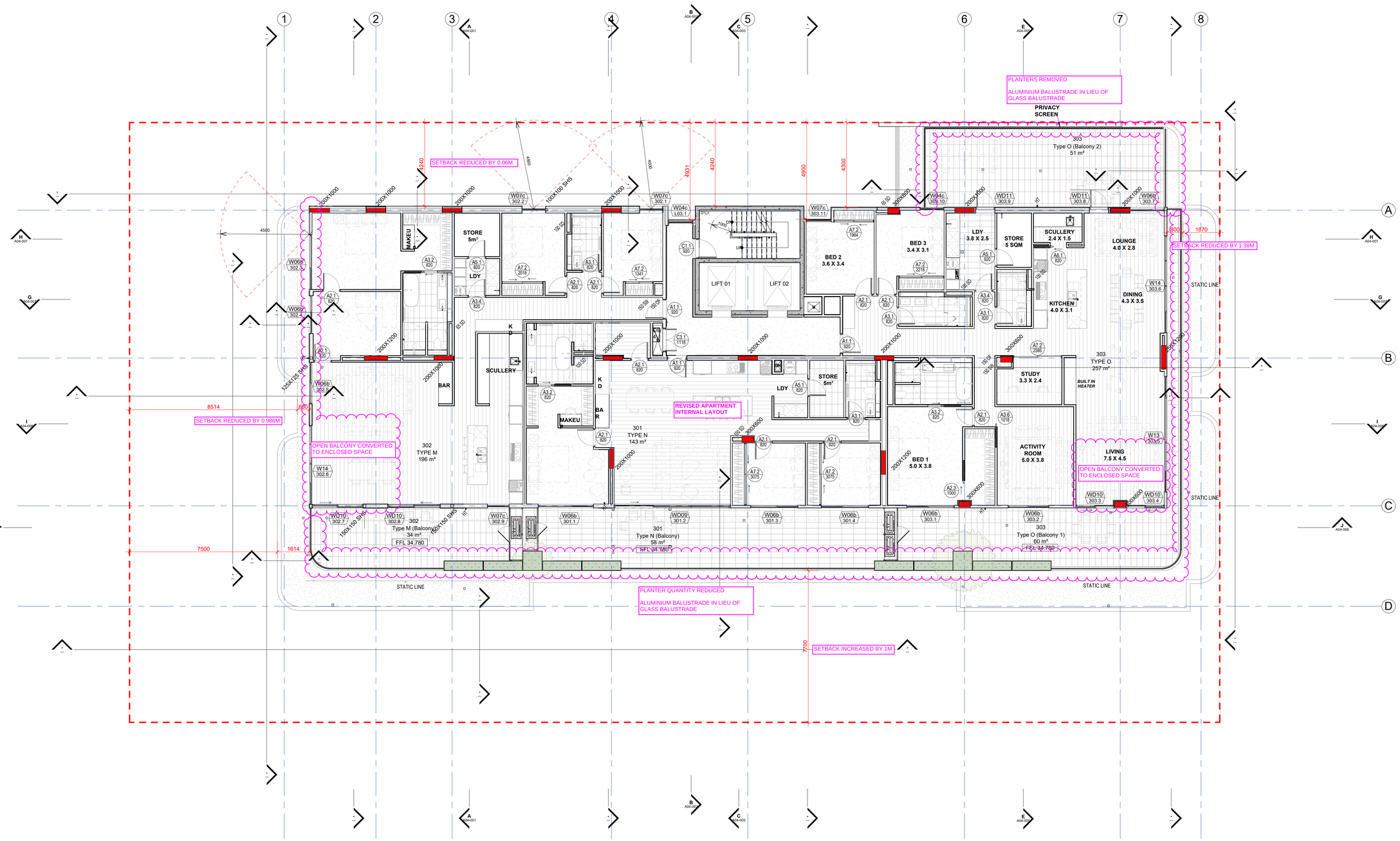
SCALE 1: 200 (A3) 1 : 100 @A1

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2401	A02-005	P

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- **FWO** FLOOR WASTE OVERFLOW
- **DP** DOWN PIPE
- **PD** PLANTER DRAIN
- **RWO** RAIN WATER OUTLET
- **S** SANITARY
- **SD** SLUDGE DRAIN
- **SW** STORMWATER
- **V** VENT PIPE

STRUCTURE:
- **CONCRETE** CONCRETE COLUMN
- **COL** SQUARE HOLLOW SECTION STEEL
- **SHS** RECTANGULAR HOLLOW SECTION
- **RHS** STEEL
- **PFC** PARALLEL FLANGE CHANNEL
- **UC** UNIVERSAL COLUMN
- **WB** WALL BRACE

FIRE:
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- **FH** FIRE HYDRANT
- **FE** FIRE EXTINGUISHER
- **HT** HOSE TRAP

PAVEMENT
- **BR** BIKE RAIL RESIDENTS

ANCILLARIES:
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- **DFPA** DIVERSION FALL PREVENTION ANCHOR
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City of Stirling
29 April 2026
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DD.MM.YY	REV	DESCRIPTION	CHECKED
28/04/2026	P	ADDITIONAL INFORMATION FOR AMENDED DA	KL
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06/06/2025	A	DD PRICING PACKAGE	KL

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3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

GENERAL ARRANGEMENT PLAN - LEVEL 3

BUILDING PERMIT

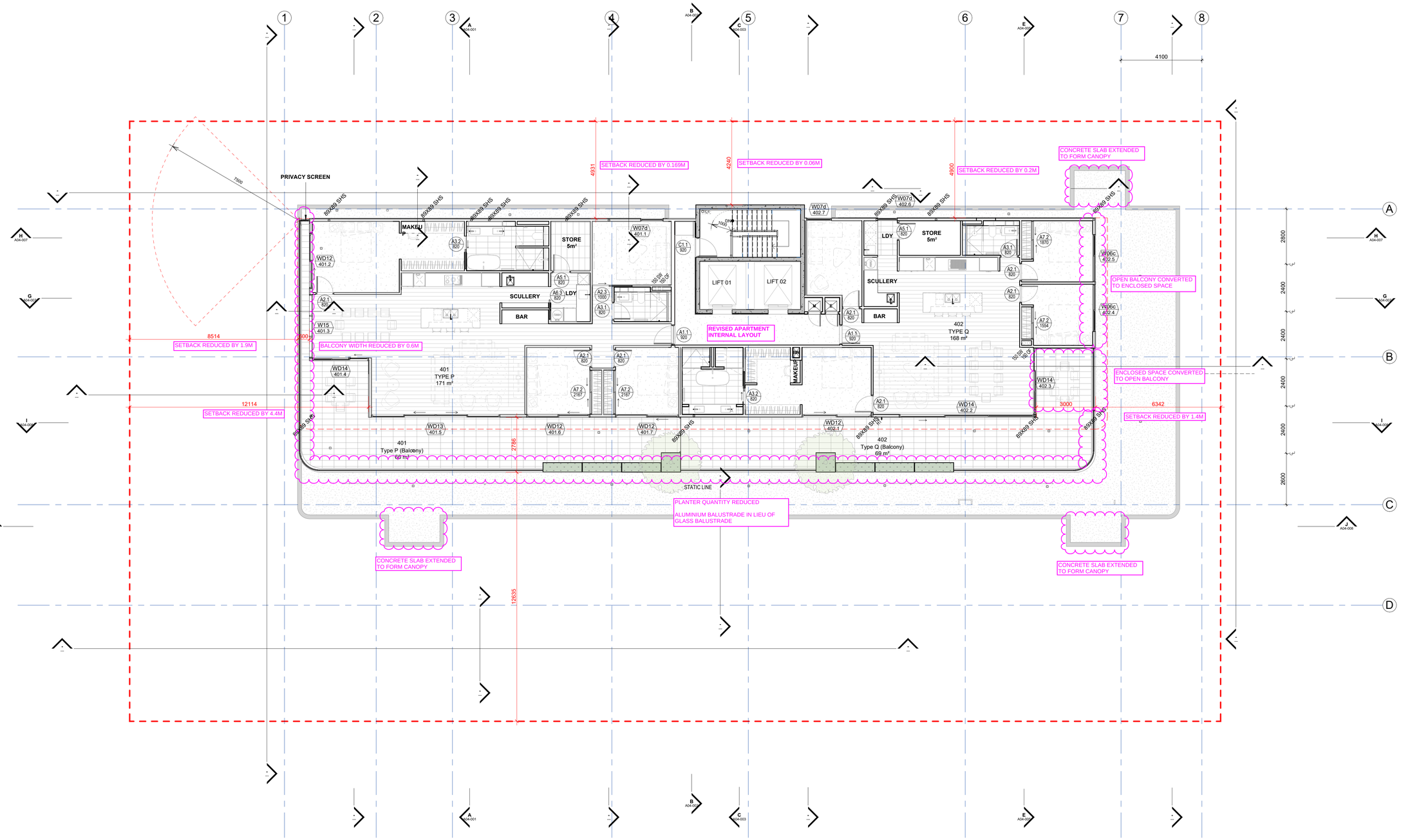
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2401	A02-006	P

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STRUCTURE:
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FIRE:
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- **FH** FIRE HYDRANT
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PAVEMENT
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28/04/2026	Q	ADDITIONAL INFORMATION FOR AMENDED DA	KL
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30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

ARCHITECT

space collective architects

3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

GENERAL ARRANGEMENT PLAN - LEVEL 4

BUILDING PERMIT

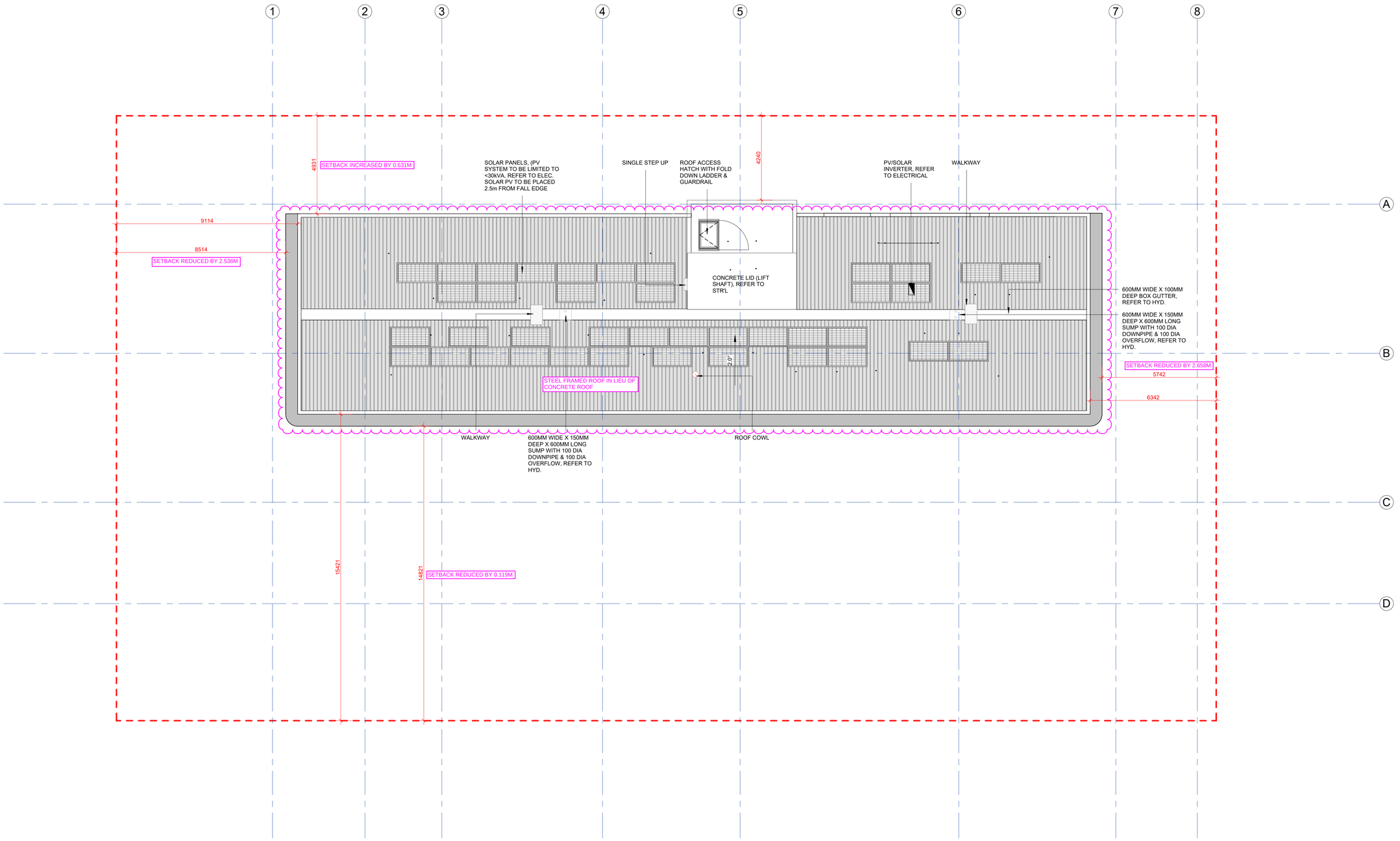
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PROJECT No.	DRAWING No.	REV
2401	A02-007	Q

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06/06/2025	A	DD PRICING PACKAGE	KL

ARCHITECT
space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - ROOF PLAN

BUILDING PERMIT

SCALE 1: 400 (A3) 1 : 100 @A1
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PROJECT No.	DRAWING No.	REV
2401	A02-008	M

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N NORTH
1 : 100

E EAST
1 : 100

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SPECIFICATION SCHEDULE

CODE	DESCRIPTION

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- C.O.S CHECK ON SITE
- DIA DIAMETER
- T.B.C TO BE CONFIRMED
- NOM NOMINAL
- SS STAINLESS STEEL
- U.N.O UNLESS NOTED OTHERWISE

City of Stirling
29 April 2026
RECEIVED

DD.MM.YY	REV	DESCRIPTION	CHECKED
28/04/2026	K	ADDITIONAL INFORMATION FOR AMENDED DA	KL
10/03/2026	J	BOUNDARY WALL UPDATE	KL
09/03/2026	I	PERGOLA UPDATE	KL
04/03/2026	H	UPDATED APARTMENT PLANS	KL
03/03/2026	G	UPDATED APARTMENT PLANS	KL
26/02/2026	F	AMENDED DA	KL
18/02/2026	E	AMENDED DA	KL
19/09/2025	D	ISSUE FOR DFES MEETING	KL
03/09/2025	C	80% TENDER	KL
13/08/2025	B	50% CD	KL
06/06/2025	A	DD PRICING PACKAGE	KL

ARCHITECT
space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
EXTERNAL ELEVATIONS 1

BUILDING PERMIT

SCALE 1: 200 (A3) 1 : 100 @A1
0 1 2 3 4 5 m

PROJECT No.	DRAWING No.	REV
2401	A03-001	K
	DRAWN BY	KL

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S SOUTH
1 : 100



W WEST
1 : 100

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SPECIFICATION SCHEDULE

CODE	DESCRIPTION

ABBREVIATIONS

LEVELS:
- **SSL** STRUCTURAL SLAB LEVEL (RL)
- **FFL** FINISHED FLOOR LEVEL (RL)
- **PL** PLANTER LEVEL
- **RL** REDUCED LEVEL
- **TOW** TOP OF WALL LEVEL (RL)
- **TOPC** TOP OF PILE CAP
- **BOPC** BOTTOM OF PILE CAP

PLUMBING:
- **BD** BALCONY DRAIN (BELOW FLOOR TILES)
- **CW** COLD WATER
- **FW** FLOOR WASTE
- **FWO** FLOOR WASTE OVERFLOW
- **DP** DOWN PIPE
- **PD** PLANTER DRAIN
- **RWO** RAIN WATER OUTLET
- **S** SANITARY
- **SD** SLUDGE DRAIN
- **SW** STORMWATER
- **V** VENT PIPE

STRUCTURE:
- **COL** CONCRETE COLUMN
- **SHS** SQUARE HOLLOW SECTION STEEL
- **RHS** RECTANGULAR HOLLOW SECTION STEEL
- **PFC** PARALLEL FLANGE CHANNEL
- **UC** UNIVERSAL COLUMN
- **WB** WALL BRACE

FIRE:
- **FHR** FIRE HOSE REEL
- **FH** FIRE HYDRANT
- **FE** FIRE EXTINGUISHER
- **HT** HOSE TRAP

PAVEMENT
- **BR** BIKE RAIL RESIDENTS

ANCILLARIES:
- **BRV** BIKE RAIL VISITORS
- **DFPA** DIVERSION FALL PREVENTION ANCHOR
- **MFPA** MAIN FALL PREVENTION ANCHOR
- **WMBR** WALL MOUNTED BIKE RACK

MISC.:
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03/09/2025	C	80% TENDER	KL
13/08/2025	B	50% CD	KL
06/06/2025	A	DD PRICING PACKAGE	KL

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CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

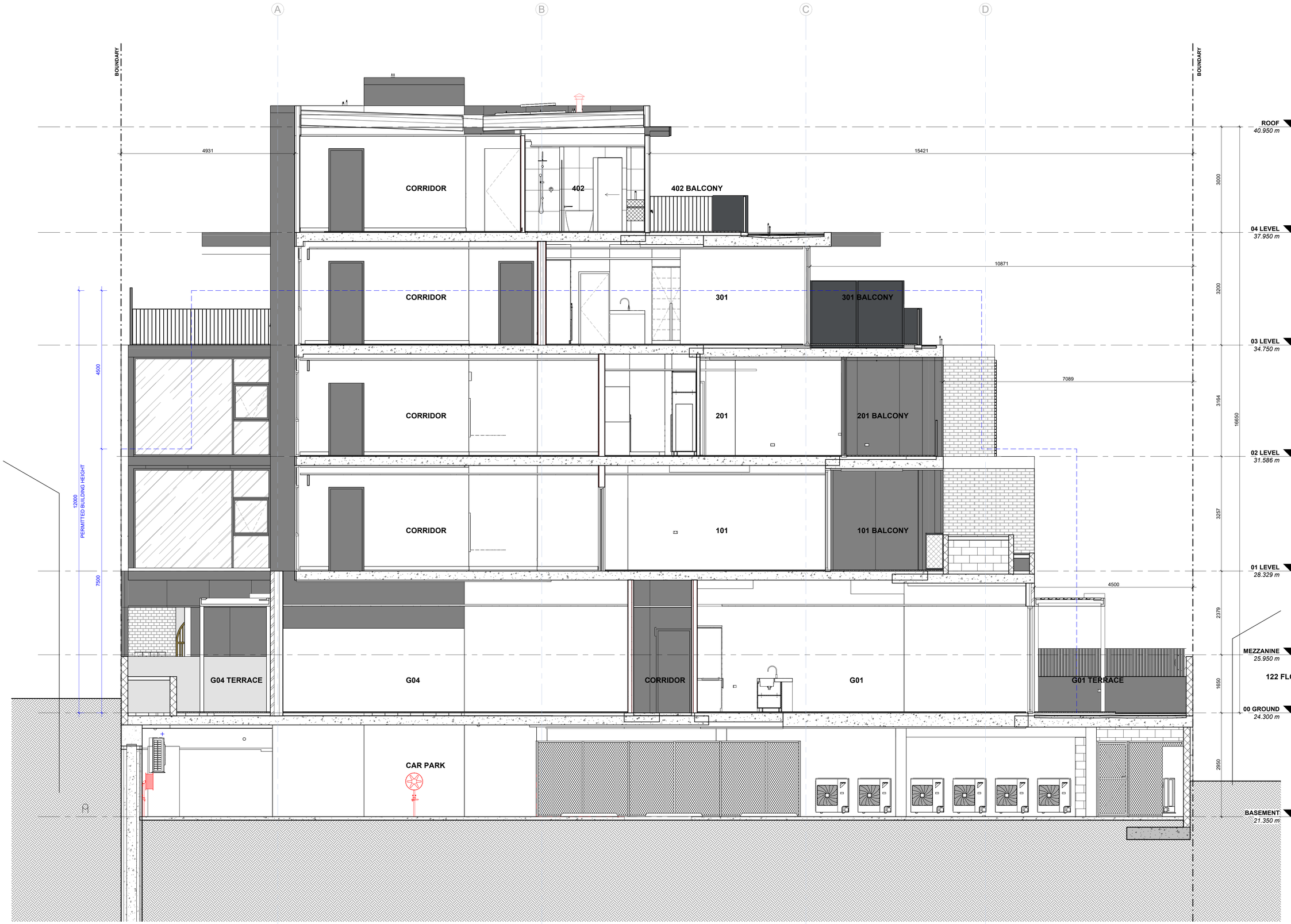
DRAWING NAME
EXTERNAL ELEVATIONS 2

BUILDING PERMIT

SCALE 1: 200 (A3) 1 : 100 @A1
0 1 2 3 4 5 m

PROJECT No.	DRAWING No.	REV
2401	A03-002	L
	DRAWN BY	KL

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B
A01-001
SECTION BB
1 : 50

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28/04/2026	D	ADDITIONAL INFORMATION FOR AMENDED DA	KL
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06/06/2025	A	DD PRICING PACKAGE	KL

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space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
SECTION BB

BUILDING PERMIT

SCALE 1: 100 (A3) As indicated @A1

0 1 2 3 4 5 m

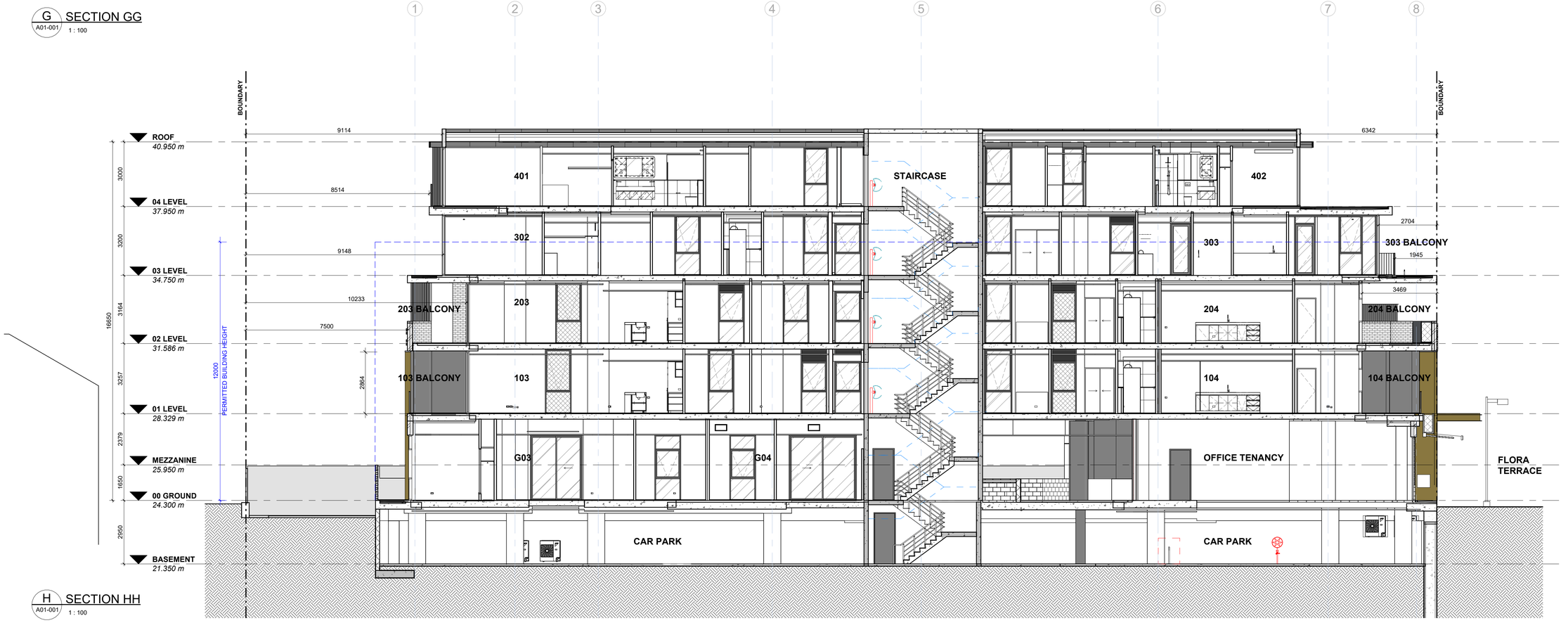
PROJECT No.	DRAWING No.	REV
2401	A04-002	D

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G A01-001 SECTION GG
1 : 100



H A01-001 SECTION HH
1 : 100

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28/04/2026	D	ADDITIONAL INFORMATION FOR AMENDED DA	KL
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06/06/2025	A	DD PRICING PACKAGE	KL

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space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
SECTION GG & HH

BUILDING PERMIT

SCALE 1: 200 (A3) 1 : 100 @A1
0 1 2 3 4 5 m

PROJECT No.	DRAWING No.	REV
2401	A04-007	D

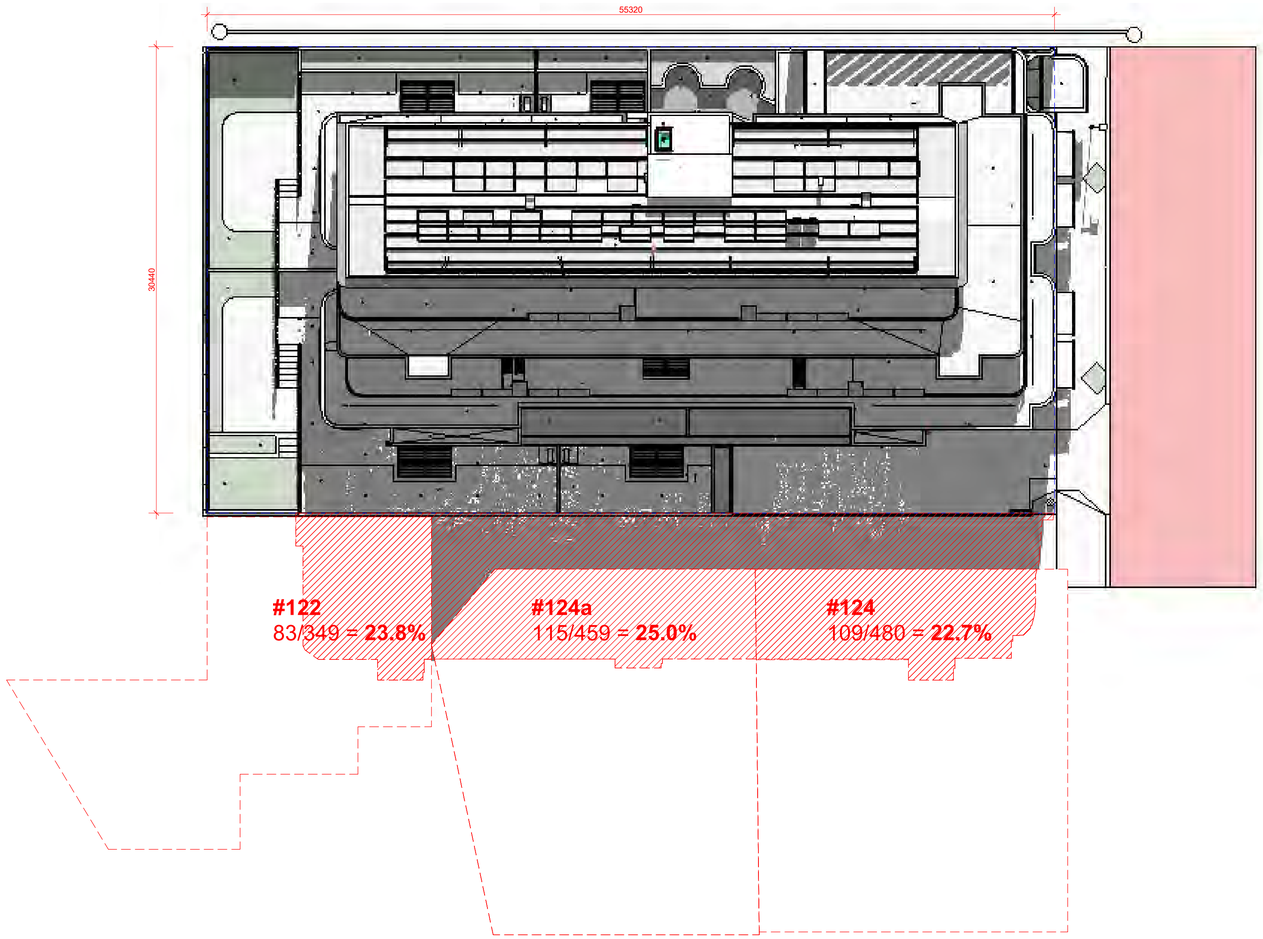
DRAWN BY Author

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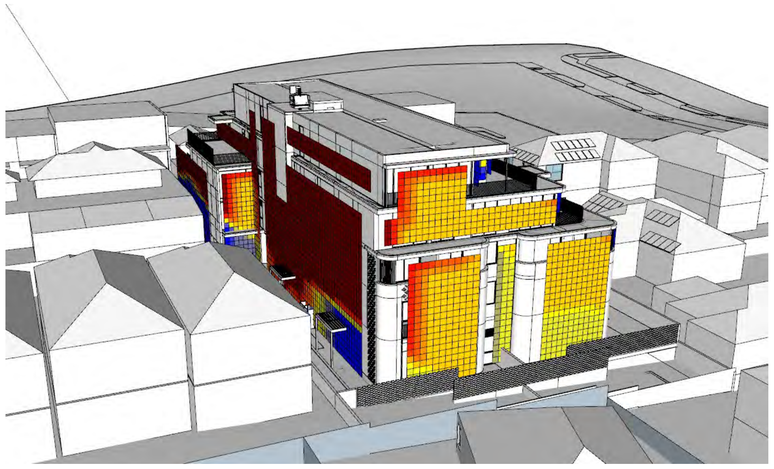
GENERAL NOTES

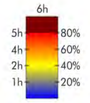
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City of Stirling
29 April 2026
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LEVEL	TOTAL APT UNITS	APT UNITS COMPLIED
GROUND FLOOR	4	3
LEVEL 1	6	4
LEVEL 2	5	4
LEVEL 3	3	2
LEVEL 4	2	2
TOTAL	20	15

WINTER SOLSTICE - JUNE 21ST

75% OF APARTMENT RECEIVED AT LEAST 2 HOURS OF SUNLIGHT

DD.MM.YY	REV	DESCRIPTION	CHECKE
10/03/2026	A	COMM. BIN DOOR & DRIVEWAY RL UPDATE	KL

ARCHITECT

space collective architec
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT

RYAN HENDERSON

PROJECT NAME

FLORA RESIDENCES

118 FLORA TERRACE, NORTH BEACH

DRAWING NAME

GENERAL ARRANGEMENT PLAN - OVERSHADOWING STUDY
BUILDING PERMIT

SCALE 1: 200 (A3) 1 : 200 @A1

0 1 2 3 4 5 m

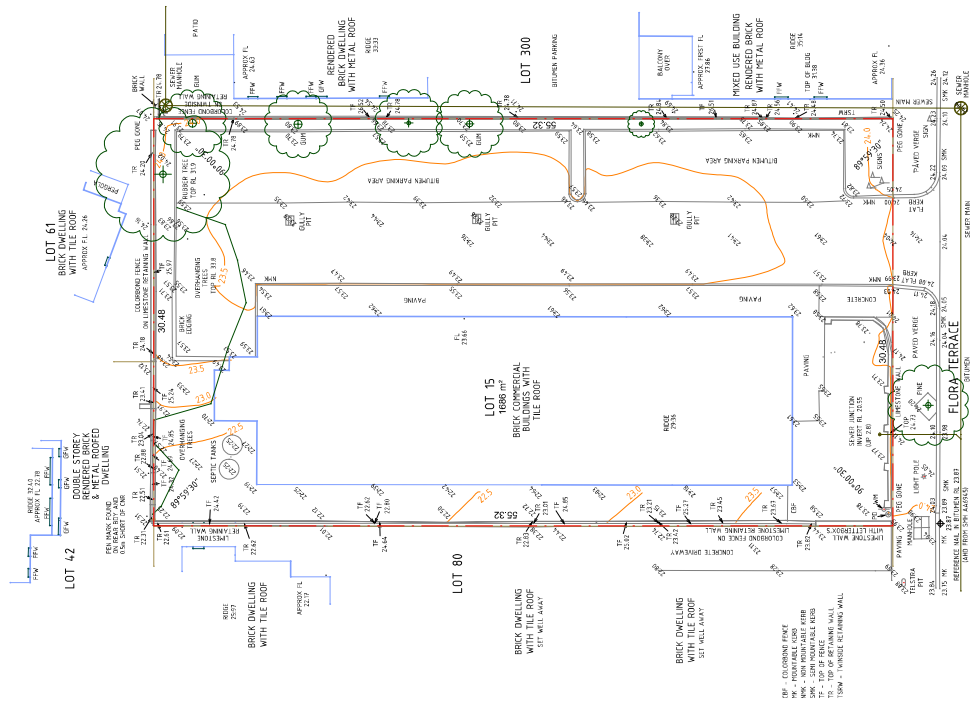
PROJECT No.	DRAWING No.	REV
2401	A02-028	A
	DRAWN BY	KL

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Survey Plan

AMENDED PLAN

City of Stirling
6 November 2024
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DEVELOPMENT ASSESSMENT PANEL
APPROVED
20-Dec-2024

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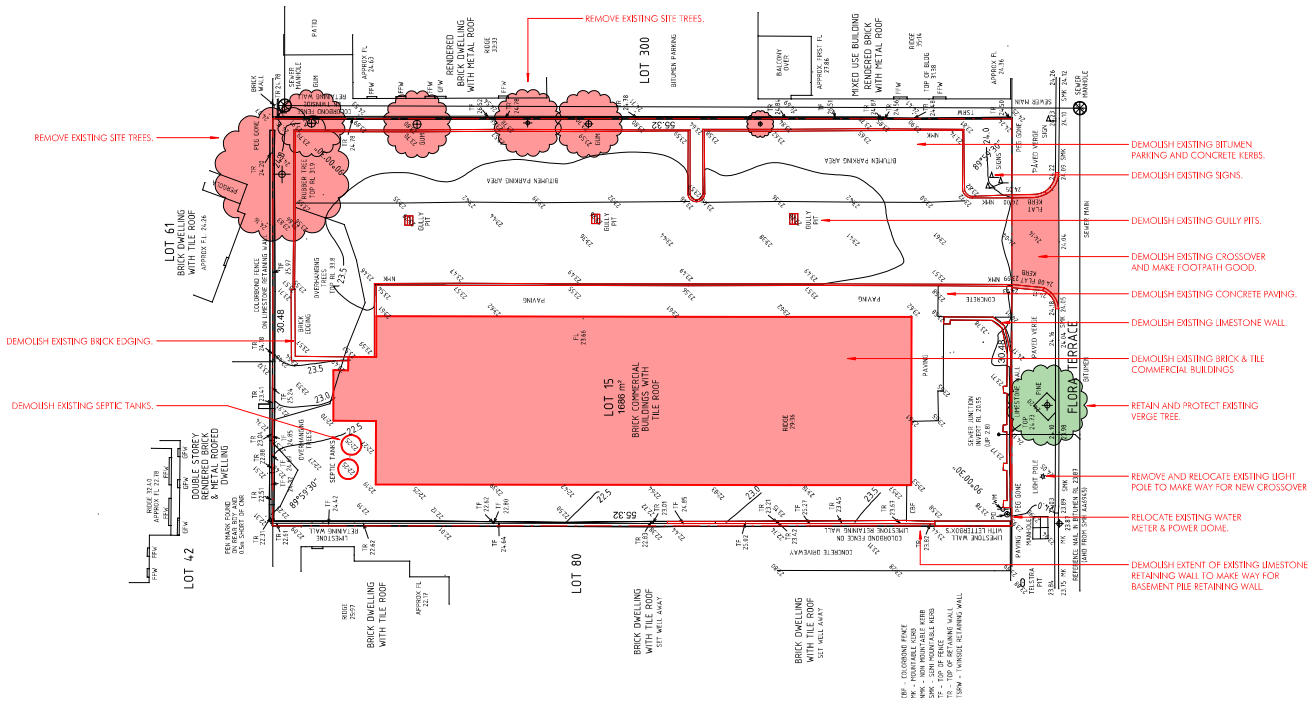
Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 200 @A1 (1:200 (A3))		27.06.24	SURVEY PLAN PROJECT PHASE DA	2401	SD1-00	A

Demolition Plan

AMENDED PLAN

City of Stirling
6 November 2024
RECEIVED



DEVELOPMENT ASSESSMENT PANEL
APPROVED
20-Dec-2024

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Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 200 @A1 (1:200 (A3))		06.11.24	DEMOLITION PLAN PROJECT PHASE DA	2401	SD1-01	B

Site Plans

AMENDED PLAN

City of Stirling
26 Nov 2024
RECEIVED

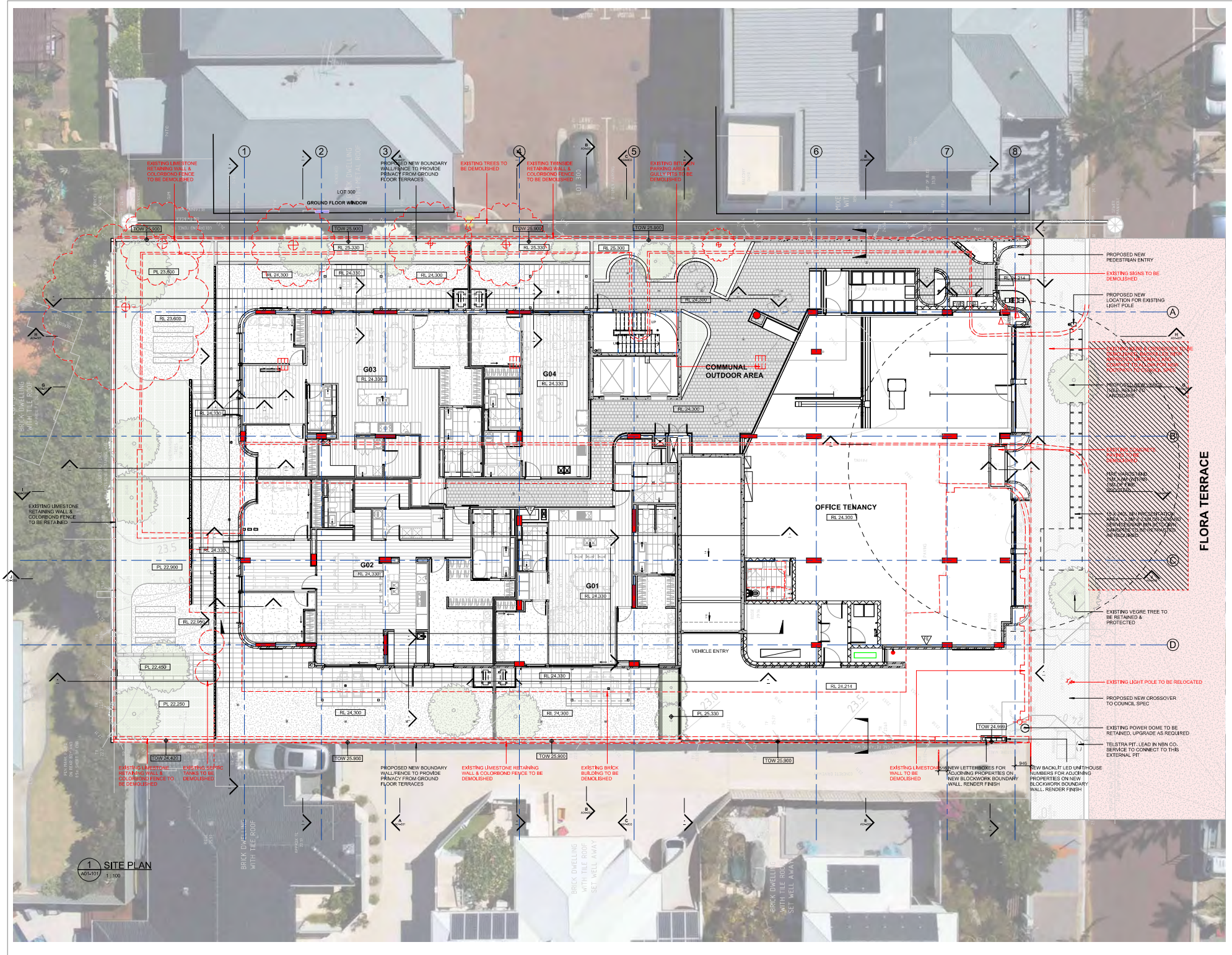


DEVELOPMENT ASSESSMENT PANEL
APPROVED
20-Dec-2024

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Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 200 @A1 (1:200 (A3))		26.11.24	SITE PLAN PROJECT PHASE: DA	2401	SD1-02	E



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28/04/2026	I	ADDITIONAL INFORMATION FOR AMENDED DA	KL
19/03/2026	H	FORWARD WORK BUILDING PERMIT	KL
10/03/2026	G	BOUNDARY WALL UPDATE	KL
04/03/2026	F	UPDATED APARTMENT PLANS	KL
26/02/2026	E	AMENDED DA	KL
24/02/2026	D	SOUTHERN BOUNDARY WALL	KL
18/08/2025	C	ISSUE FOR DRES MEETING	KL
03/09/2025	B	90% TENDER	KL
13/08/2025	A	50% DD	KL

ARCHITECT
space collective architec
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
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PROJECT NAME
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DRAWING NAME
SITE PLAN

BUILDING PERMIT

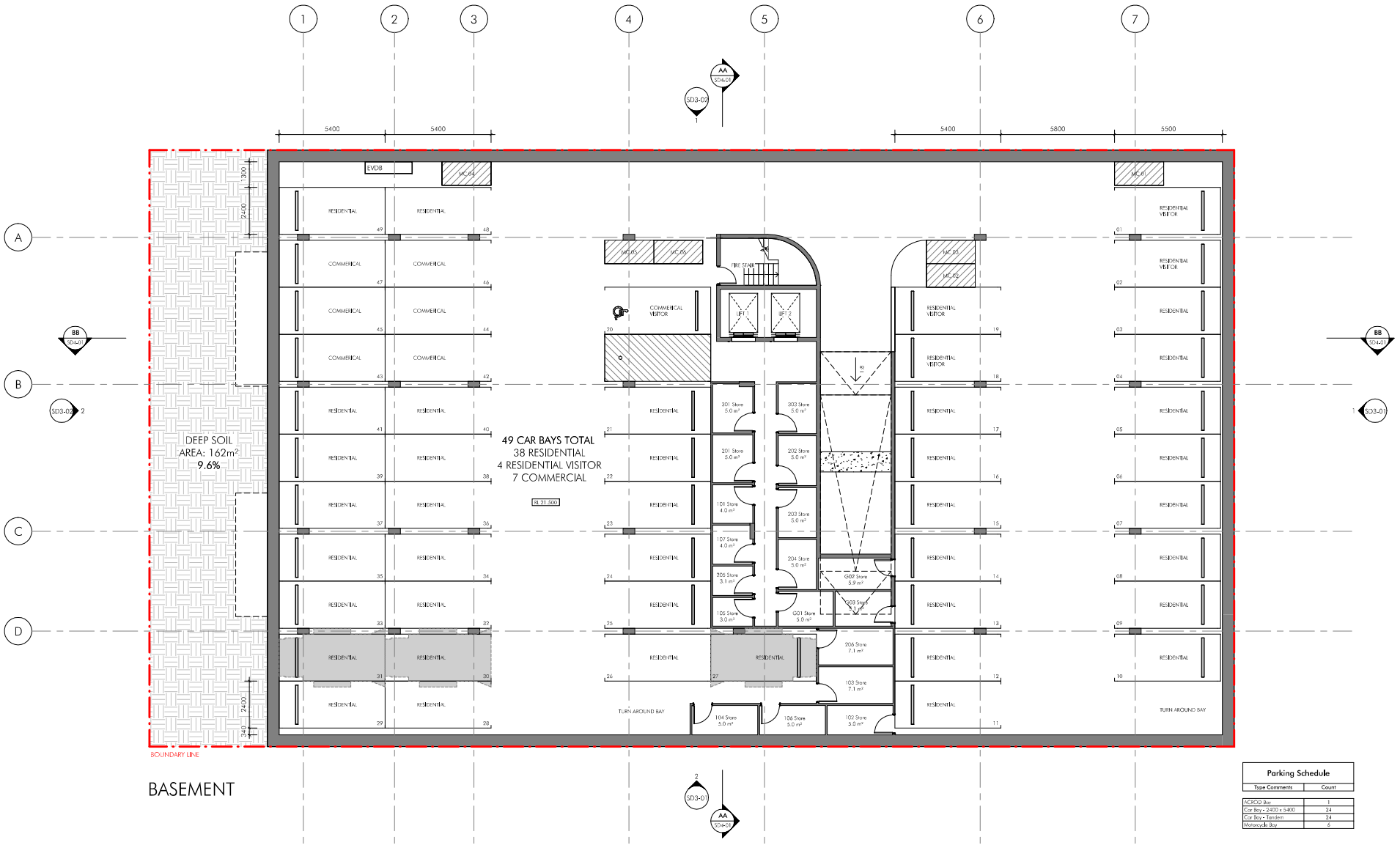
SCALE		DRAWING No.	REV
1: 200 (A3) 1 : 100 @A1		A01-001	I
PROJECT No. 2401	DRAWN BY KL		

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Basement Level Floor Plans

AMENDED PLAN

City of Stirling
6 November 2024
RECEIVED



BASEMENT

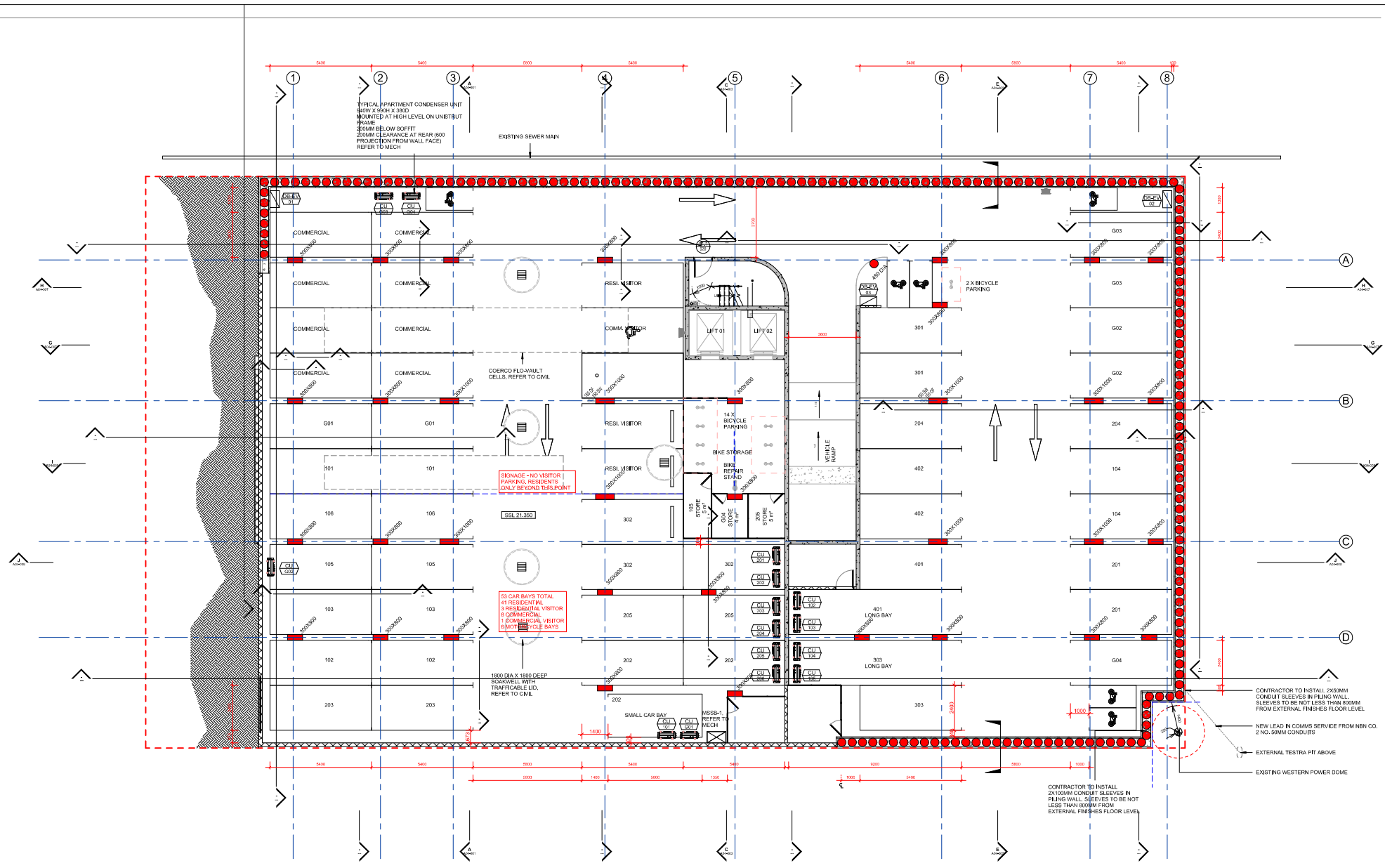
Parking Schedule	
Type Comments	Count
ACROD Bay	1
Car Bay - 2400 x 5400	24
Car Bay - Tandem	24
Motorcycle Bay	6

DEVELOPMENT ASSESSMENT PANEL
APPROVED
20-Dec-2024

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Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 100 @A1 (1:200 @A3)		06.11.24	BASEMENT PLAN PROJECT PHASE: DA	2401	SD2-00	D



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- RL REDUCED LEVEL
- TOW TOP OF WALL LEVEL (RL)
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REV	DESCRIPTION	CHECKED
28/04/2026	S ADDITIONAL INFORMATION FOR AMENDED DA	KL
24/04/2026	R HYDRAULIC COORDINATION	KL
09/04/2026	Q RETAINING WALL & STORE UPDATE	KL
19/03/2026	P FORWARD WORK BUILDING PERMIT	KL
04/03/2026	O UPDATED APARTMENT PLANS	KL
03/03/2026	N UPDATED APARTMENT PLANS	KL
27/02/2026	M SMALL CAR BAY, COLUMN, 205 BATH ROOM UPDATE	KL
26/02/2026	L AMENDED DA	KL
20/02/2026	K CAR PARK LAYOUT UPDATE	KL
18/02/2026	J AMENDED DA	KL
16/12/2025	I ISSUED FOR BUILDING PERMIT	LZ
11/11/2025	H ISSUED FOR INFORMATION	LZ
18/09/2025	G ISSUE FOR DFRS MEETING	KL
03/09/2025	F 50% TENDER	KL
13/08/2025	E 90% CD	KL
21/07/2025	D ISSUE FOR COORDINATION	KL
07/07/2025	C ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A DD PRICING PACKAGE	KL

ARCHITECT
space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - BASEMENT

BUILDING PERMIT

SCALE 1: 200 (A3) 1 : 100 @A1
0 1 2 3 4 5 m

PROJECT No.	DRAWING No.	REV
2401	A02-001	S

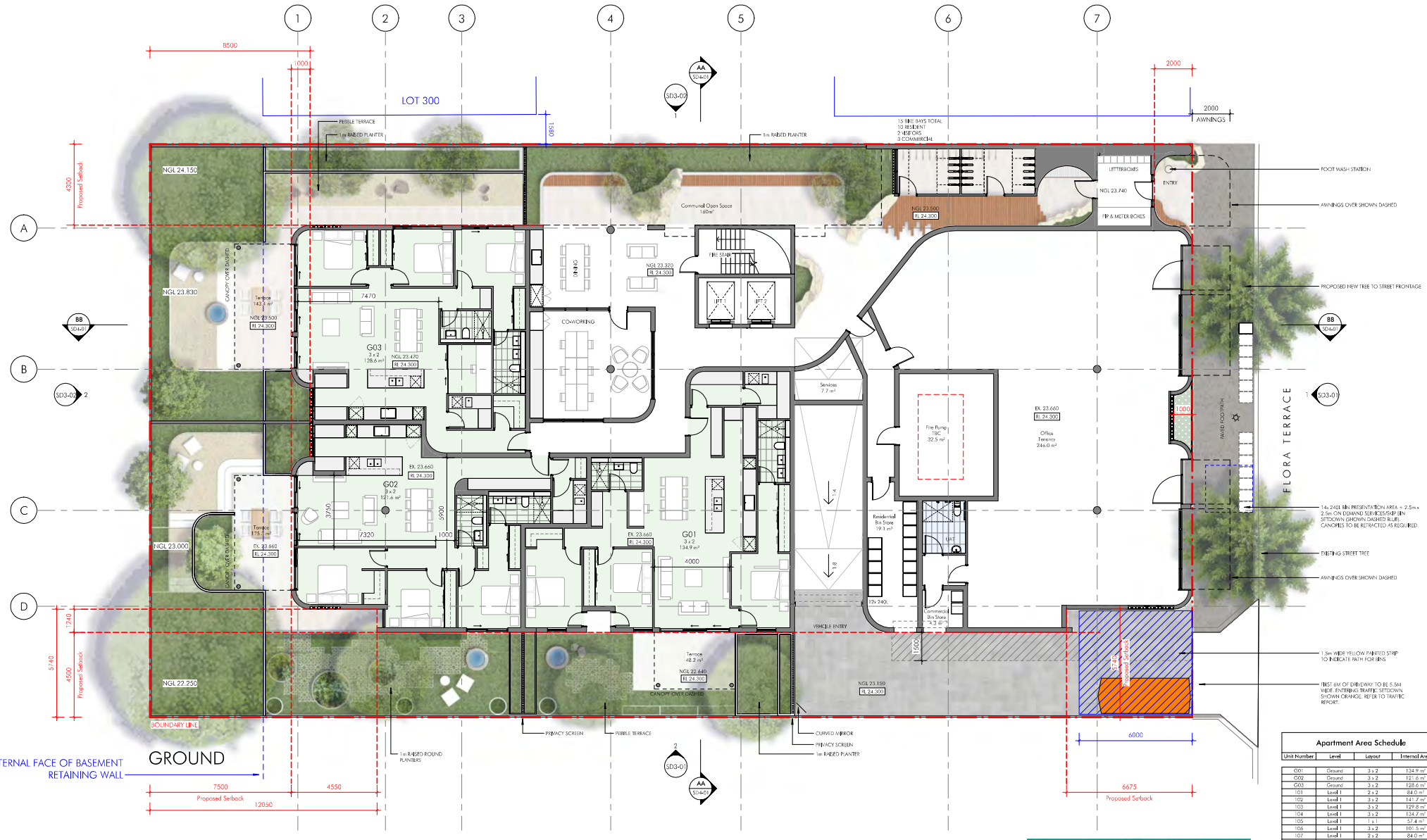
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Ground Floor Level Floor Plans

AMENDED PLAN

City of Stirling
6 November 2024
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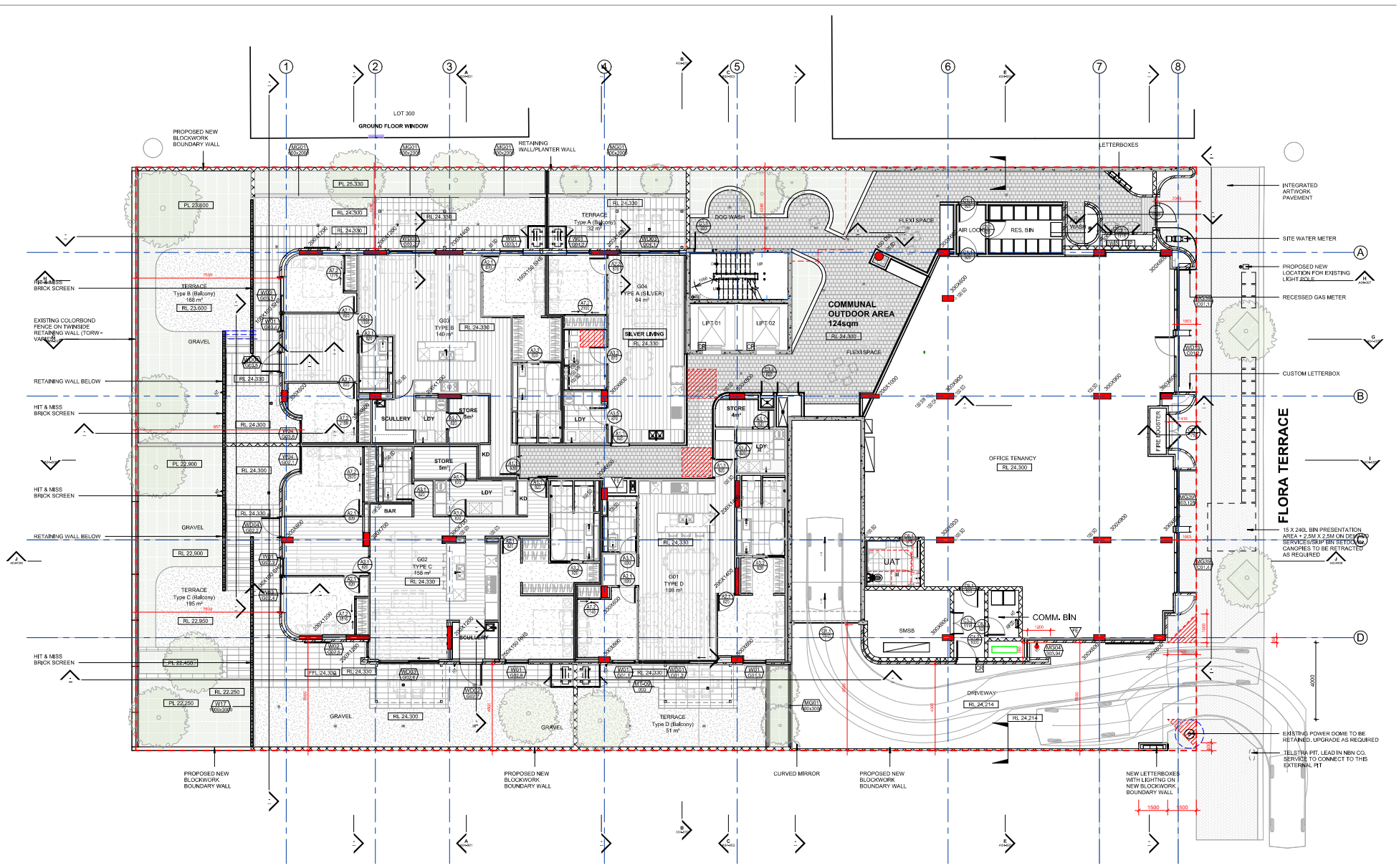
Apartment Area Schedule			
Unit Number	Level	Layout	Internal Area
G01	Ground	3 x 2	134.9 m²
G02	Ground	3 x 2	121.6 m²
G03	Ground	3 x 2	128.6 m²
101	Level 1	2 x 2	84.0 m²
102	Level 1	3 x 2	141.7 m²
103	Level 1	3 x 2	129.8 m²
104	Level 1	3 x 2	134.7 m²
105	Level 1	1 x 1	57.4 m²
106	Level 1	3 x 2	101.5 m²
107	Level 1	2 x 2	84.0 m²
201	Level 2	3 x 2	172.4 m²
202	Level 2	3 x 2	122.1 m²
203	Level 2	3 x 2	130.1 m²
204	Level 2	3 x 2	134.6 m²
205	Level 2	1 x 1	57.4 m²
206	Level 2	3 x 2	94.2 m²
301	Level 3	3 x 2	136.0 m²
302	Level 3	3 x 2	167.3 m²
303	Level 3	3 x 2	167.6 m²
401	Level 4	4 x 4.5	268.3 m²
Total Units: 20			2,578.3 m²

DEVELOPMENT ASSESSMENT PANEL
APPROVED
20-Dec-2024

Flora Residences
118 Flora Terrace, North Beach

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SCALE	N/P	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 100 @A1 (1:200 @A3)		06.11.24	GROUND FLOOR PLAN	2401	SD2-01	E
			PROJECT PHASE: DA			



GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ARCHITECT, CONSULTANT DRAWINGS AND SPECIFICATIONS AND SCHEDULES.
2. USE FIGURED DIMENSIONS ONLY DO NOT SCALE.
3. ALL DIMENSIONS ON DRAWINGS SHALL BE CHECKED BY THE BUILDER PRIOR TO COMMENCEMENT OF CONSTRUCTION, PROCEEDING WITH PREPERATION OF SHOP DRAWINGS OR PLACING OF ORDERS, NOTIFY THE ARCHITECT OF ANY DISCREPANCIES FOR CLARIFICATION.
4. ALL WORK SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC), AUSTRALIAN STANDARDS AND THE REQUIREMENTS OF STATE AND LOCAL AUTHORITIES.
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ABBREVIATIONS

LEVELS:
- SSL STRUCTURAL SLAB LEVEL (RL)
- FFL FINISHED FLOOR LEVEL (RL)
- PL PLANTER LEVEL
- RL REDUCED LEVEL
- TOW TOP OF WALL LEVEL (RL)
- TOPC TOP OF PILE CAP
- BOPC BOTTOM OF PILE CAP

PLUMBING:
- BD BALCONY DRAIN (BELOW FLOOR TILES)
- CW COLD WATER
- FW FLOOR WASTE
- FWO FLOOR WASTE OVERFLOW
- DP DOWN PIPE
- PD PLANTER DRAIN
- RWO RAIN WATER OUTLET
- S SANITARY
- SD SLUDGE DRAIN
- SW STORMWATER
- V VENT PIPE

STRUCTURE:
- CONCRETE COLUMN
- COL SQUARE HOLLOW SECTION STEEL
- SHS RECTANGULAR HOLLOW SECTION
- RHS STEEL
- PFC PARALLEL FLANGE CHANNEL
- UC UNIVERSAL COLUMN
- WB WALL BRACE

FIRE:
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- FH FIRE HYDRANT
- FE FIRE EXTINGUISHER
- HT HOSE TRAP

PAVEMENT:
- BR BIKE RAIL RESIDENTS

ANCILLARIES:
- BRV BIKE RAIL VISITORS
- DFPA DIVERSION FALL PREVENTION
- MFPA ANCHOR
- WMBR MAIN FALL PREVENTION ANCHOR
- WALL MOUNTED BIKE RACK

MISC.
- C.O.S CHECK ON SITE
- DIA DIAMETER
- T.B.C TO BE CONFIRMED
- NOM NOMINAL
- SS STAINLESS STEEL
- U.N.O UNLESS NOTED OTHERWISE

City of Stirling
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28/04/2026	R	ADDITIONAL INFORMATION FOR AMENDED DA	KL
24/04/2026	Q	HYDRAULIC COORDINATION	KL
21/04/2026	P	SERVICE COORDINATION	KL
17/04/2026	O	MECH & ELEC HEIGHT COORDINATION	KL
18/03/2026	N	OFFICE ROOM TAG UPDATE	KL
10/03/2026	M	COMM. BIN DOOR & DRIVEWAY RL UPDATE	KL
10/03/2026	L	BOUNDARY WALL UPDATE	KL
04/03/2026	K	UPDATED APARTMENT PLANS	KL
02/03/2026	J	UPDATED APARTMENT PLANS	KL
26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
18/09/2025	G	ISSUE FOR DFES MEETING	KL
02/09/2025	F	90% TENDER	KL
13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL
DD/MM/YY	REV	DESCRIPTION	CHECKED

ARCHITECT
space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - GROUND FLOOR

BUILDING PERMIT

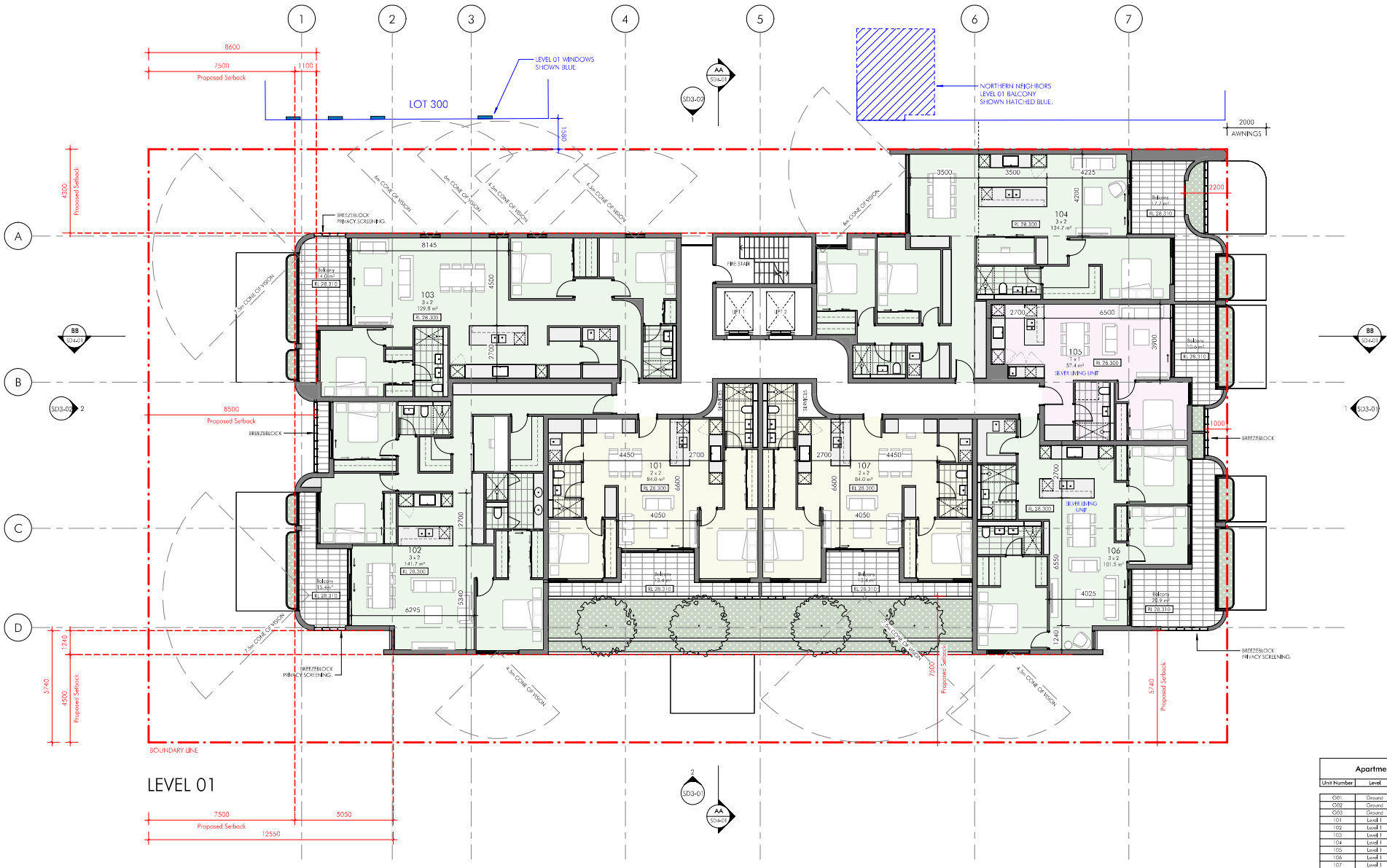
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1 : 100 @A1 (1:200 @A3)	2401	A02-002	R
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Level 1 Floor Plans

AMENDED PLAN

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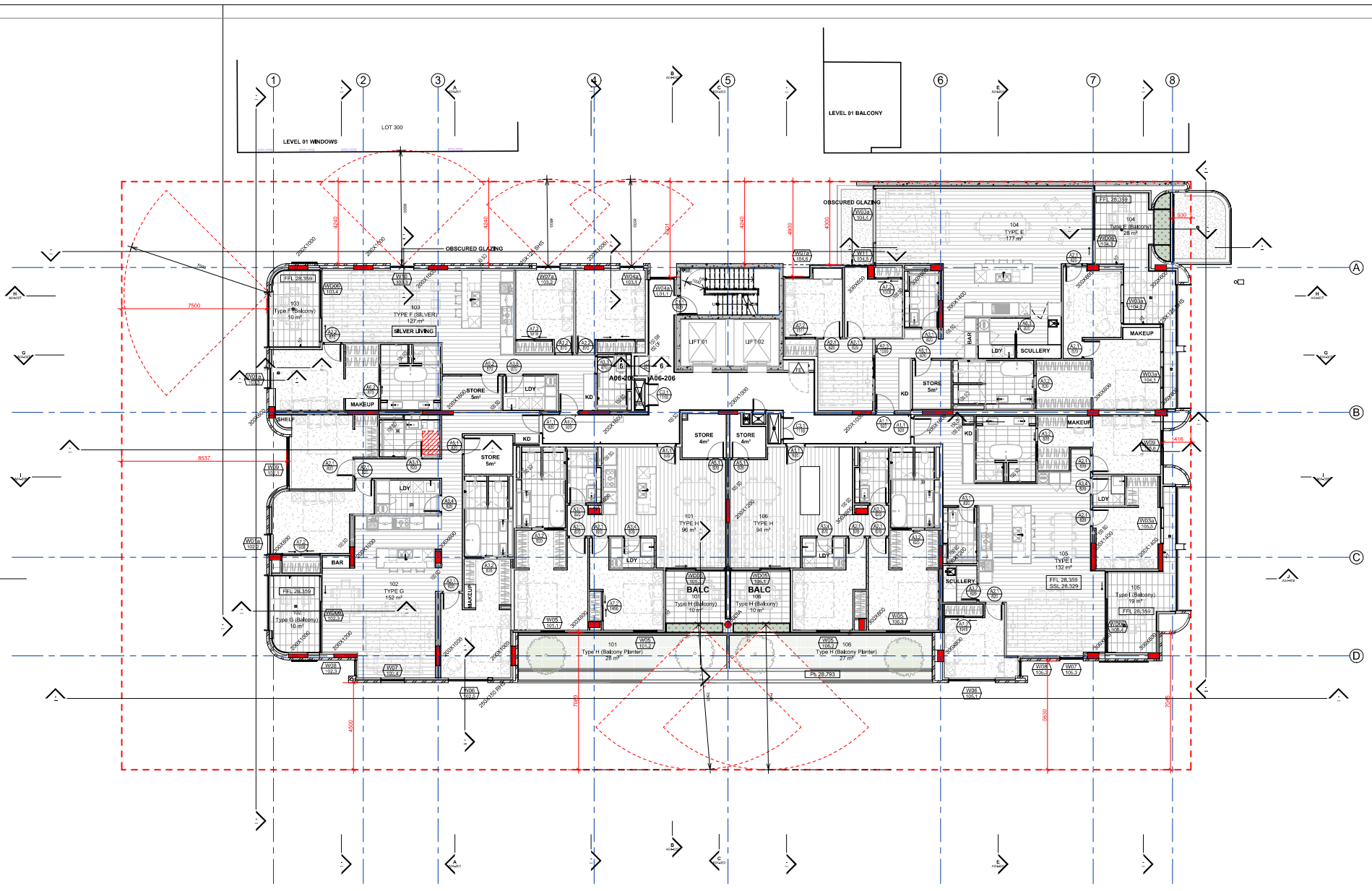
DEVELOPMENT ASSESSMENT PANEL
APPROVED
20-Dec-2024

Apartment Area Schedule

Unit Number	Level	Layout	Internal Area
G01	Ground	3 x 2	134.9 m²
G02	Ground	3 x 2	121.6 m²
G03	Ground	3 x 2	128.6 m²
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301	Level 3	3 x 2	136.0 m²
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303	Level 3	3 x 2	167.6 m²
401	Level 4	4 x 4.5	268.3 m²
Total Units: 20			2,578.3 m²

Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 100 @A1 (1:200 A3)		06.11.24	LEVEL 01 PLAN PROJECT PHASE: DA	2401	SD2-02	E



GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ARCHITECT, CONSULTANT DRAWINGS AND SPECIFICATIONS AND SCHEDULES.
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- TOPC TOP OF PILE CAP
- BOPC BOTTOM OF PILE CAP

PLUMBING:
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- CW COLD WATER
- FW FLOOR WASTE
- FWO FLOOR WASTE OVERFLOW
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- RWO RAIN WATER OUTLET
- S SANITARY
- SD SLUDGE DRAIN
- SW STORMWATER
- V VENT PIPE

STRUCTURE:
- COL CONCRETE COLUMN
- SHS SQUARE HOLLOW SECTION STEEL
- RHS RECTANGULAR HOLLOW SECTION STEEL
- PFC PARALLEL FLANGE CHANNEL
- UC UNIVERSAL COLUMN
- WB WALL BRACE

FIRE:
- FHR FIRE HOSE REEL
- FH FIRE HYDRANT
- FE FIRE EXTINGUISHER
- HT HOSE TRAP

PAVEMENT
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ANCILLARIES:
- BRV BIKE RAIL VISITORS
- DFPA DIVERSION FALL PREVENTION ANCHOR
- MFPA MAIN FALL PREVENTION ANCHOR
- WMBR WALL MOUNTED BIKE RACK

MISC.
- C,O,S CHECK ON SITE
- DIA DIAMETER
- T,B,C TO BE CONFIRMED
- NOM NOMINAL
- SS STAINLESS STEEL
- U,N,O UNLESS NOTED OTHERWISE

City of Stirling
29 April 2026
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DD/MM/YY	REV	DESCRIPTION	CHECKED
28/04/2026	O	ADDITIONAL INFORMATION FOR AMENDED DA	KL
24/04/2026	N	HYDRAULIC COORDINATION	KL
21/04/2026	M	SERVICE COORDINATION	KL
17/04/2026	L	MECH & ELEC RISER COORDINATION	KL
04/03/2026	K	UPDATED APARTMENT PLANS	KL
02/03/2026	J	UPDATED APARTMENT PLANS	KL
26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
18/09/2025	G	ISSUE FOR DRSS MEETING	KL
02/09/2025	F	90% TENDER	KL
12/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/05/2025	A	DD PRICING PACKAGE	KL

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CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - LEVEL 1

BUILDING PERMIT

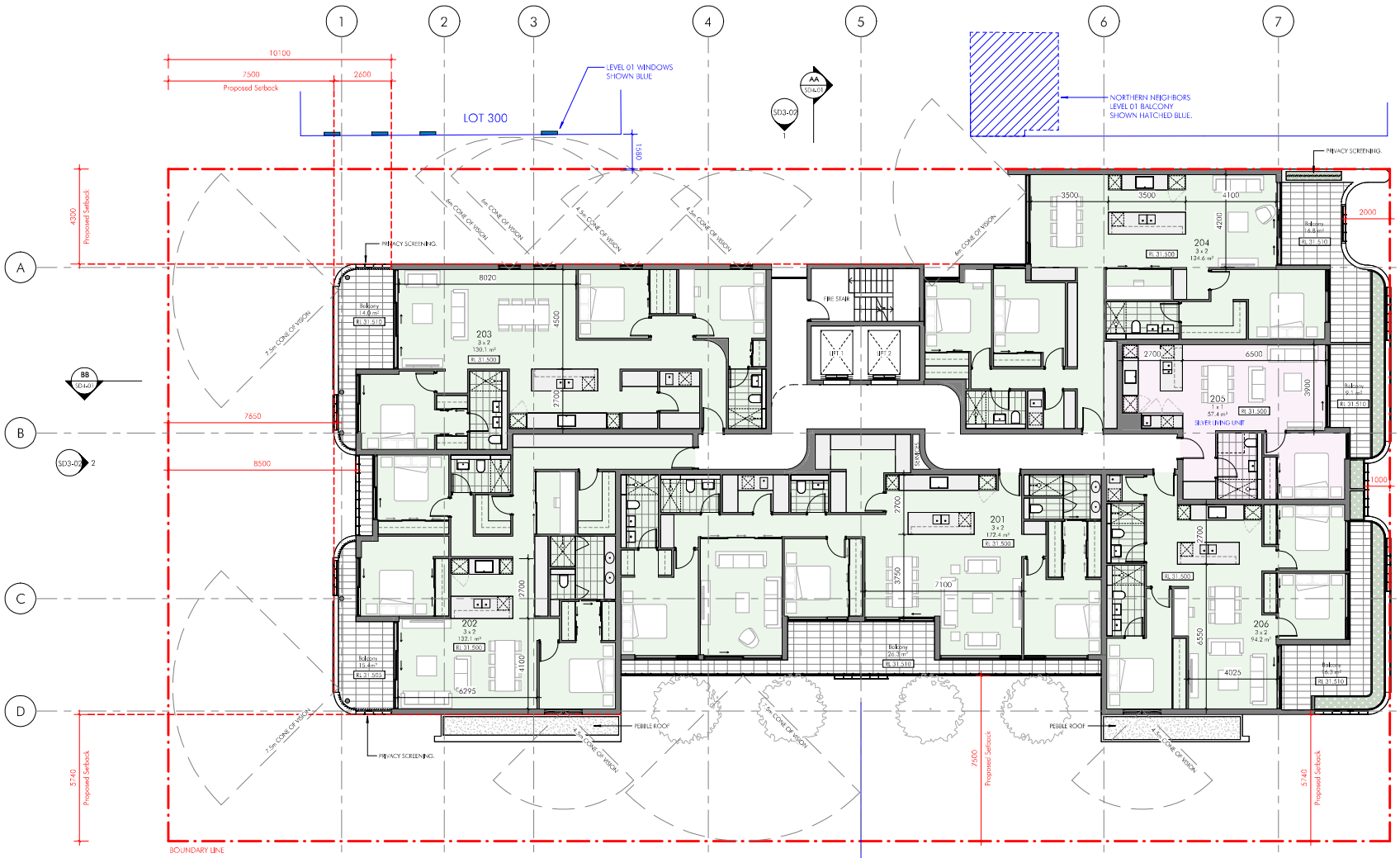
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Level 2 Floor Plans

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LEVEL 02

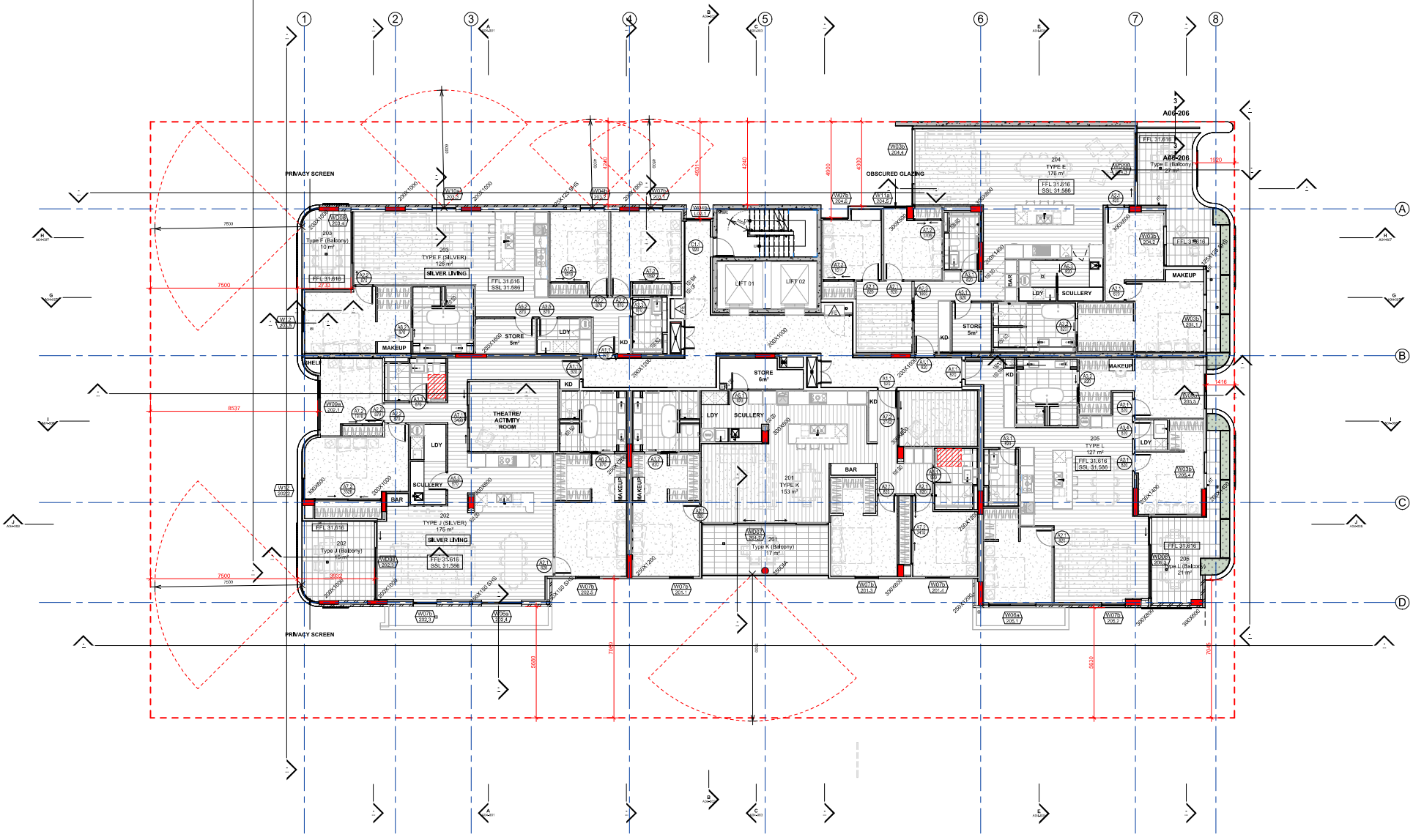
DEVELOPMENT ASSESSMENT PANEL
APPROVED
20-Dec-2024

Apartment Area Schedule

Unit Number	Level	Layout	Internal Area
G01	Ground	3 x 2	134.9 m²
G02	Ground	3 x 2	121.6 m²
G03	Ground	3 x 2	128.6 m²
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303	Level 3	3 x 2	167.6 m²
401	Level 4	4 x 4.5	268.3 m²
Total Units: 20			2,578.3 m²

Flora Residences
118 Flora Terrace, North Beach
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SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 100 @A1 (1:200 @A3)		06.11.24	LEVEL 02 PLAN PROJECT PHASE: DA	2401	SD2-03	E



GENERAL NOTES

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- TOPC TOP OF PILE CAP
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PLUMBING:
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- FWO FLOOR WASTE OVERFLOW
- DP DOWN PIPE
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- RWO RAIN WATER OUTLET
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- SD SLUDGE DRAIN
- SW STORMWATER
- V VENT PIPE

STRUCTURE:
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- SHS SQUARE HOLLOW SECTION STEEL
- RHS RECTANGULAR HOLLOW SECTION STEEL
- PFC PARALLEL FLANGE CHANNEL
- UC UNIVERSAL COLUMN
- WB WALL BRACE

FIRE:
- FHR FIRE HOSE REEL
- FH FIRE HYDRANT
- FE FIRE EXTINGUISHER
- HT HOSE TRAP

PAVEMENTS:
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ANCILLARIES:
- BRV BIKE RAIL VISITORS
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MISC.:
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- DIA DIAMETER
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City of Stirling
29 April 2026
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DD/MM/YY	REV	DESCRIPTION	CHECKED
28/04/2026	P	ADDITIONAL INFORMATION FOR AMENDED DA	KL
24/04/2026	O	HYDRAULIC COORDINATION	KL
21/04/2026	N	SERVICE COORDINATION	KL
17/04/2026	M	MECH & ELEC RISER COORDINATION	KL
04/03/2026	L	UPDATED APARTMENT PLANS	KL
03/03/2026	K	UPDATED APARTMENT PLANS	KL
27/02/2026	J	SMALL CAR BAY, COLUMN, 205 BATHROOM UPDATE	KL
26/02/2026	I	AMENDED DA	KL
12/02/2026	H	AMENDED DA	KL
18/09/2025	G	ISSUE FOR DFES MEETING	KL
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30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

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space collective architec
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - LEVEL 2

BUILDING PERMIT

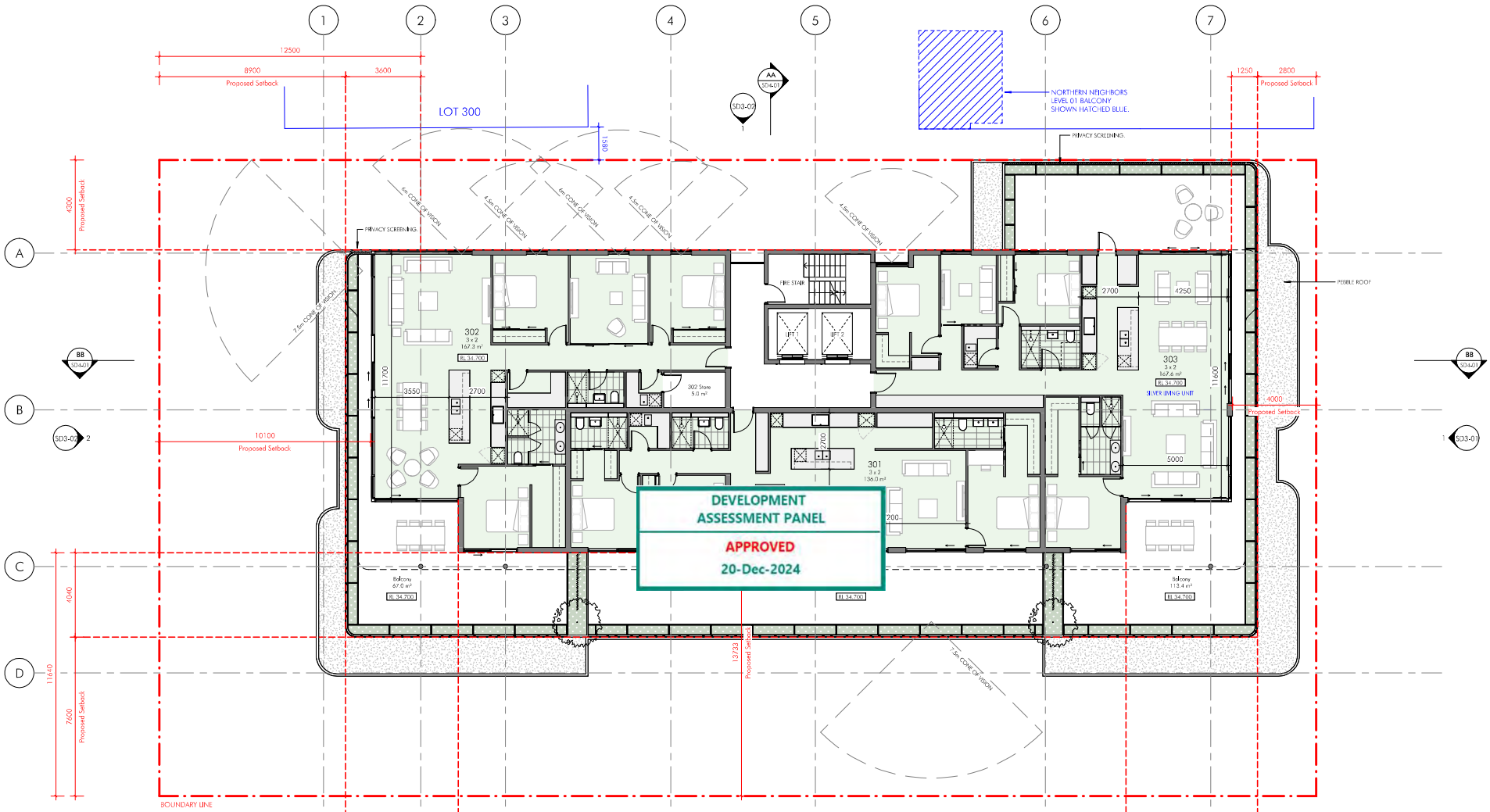
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	DRAWN BY	KL	

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Level 3 Floor Plans

AMENDED PLAN

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DEVELOPMENT ASSESSMENT PANEL
APPROVED
20-Dec-2024

Apartment Area Schedule

Unit Number	Level	Layout	Internal Area
G01	Ground	3 x 2	134.9 m²
G02	Ground	3 x 2	121.6 m²
G03	Ground	3 x 2	128.6 m²
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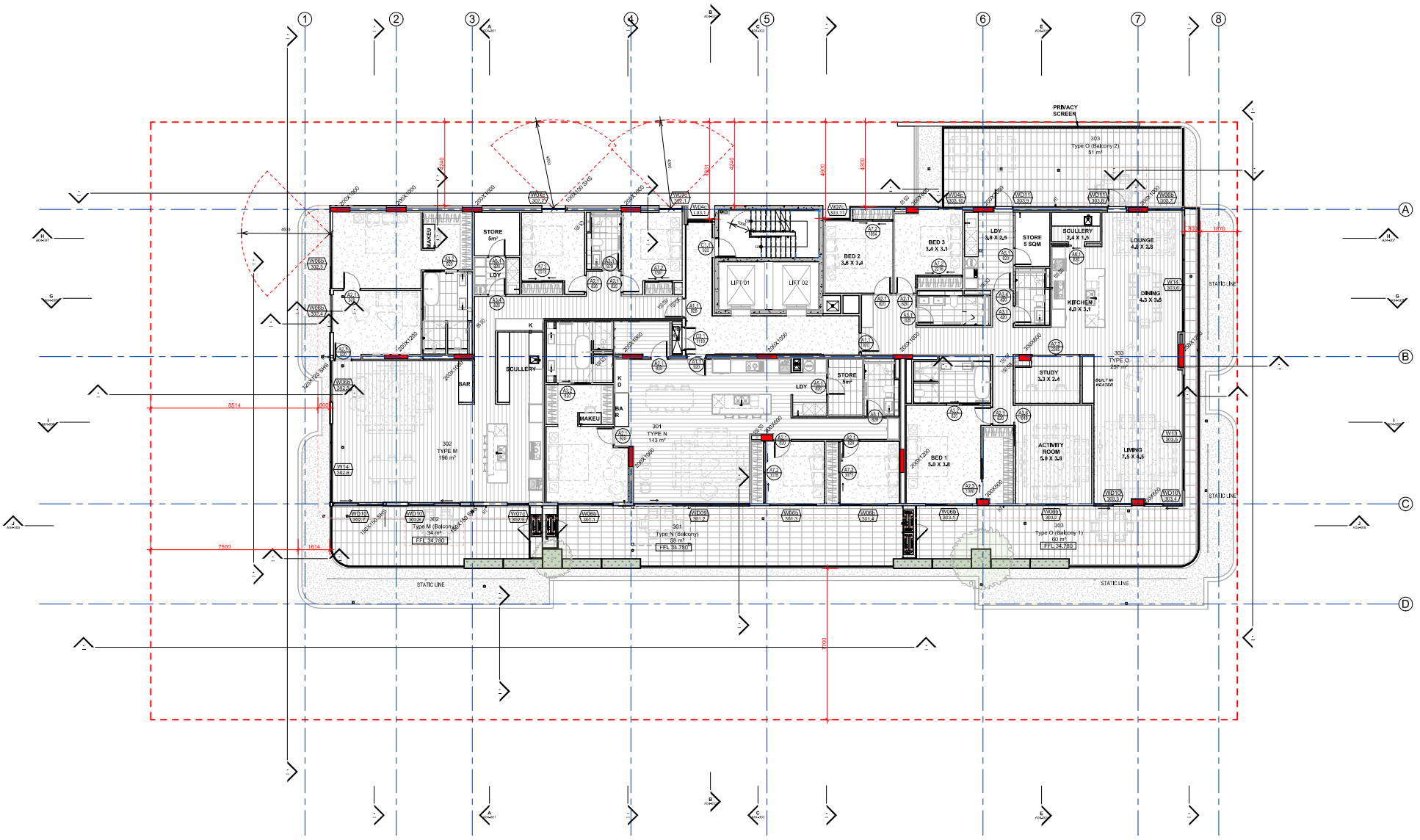
Total Units: 20 — 2,578.3 m²

DEVELOPMENT ASSESSMENT PANEL
APPROVED
20-Dec-2024

Flora Residences
118 Flora Terrace, North Beach

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SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 100 @A1 (1:200 A3)		06.11.24	LEVEL 03 PLAN PROJECT PHASE: DA	2401	SD2-04	E



GENERAL NOTES

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21/04/2026	N	SERVICE COORDINATION	KL
17/04/2026	M	MECH & ELEC (SSBR) COORDINATION	KL
09/03/2026	L	PERGOLA UPDATE	KL
04/03/2026	K	UPDATED APARTMENT PLANS	KL
02/03/2026	J	UPDATED APARTMENT PLANS	KL
26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
19/09/2025	G	ISSUE FOR DRS MEETING	KL
03/09/2025	F	90% TENDER	KL
13/08/2025	E	90% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

ARCHITECT
space collective architec
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - LEVEL 3

BUILDING PERMIT

SCALE	PROJECT No.	DRAWING No.	REV
1: 200 (A3) 1 : 100 @A1	2401	A02-006	P

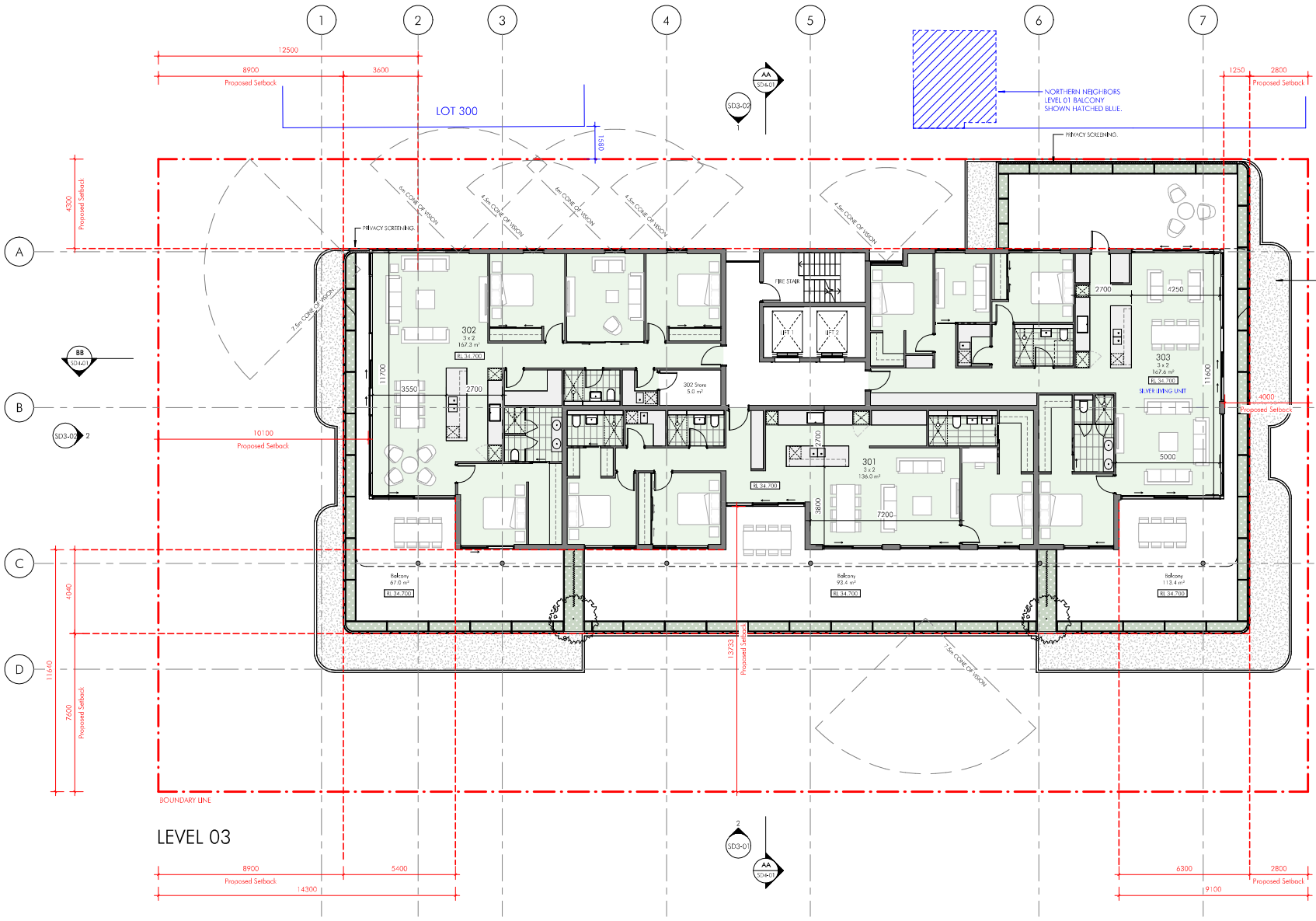
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Level 3 Floor Plans
(With APPROVED Stamps Omitted)

AMENDED PLAN

City of Stirling
6 November 2024
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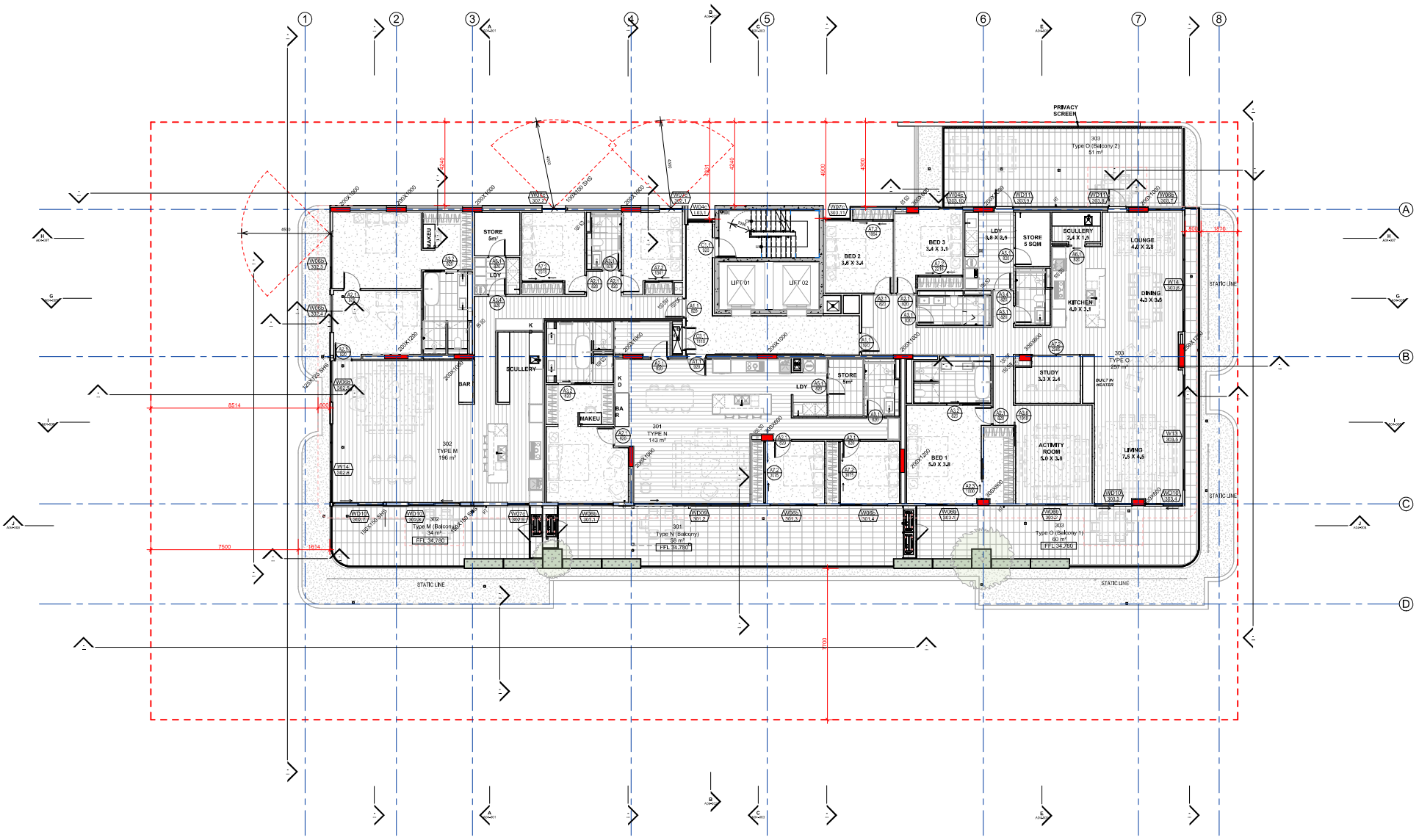
Apartment Area Schedule

Unit Number	Level	Layout	Internal Area
G01	Ground	3 x 2	134.9 m²
G02	Ground	3 x 2	121.6 m²
G03	Ground	3 x 2	128.6 m²
101	Level 1	2 x 2	84.0 m²
102	Level 1	3 x 2	141.7 m²
103	Level 1	3 x 2	129.8 m²
104	Level 1	3 x 2	134.7 m²
105	Level 1	1 x 1	57.4 m²
106	Level 1	3 x 2	101.5 m²
107	Level 1	2 x 2	84.0 m²
201	Level 2	3 x 2	172.4 m²
202	Level 2	3 x 2	132.1 m²
203	Level 2	3 x 2	130.1 m²
204	Level 2	3 x 2	134.6 m²
205	Level 2	1 x 1	57.4 m²
206	Level 2	3 x 2	94.2 m²
301	Level 3	3 x 2	136.0 m²
302	Level 3	3 x 2	167.3 m²
303	Level 3	3 x 2	167.6 m²
401	Level 4	4 x 4.5	268.3 m²

Total Units: 20 — 2,578.3 m²

Flora Residences
118 Flora Terrace, North Beach
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SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 100 @A1 (1:200 A3)		06.11.24	LEVEL 03 PLAN PROJECT PHASE: DA	2401	SD2-04	E



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ABBREVIATIONS

LEVELS:
- SSL STRUCTURAL SLAB LEVEL (RL)
- FFL FINISHED FLOOR LEVEL (RL)
- PL PLANTER LEVEL
- RL REDUCED LEVEL
- TOW TOP OF WALL LEVEL (RL)
- TOPC TOP OF PILE CAP
- BOPC BOTTOM OF PILE CAP

PLUMBING:
- BD BALCONY DRAIN (BELOW FLOOR TILES)
- CW COLD WATER
- FW FLOOR WASTE
- FWO FLOOR WASTE OVERFLOW
- DP DOWN PIPE
- PD PLANTER DRAIN
- RWO RAIN WATER OUTLET
- S SANITARY
- SD SLUDGE DRAIN
- SW STORMWATER
- V VENT PIPE

STRUCTURE:
- CONCRETE COLUMN
- COL SQUARE HOLLOW SECTION STEEL
- SHS RECTANGULAR HOLLOW SECTION
- RHS STEEL
- PFC PARALLEL FLANGE CHANNEL
- UC UNIVERSAL COLUMN
- WB WALL BRACE

FIRE:
- FHR FIRE HOSE REEL
- FH FIRE HYDRANT
- FE FIRE EXTINGUISHER
- HT HOSE TRAP

PAVEMENTS:
- BR BIKE RAIL RESIDENTS
- BRV BIKE RAIL VISITORS

ANCILLARIES:
- DFPA DIVERSION FALL PREVENTION ANCHOR
- MFPA MAIN FALL PREVENTION ANCHOR
- WMBR WALL MOUNTED BIKE RACK

MISC:
- C,O,S CHECK ON SITE
- DIA DIAMETER
- T,B,C TO BE CONFIRMED
- NOM NOMINAL
- SS STAINLESS STEEL
- U,N,O UNLESS NOTED OTHERWISE

City of Stirling
29 April 2026
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DD/MM/YY	REV	DESCRIPTION	CHECKED
28/04/2026	P	ADDITIONAL INFORMATION FOR AMENDED DA	KL
24/04/2026	O	HYDRAULIC COORDINATION	KL
21/04/2026	N	SERVICE COORDINATION	KL
17/04/2026	M	MECH & ELEC (SSBR) COORDINATION	KL
09/03/2026	L	PERGOLA UPDATE	KL
04/03/2026	K	UPDATED APARTMENT PLANS	KL
02/03/2026	J	UPDATED APARTMENT PLANS	KL
26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
19/09/2025	G	ISSUE FOR DRS MEETING	KL
03/09/2025	F	90% TENDER	KL
13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/05/2025	A	DD PRICING PACKAGE	KL

ARCHITECT
space collective architects
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - LEVEL 3

BUILDING PERMIT

SCALE	PROJECT No.	DRAWING No.	REV
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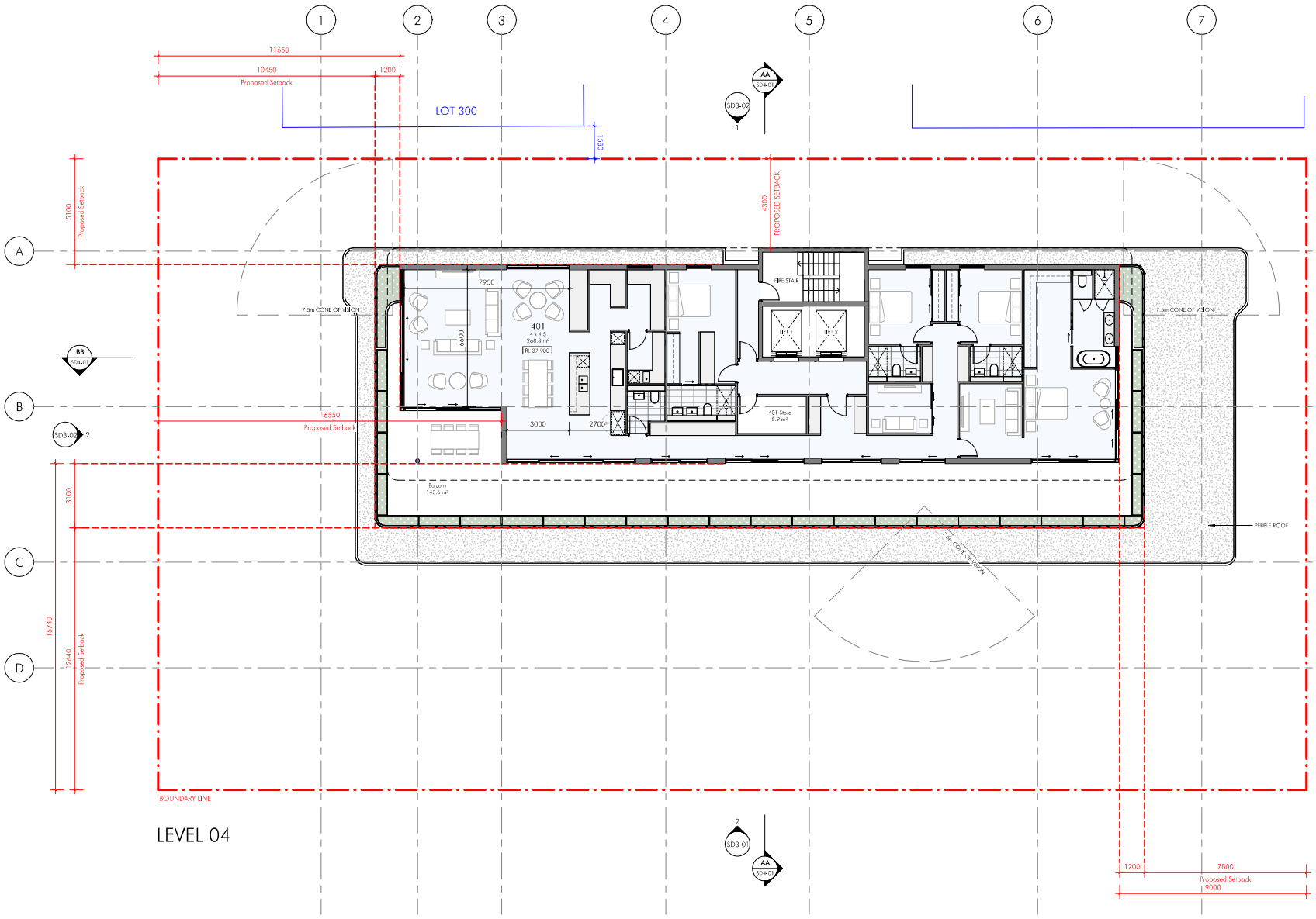
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Level 4 Floor Plans

AMENDED PLAN

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LEVEL 04

Apartment Area Schedule

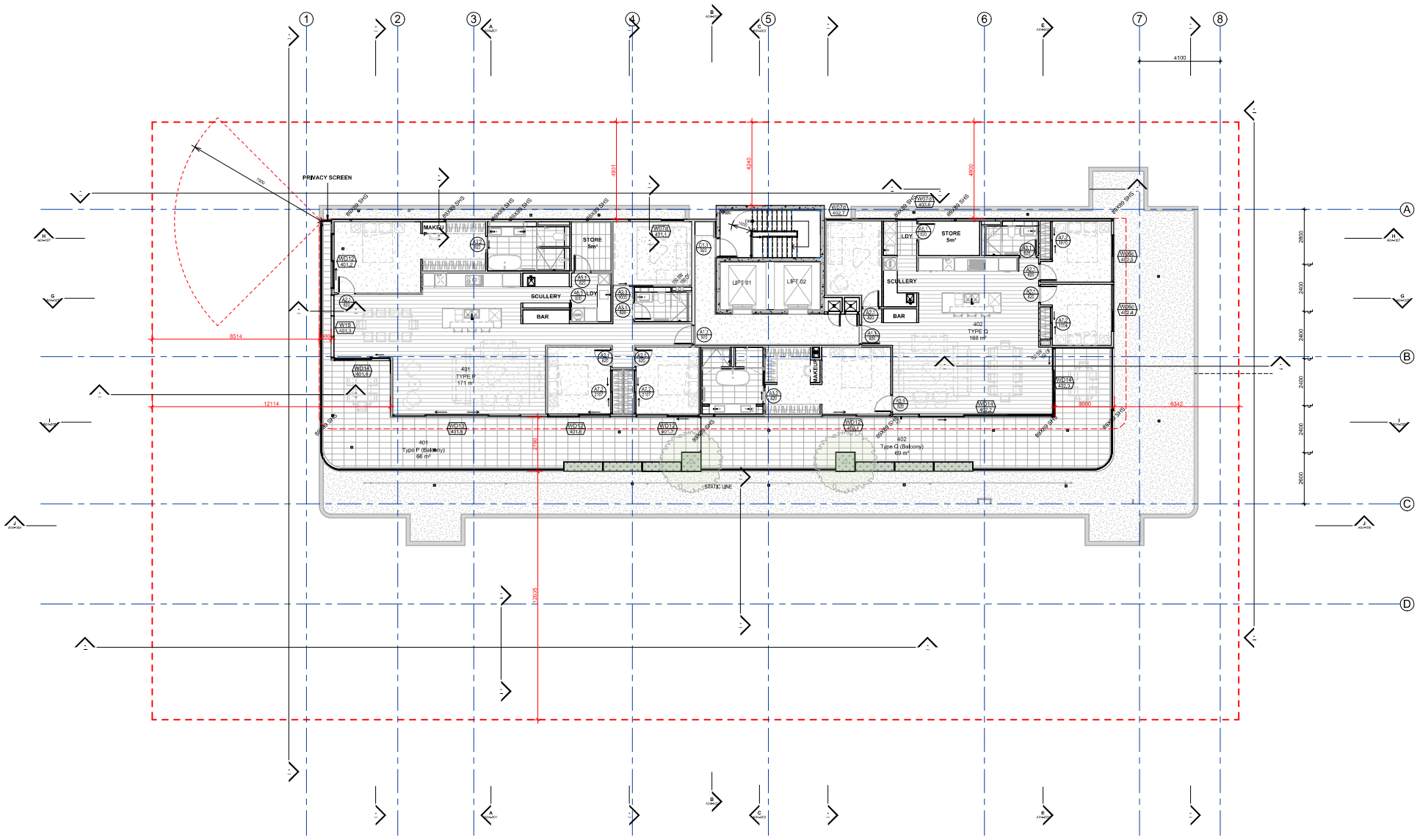
Unit Number	Level	Layout	Internal Area
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205	Level 2	1 x 1	57.4 m²
206	Level 2	3 x 2	94.2 m²
301	Level 3	3 x 2	136.0 m²
302	Level 3	3 x 2	167.3 m²
303	Level 3	3 x 2	167.6 m²
401	Level 4	4 x 4.5	268.3 m²
Total Units: 20			2,578.3 m²

DEVELOPMENT ASSESSMENT PANEL
APPROVED
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Flora Residences
118 Flora Terrace, North Beach

SCALE	NP	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 100 @A1 (1:200 @A3)		06.11.24	LEVEL 04 PLAN PROJECT PHASE: DA	2401	SD2-05	E



GENERAL NOTES

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ABBREVIATIONS

LEVELS:
- **SSL** STRUCTURAL SLAB LEVEL (RL)
- **FFL** FINISHED FLOOR LEVEL (RL)
- **PL** PLANTER LEVEL
- **RL** REDUCED LEVEL
- **TOW** TOP OF WALL LEVEL (RL)
- **TOPC** TOP OF PILE CAP
- **BOPC** BOTTOM OF PILE CAP

PLUMBING:
- **BD** BALCONY DRAIN (BELOW FLOOR TILES)
- **CW** COLD WATER
- **FW** FLOOR WASTE
- **FWO** FLOOR WASTE OVERFLOW
- **DP** DOWN PIPE
- **PD** PLANTER DRAIN
- **RWO** RAIN WATER OUTLET
- **S** SANITARY
- **SD** SLUDGE DRAIN
- **SW** STORMWATER
- **V** VENT PIPE

STRUCTURE:
- **FH** CONCRETE COLUMN
- **COL** SQUARE HOLLOW SECTION STEEL
- **SHS** RECTANGULAR HOLLOW SECTION
- **RHS** STEEL
- **PFC** PARALLEL FLANGE CHANNEL
- **UC** UNIVERSAL COLUMN
- **WB** WALL BRACE

FIRE:
- **FHR** FIRE HOSE REEL
- **FH** FIRE HYDRANT
- **FE** FIRE EXTINGUISHER
- **HT** HOSE TRAP

PAVEMENT
- **BR** BIKE RAIL RESIDENTS

ANCILLARIES:
- **BRV** BIKE RAIL VISITORS
- **DFPA** DIVERSION FALL PREVENTION ANCHOR
- **MFPA** MAIN FALL PREVENTION ANCHOR
- **WMBR** WALL MOUNTED BIKE RACK

MISC.:
- **C,O,S** CHECK ON SITE
- **DIA** DIAMETER
- **T,B,C** TO BE CONFIRMED
- **NOM** NOMINAL
- **SS** STAINLESS STEEL
- **U,N,O** UNLESS NOTED OTHERWISE

City of Stirling
29 April 2026
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DD/MM/YY	REV	DESCRIPTION	CHECKED
28/04/2026	Q	ADDITIONAL INFORMATION FOR AMENDED DA	KL
24/04/2026	P	HYDRAULIC COORDINATION	KL
21/04/2026	O	SERVICE COORDINATION	KL
17/04/2026	N	MECH & ELEC RISER COORDINATION	KL
08/01/2026	M	PERGOLA UPDATE	KL
04/03/2026	L	UPDATED APARTMENT PLANS	KL
03/03/2026	K	UPDATED APARTMENT PLANS	KL
27/02/2026	J	SMALL CAR BAY, COLUMN, 205 BATHROOM UPDATE	KL
26/02/2026	I	AMENDED DA	KL
18/02/2026	H	AMENDED DA	KL
18/09/2025	G	ISSUE FOR DRES MEETING	KL
03/09/2025	F	50% TENDER	KL
13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	DD PRICING PACKAGE	KL

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CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - LEVEL 4

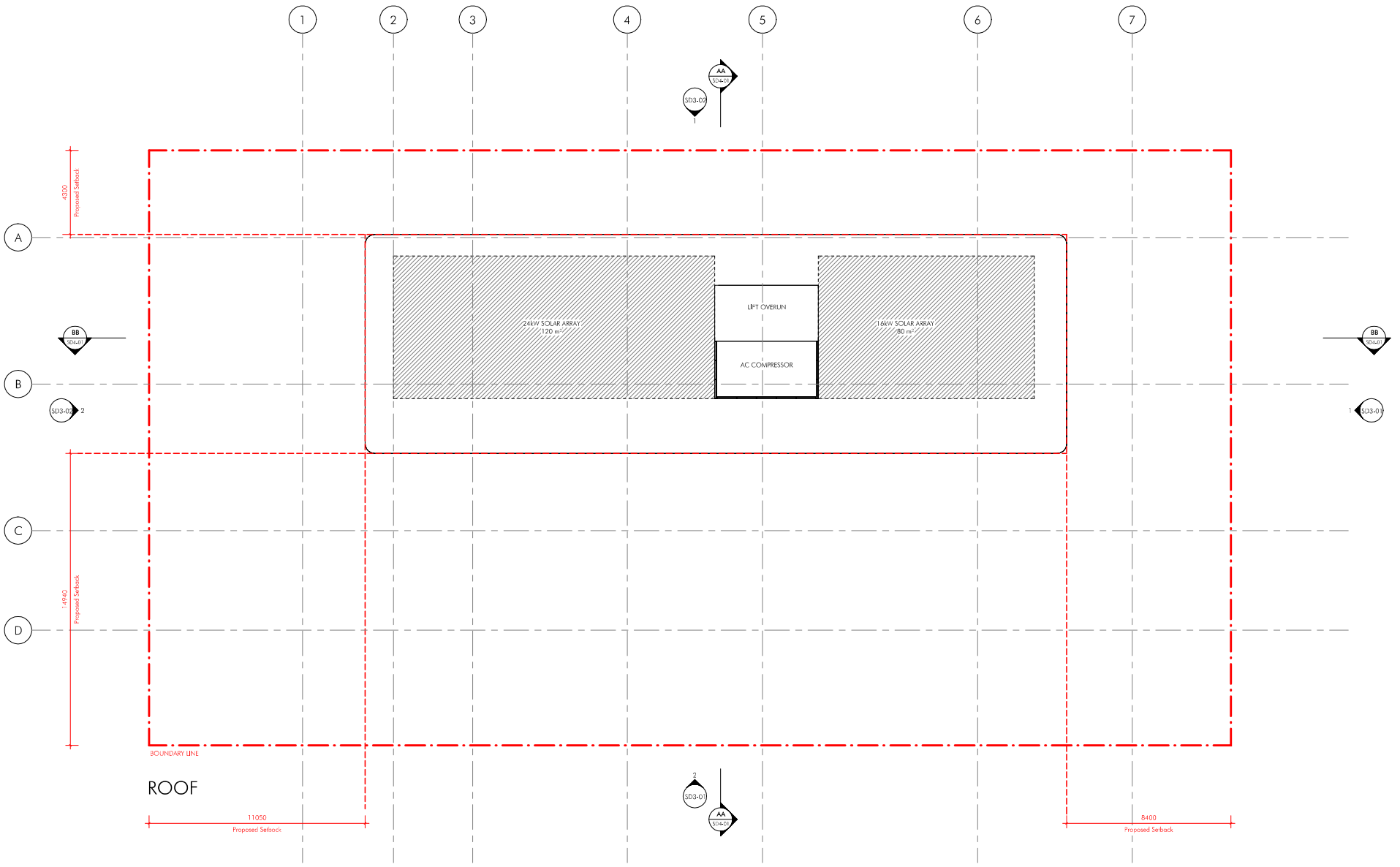
BUILDING PERMIT

SCALE	PROJECT No.	DRAWING No.	REV
1: 200 (A3) 1 : 100 @A1	2401	A02-007	Q
	DRAWN BY		KL

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Roof Plans

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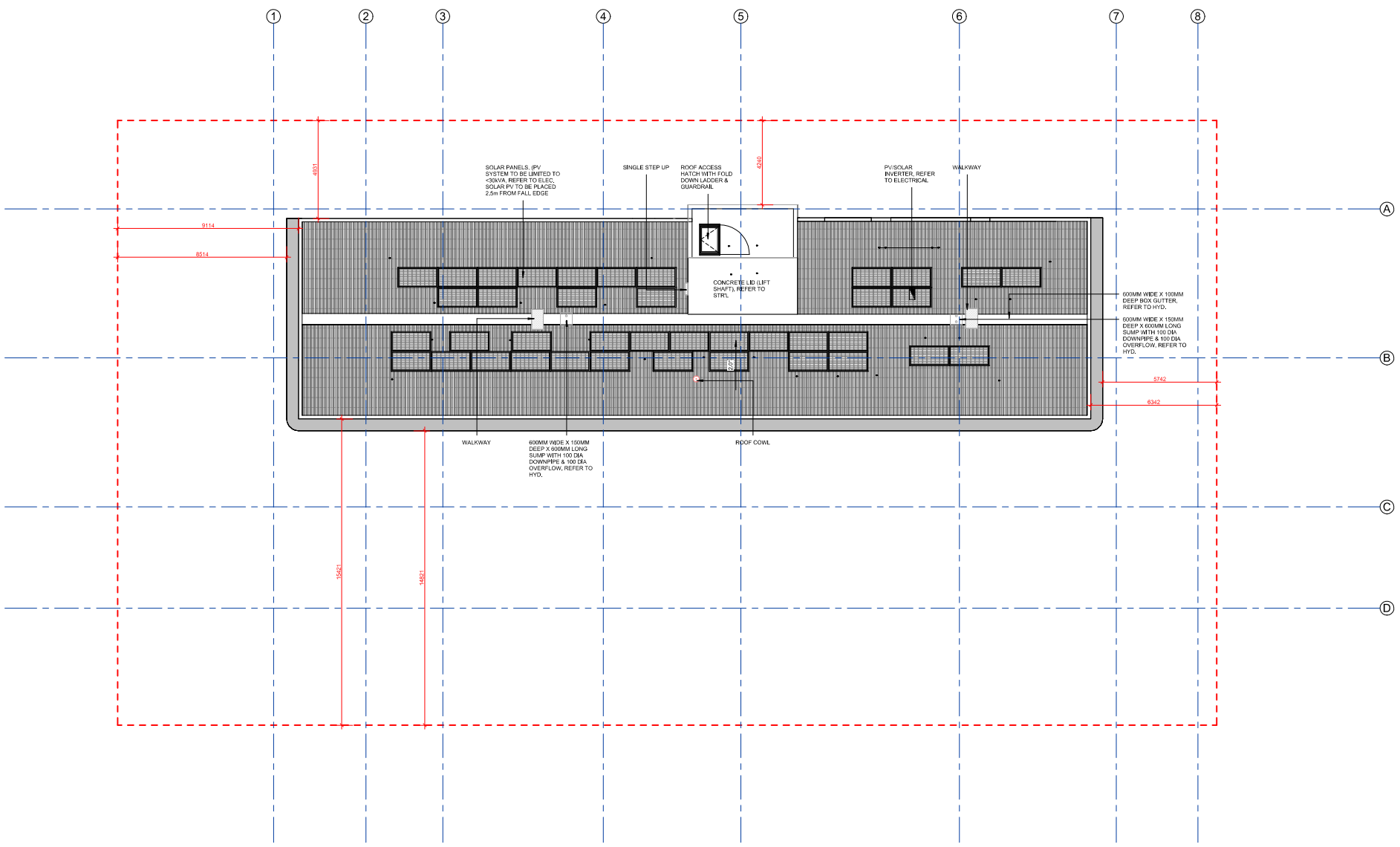


DEVELOPMENT ASSESSMENT PANEL
APPROVED
20-Dec-2024

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Flora Residences
118 Flora Terrace, North Beach

SCALE	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV
1 : 100 @A1 (1:200 @A3)	06.11.24	ROOF PLAN	2401	SD2-06	D
		PROJECT PHASE: DA			



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ABBREVIATIONS

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- **PL** PLANTER LEVEL
- **RL** REDUCED LEVEL
- **TOW** TOP OF WALL LEVEL (RL)
- **TOPC** TOP OF PILE CAP
- **BOPC** BOTTOM OF PILE CAP

PLUMBING:
- **BD** BALCONY DRAIN (BELOW FLOOR TILES)
- **CW** COLD WATER
- **FW** FLOOR WASTE
- **FWO** FLOOR WASTE OVERFLOW
- **DP** DOWN PIPE
- **PD** PLANTER DRAIN
- **RWO** RAIN WATER OUTLET
- **S** SANITARY
- **SD** SLUDGE DRAIN
- **SW** STORMWATER
- **V** VENT PIPE

STRUCTURE:
- **CONC** CONCRETE COLUMN
- **COL** SQUARE HOLLOW SECTION STEEL
- **SHS** RECTANGULAR HOLLOW SECTION
- **RHS** STEEL
- **PFC** PARALLEL FLANGE CHANNEL
- **UC** UNIVERSAL COLUMN
- **WB** WALL BRACE

FIRE:
- **FHR** FIRE HOSE REEL
- **FH** FIRE HYDRANT
- **FE** FIRE EXTINGUISHER
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PAVEMENT
- **BR** BIKE RAIL RESIDENTS

ANCILLARIES:
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- **DFPA** DIVERSION FALL PREVENTION ANCHOR
- **MFPA** MAIN FALL PREVENTION ANCHOR
- **WMBR** WALL MOUNTED BIKE RACK

MISC:
- **C,O,S** CHECK ON SITE
- **DIA** DIAMETER
- **T,B,C** TO BE CONFIRMED
- **NOM** NOMINAL
- **SS** STAINLESS STEEL
- **U,N,O** UNLESS NOTED OTHERWISE

City of Stirling
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DRAWN BY	REV	DESCRIPTION	CHECKED
28/04/2026	M	ADDITIONAL INFORMATION FOR AMENDED DA	KL
24/04/2026	L	HYDRAULIC COORDINATION	KL
04/03/2026	K	UPDATED APARTMENT PLANS	KL
03/03/2026	J	UPDATED APARTMENT PLANS	KL
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19/08/2025	G	ISSUE FOR DRES MEETING	KL
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13/08/2025	E	50% CD	KL
21/07/2025	D	ISSUE FOR COORDINATION	KL
07/07/2025	C	ISSUE FOR DOOR HARDWARE	KL
30/06/2025	B	ISSUE FOR CLIENT REVIEW	KL
06/06/2025	A	50 PRICING PACKAGE	KL

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CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - ROOF PLAN

BUILDING PERMIT

SCALE	PROJECT No.	DRAWING No.	REV
1: 400 (A3) 1 : 100 @A1	2401	A02-008	M
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Elevations Plans

AMENDED PLAN

City of Stirling
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WEST ELEVATION



NORTH ELEVATION

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
20-Dec-2024





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PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
EXTERNAL
ELEVATIONS 2

BUILDING PERMIT

SCALE 1 : 100 @A1
PROJECT No. 2401
DRAWING No. A03-002
REV. L

Flora Residences
118 Flora Terrace, North Beach

SCALE	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV.
1 : 100 @A1	06.11.24	ELEVATIONS DA	2401	SD3402	D

AMENDED PLAN

City of Stirling
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EAST ELEVATION



SOUTH ELEVATION

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29 April 2025
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PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
EXTERNAL
ELEVATIONS 1

BUILDING PERMIT

SCALE 1 : 100 @A1
PROJECT No. 2401
DRAWING No. A03-001
REV. K

Flora Residences
118 Flora Terrace, North Beach

SCALE	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV.
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Sections Plans

AMENDED PLAN

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6 November 2024
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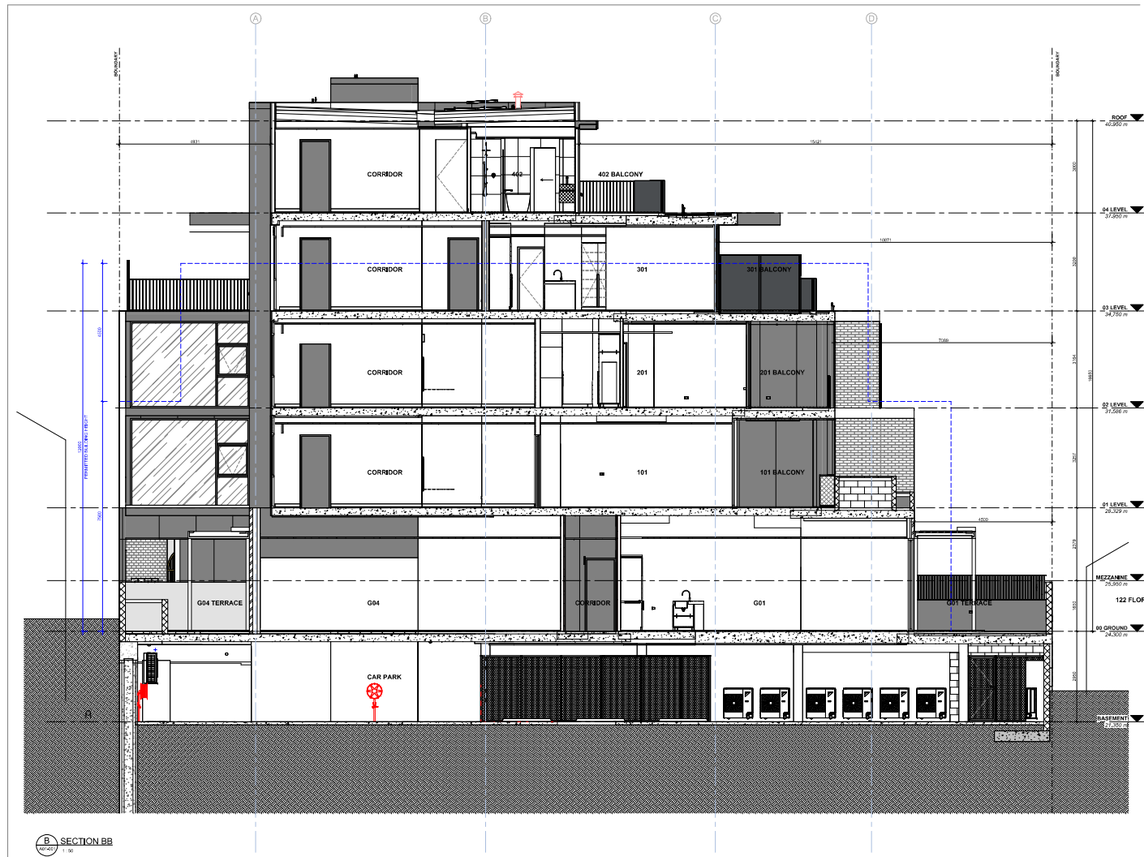


SECTION AA



SECTION BB

DEVELOPMENT ASSESSMENT PANEL
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ABBREVIATIONS AND MISCELLANEOUS NOTES

LEVELS:
- SSL STRUCTURAL SLAB LEVEL (RL)
- FFL FINISHED FLOOR LEVEL (RL)
- PL PLANTER LEVEL
- TOW TOP OF WALL
- TOW TOP OF WALL LEVEL (RL)
- TOFC TOP OF FILE CAP
- BOFC BOTTOM OF FILE CAP

PLUMBING:
- BD BALCONY DRAIN (BELOW FLOOR)
- CW TILTED
- DW COLD WATER
- FW FLOOR WASTE
- OP FLOOR WASTE OVERFLOW
- PD DOWN PIPE
- RWG RAIN WATER GRATE
- S RAIN WATER OUTLET
- SD SANITARY
- SW SHOWER DRAIN
- SW STORMWATER
- V VENT PIPE

STRUCTURE:
- CONC CONCRETE COLUMN
- CHS SQUARE HOLLOW SECTION STEEL
- RHS RECTANGULAR HOLLOW SECTION STEEL
- PFC PARALLEL FLANGE CHANNEL
- UC UNIVERSAL COLUMN
- WB WALL SPACER

TIMBER:
- FWH TIMBER HOSE REEL
- FH TIMBER HYDRANT
- HT TIMBER SPRINKLER
- HT HOSE TAP

PAVEMENT:
- BR BRICK RAIL RESIDENTS

MISCELLANEOUS:
- BRV BRICK RAIL (VISITORS)
- SPR SPRINKLER FIRE PREVENTION
- MFPA MORTISE
- MFPA MAIN FALL PREVENTION ANCHOR
- WMBR WALL MOUNTED BIKE RACK

VERIFY:
- C.O.S CHECK ON SITE
- DA DIMENSION
- T.B.C TO BE CONFIRMED
- N/A NOT APPLICABLE
- SS STAINLESS STEEL
- U.N.O UNLESS NOTED OTHERWISE

City of Stirling
29 April 2025
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DESIGNER	ISSUE	ADDITIONAL INFORMATION OF ARCHITECT	PL
15/09/2025	C	DA TENDER	PL
10/09/2025	B	DA CC	PL
05/09/2025	A	DA REVIEW & PACKAGE	PL
DRAWN BY		DESCRIPTION	CHECKED BY

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3/149 OWSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
SECTION BB

BUILDING PERMIT

SCALE @ A1: 1 : 100 (A3: As indicated @ A1)

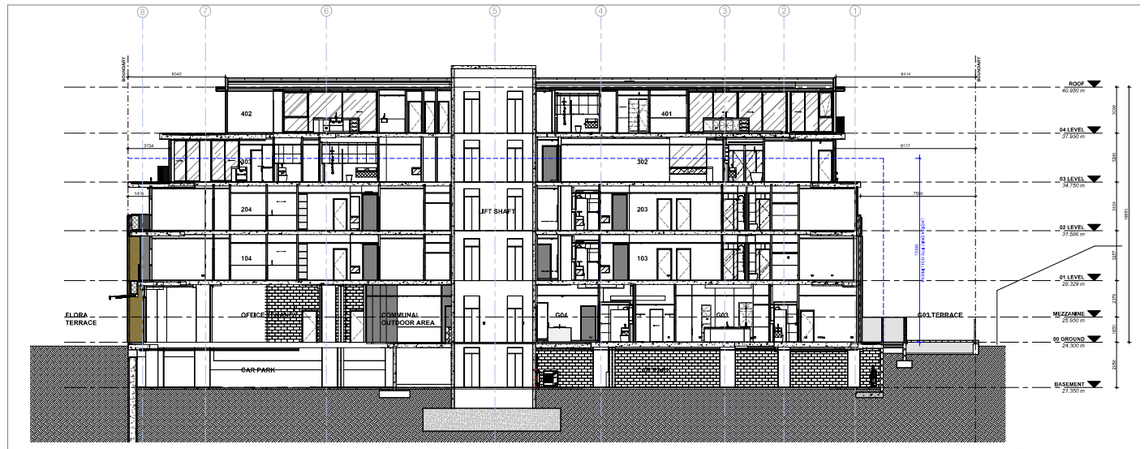
PROJECT No.	DRAWING No.	REV.
2401	A04-002	D

DRAWN BY: Author

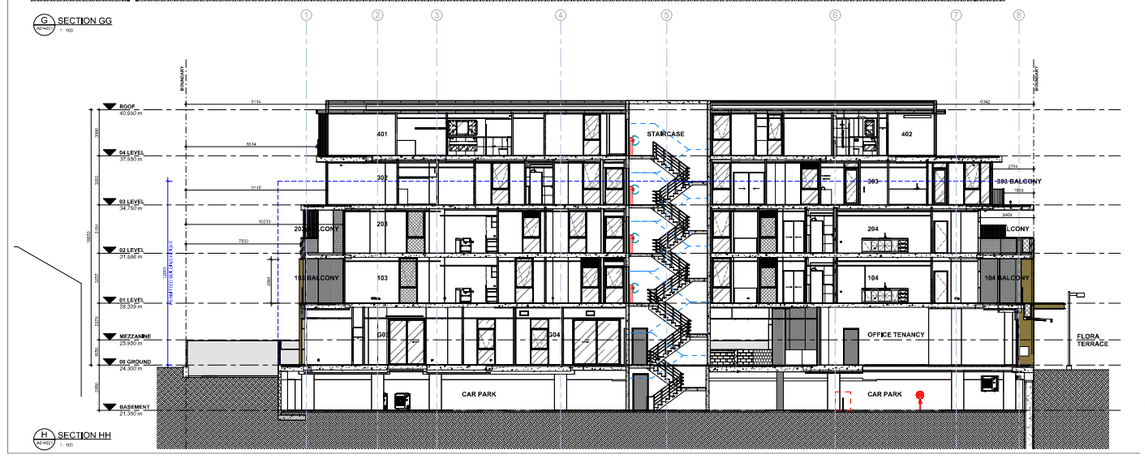
© Space Collective Architects Pty Ltd

Flora Residences
118 Flora Terrace, North Beach

SCALE	DATE ISSUED	DRAWING NAME	PROJECT No.	DRAWING No.	REV.
1 : 100 @A1 (1:200 @A3)	06.11.24	SECTIONS	2401	SD4-01	E
		BUILDING: DA			



G SECTION GG
1 : 100



H SECTION HH
1 : 100

ARCHITECT

space collective architec

3/149 OWSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
SECTION GG & HH

BUILDING PERMIT

SCALE @ A1: 1 : 100 (A3: As indicated @ A1)

PROJECT No.	DRAWING No.	REV.
2401	A04-007	D

DRAWN BY: Author

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Existing (2024)



Proposed (2024)



Proposed (2026)

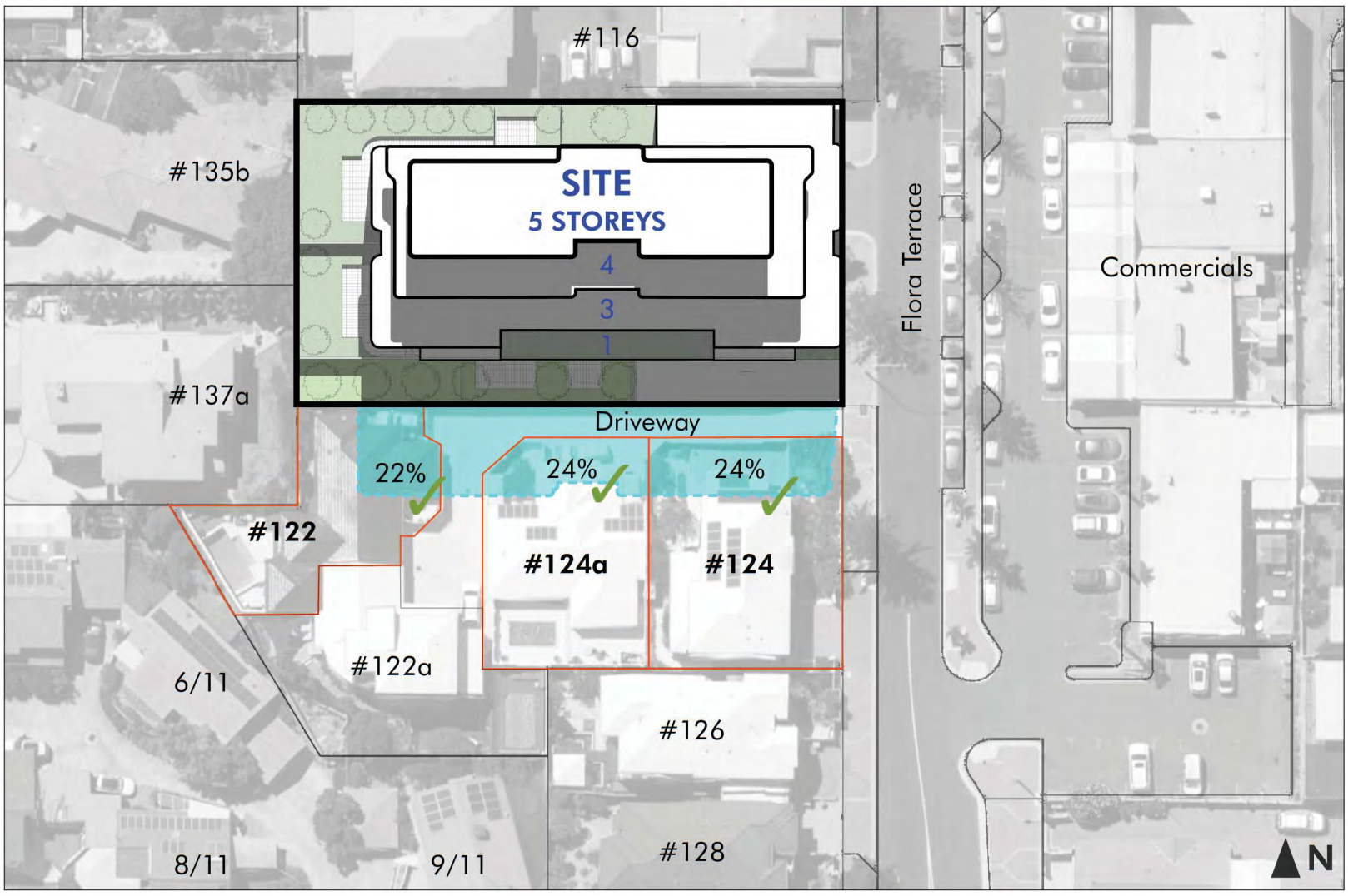
Overshadowing Studies

Proposed Massing Overshadowing

City of Stirling
6 November 2024
RECEIVED

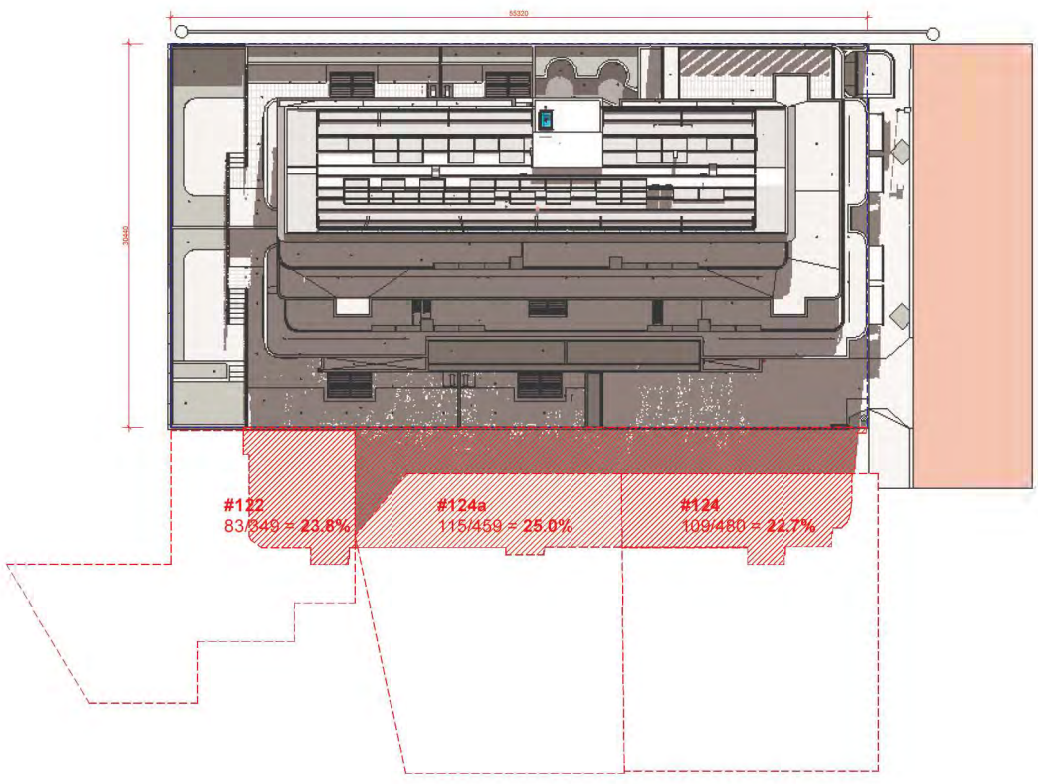
Winter Solstice (21st of June)

12pm



Delivering a **better overshadowing outcome** while pursuing **additional height...**

space collective architects

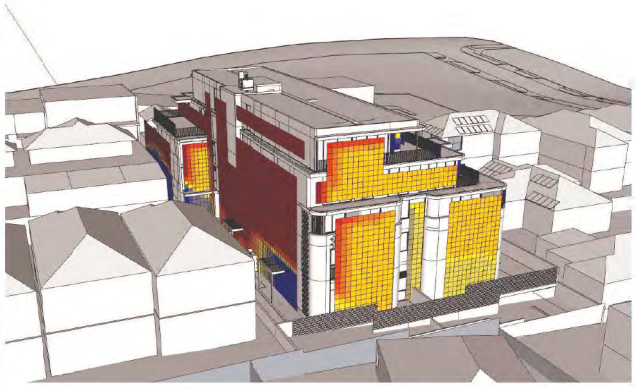


GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL ARCHITECT, CONSULTANT DRAWINGS AND SPECIFICATIONS AND SCHEDULES.
2. USE FIGURED DIMENSIONS ONLY DO NOT SCALE
3. ALL DIMENSIONS ON DRAWINGS SHALL BE CHECKED BY THE BUILDER PRIOR TO COMMENCEMENT OF CONSTRUCTION. PROCEEDING WITH PREPERATION OF SHOP DRAWINGS OR PLACING OF ORDERS. NOTIFY THE ARCHITECT OF ANY DISCREPANCIES FOR CLARIFICATION.
4. ALL WORK SHALL COMPLY WITH THE NATIONAL CONSTRUCTION CODE (NCC), AUSTRALIAN STANDARDS AND THE REQUIREMENTS OF STATE AND LOCAL AUTHORITIES.
5. ALL MATERIALS, FIXTURES, FITTINGS AND BUILDING COMPONENTS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS'

City of Stirling
29 April 2026
RECEIVED





6h
5h 80%
4h 60%
3h 40%
1h 20%

LEVEL	TOTAL APT UNITS	APT UNITS COMPLIED
GROUND FLOOR	4	3
LEVEL 1	6	4
LEVEL 2	5	4
LEVEL 3	3	2
LEVEL 4	2	2
TOTAL	20	15

WINTER SOLSTICE - JUNE 21ST

75% OF APARTMENT RECEIVED AT LEAST 2 HOURS OF SUNLIGHT

DD.MM.YY	REV	DESCRIPTION	CHECKE
10/03/2026	A	COMM. BIN DOOR & DRIVEWAY RL UPDATE	KL

ARCHITECT
space collective architec
3/140 ONSLOW RD SHENTON PARK WA 6008

CLIENT
RYAN HENDERSON

PROJECT NAME
FLORA RESIDENCES
118 FLORA TERRACE, NORTH BEACH

DRAWING NAME
GENERAL ARRANGEMENT PLAN - OVERSHADOWING STUDY
BUILDING PERMIT

SCALE 1: 200 (A3) 1 : 200 @A1
0 1 2 3 4 5 m

PROJECT No.	DRAWING No.	REV
2401	A02-028	A
	DRAWN BY	KL

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City of Stirling
6 November 2024
RECEIVED

Built Form & Scale

OVERSHADOWING - JUNE 21ST

DTC Scheme (3 Storey)
Proposed Scheme (5 Storey)



9am



12pm



3pm



10am



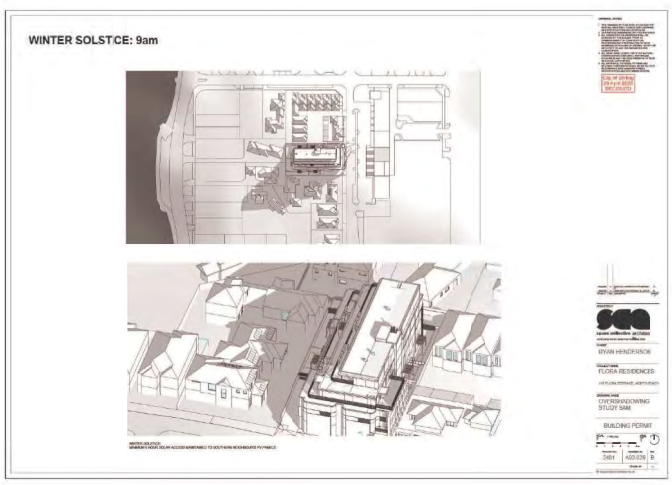
11am

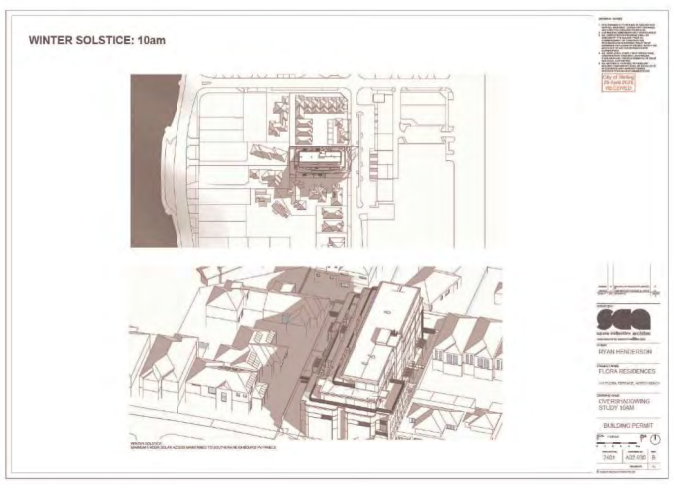


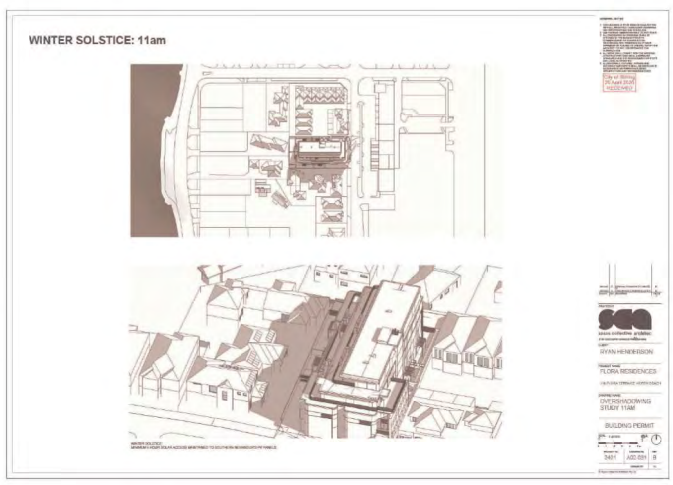
1pm



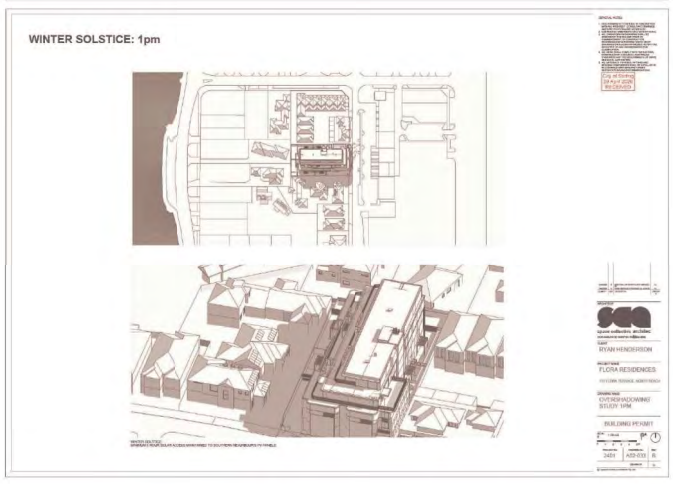
2pm
















Winter Solstice:
09:00 AM
City of Stirling
6 November 2024
RECEIVED


Winter Solstice:
10:00 AM
City of Stirling
6 November 2024
RECEIVED

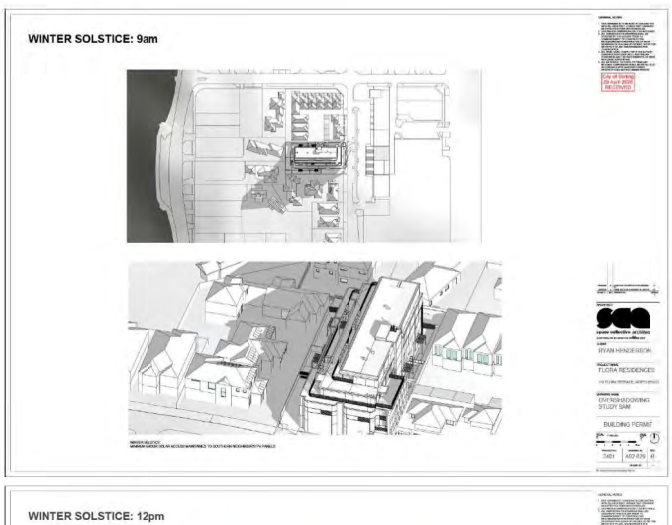

Winter Solstice:
11:00 AM
City of Stirling
6 November 2024
RECEIVED

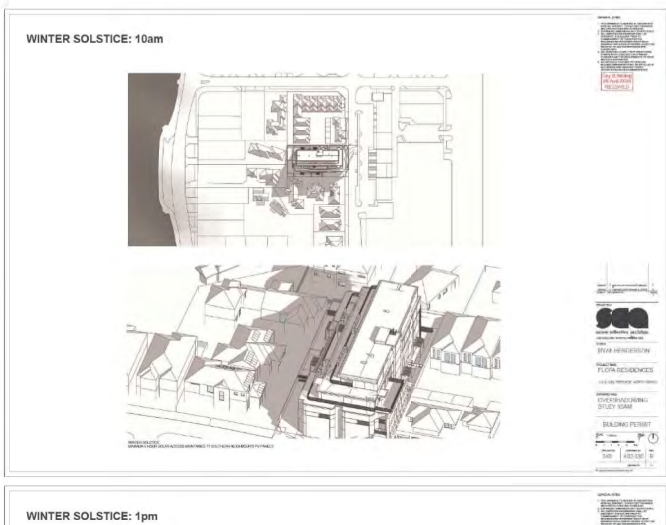

Winter Solstice:
12:00 PM
City of Stirling
6 November 2024
RECEIVED

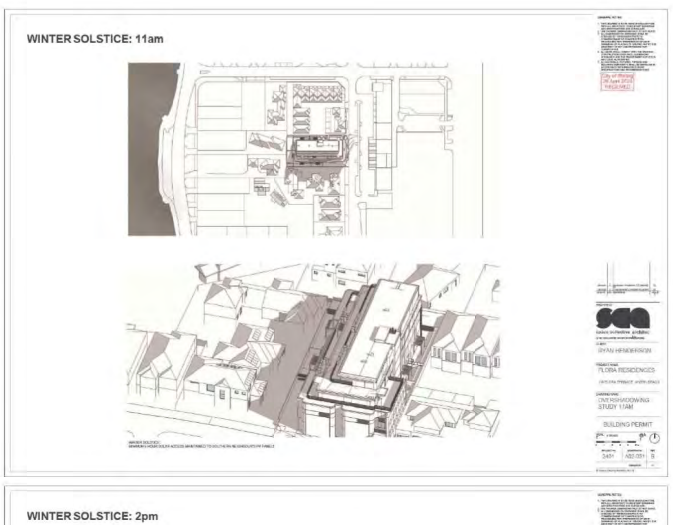

Winter Solstice:
01:00 PM
City of Stirling
6 November 2024
RECEIVED

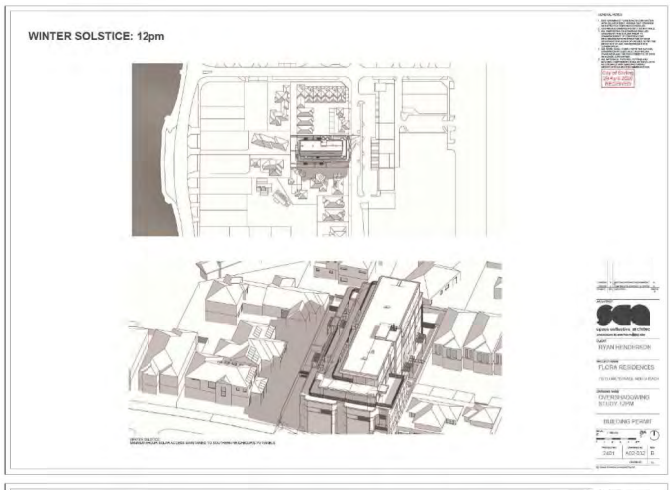

Winter Solstice:
02:00 PM
City of Stirling
6 November 2024
RECEIVED


Winter Solstice:
03:00 PM
City of Stirling
6 November 2024
RECEIVED


WINTER SOLSTICE: 9am
RYAN HENDERSON
FLORA RESIDENCES
OVERSHADOWING
STUDY 9AM
BUILDING PERMIT


WINTER SOLSTICE: 10am
RYAN HENDERSON
FLORA RESIDENCES
OVERSHADOWING
STUDY 10AM
BUILDING PERMIT


WINTER SOLSTICE: 11am
RYAN HENDERSON
FLORA RESIDENCES
OVERSHADOWING
STUDY 11AM
BUILDING PERMIT


WINTER SOLSTICE: 12pm
RYAN HENDERSON
FLORA RESIDENCES
OVERSHADOWING
STUDY 12PM
BUILDING PERMIT

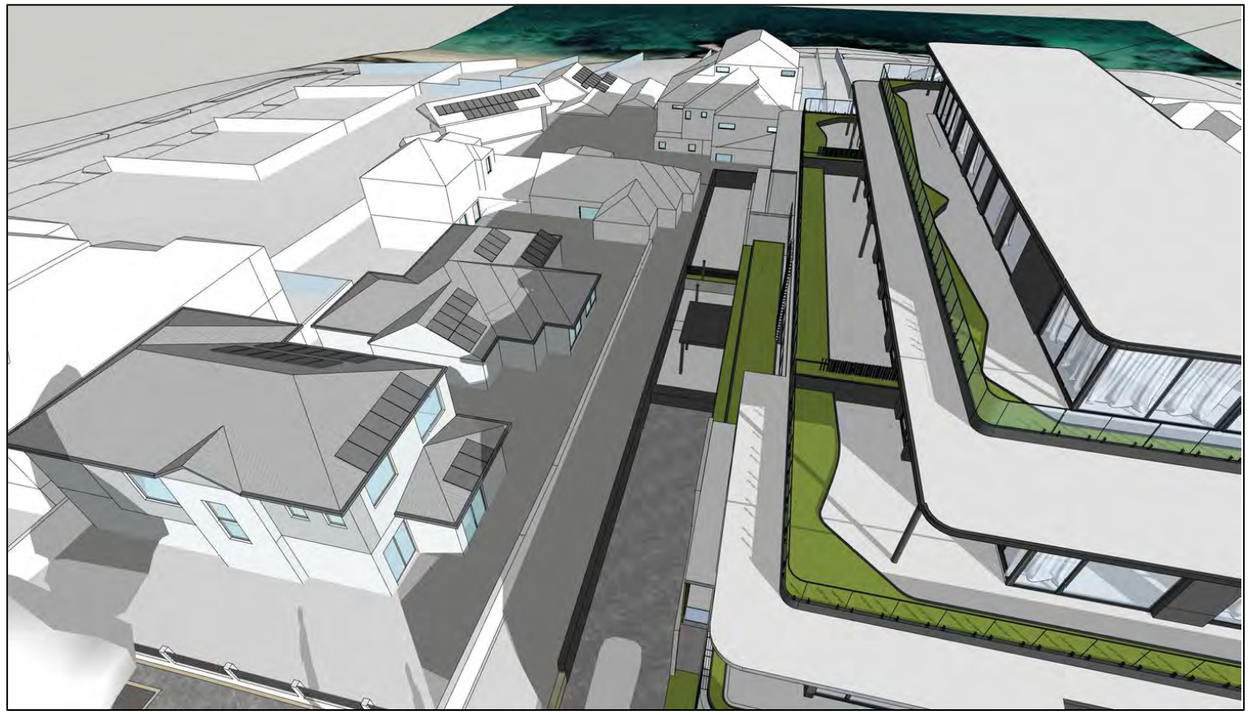

WINTER SOLSTICE: 1pm
RYAN HENDERSON
FLORA RESIDENCES
OVERSHADOWING
STUDY 1PM
BUILDING PERMIT


WINTER SOLSTICE: 2pm
RYAN HENDERSON
FLORA RESIDENCES
OVERSHADOWING
STUDY 2PM
BUILDING PERMIT

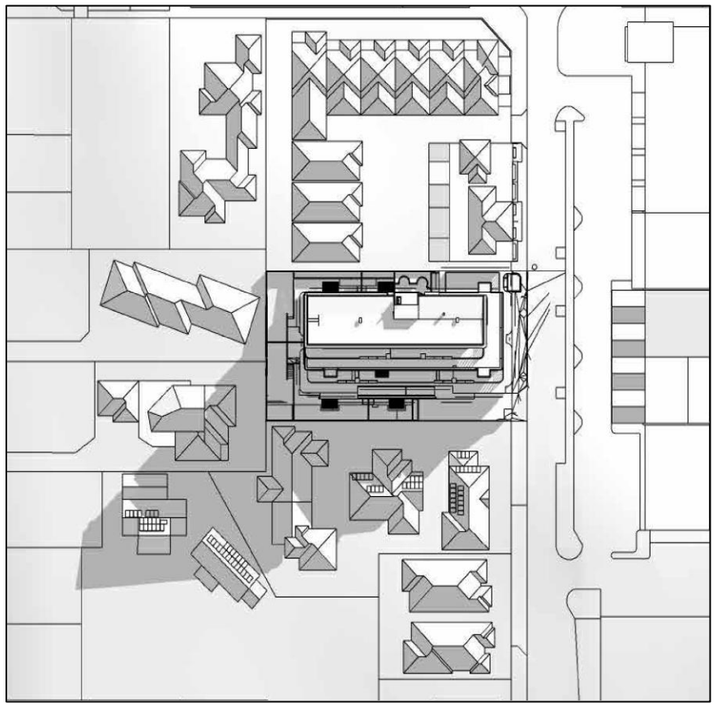

WINTER SOLSTICE: 3pm
RYAN HENDERSON
FLORA RESIDENCES
OVERSHADOWING
STUDY 3PM
BUILDING PERMIT

9am





2024 Overshadowing Plans

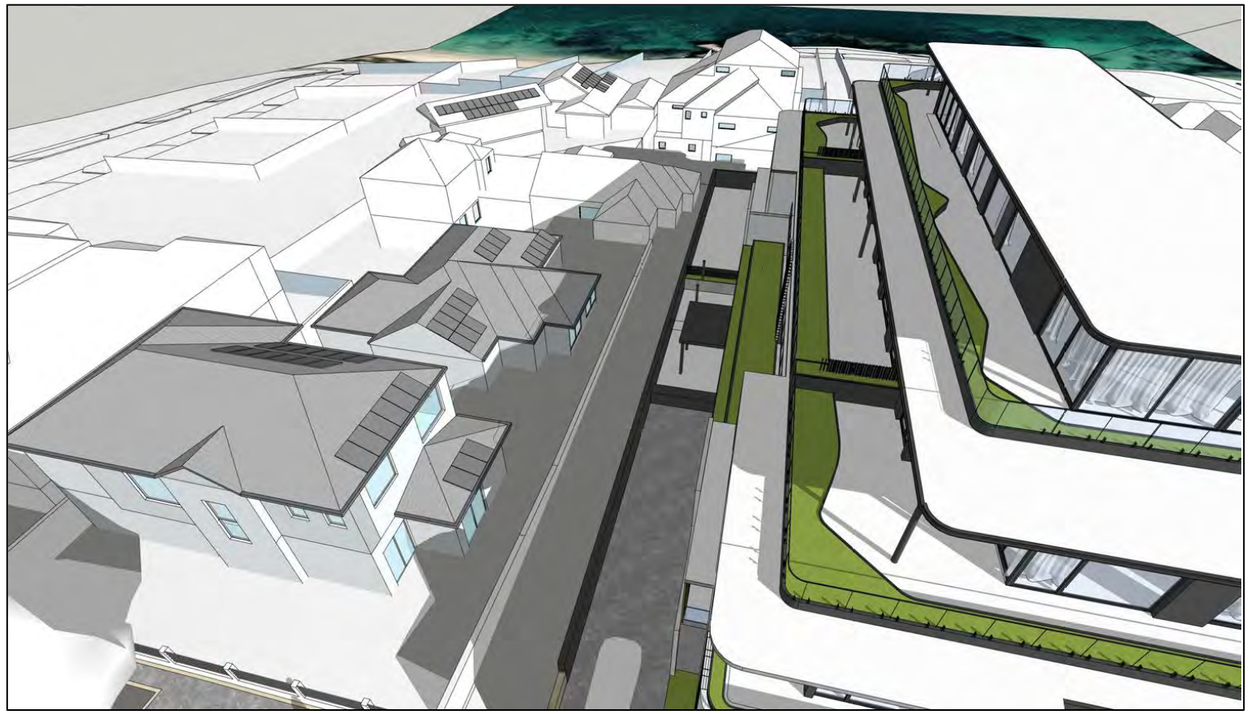




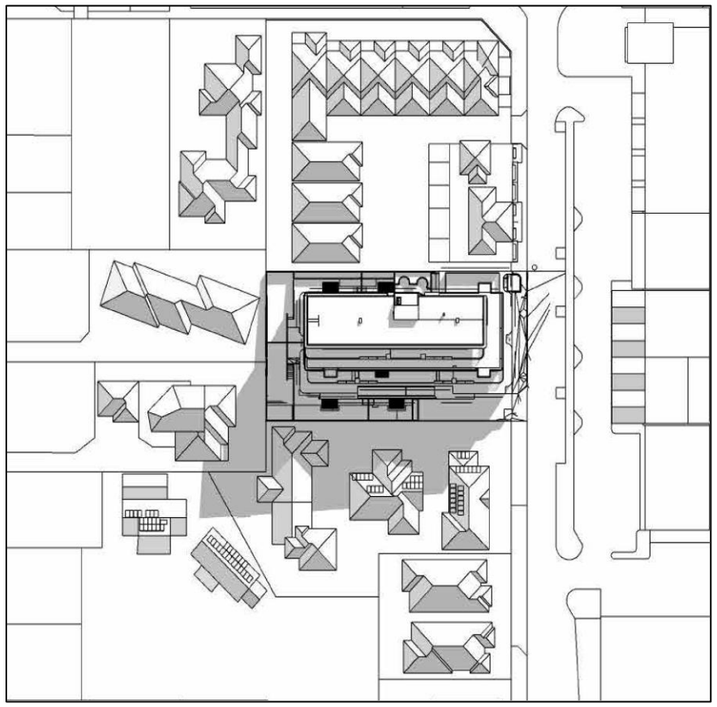
2026 Overshadowing Plans

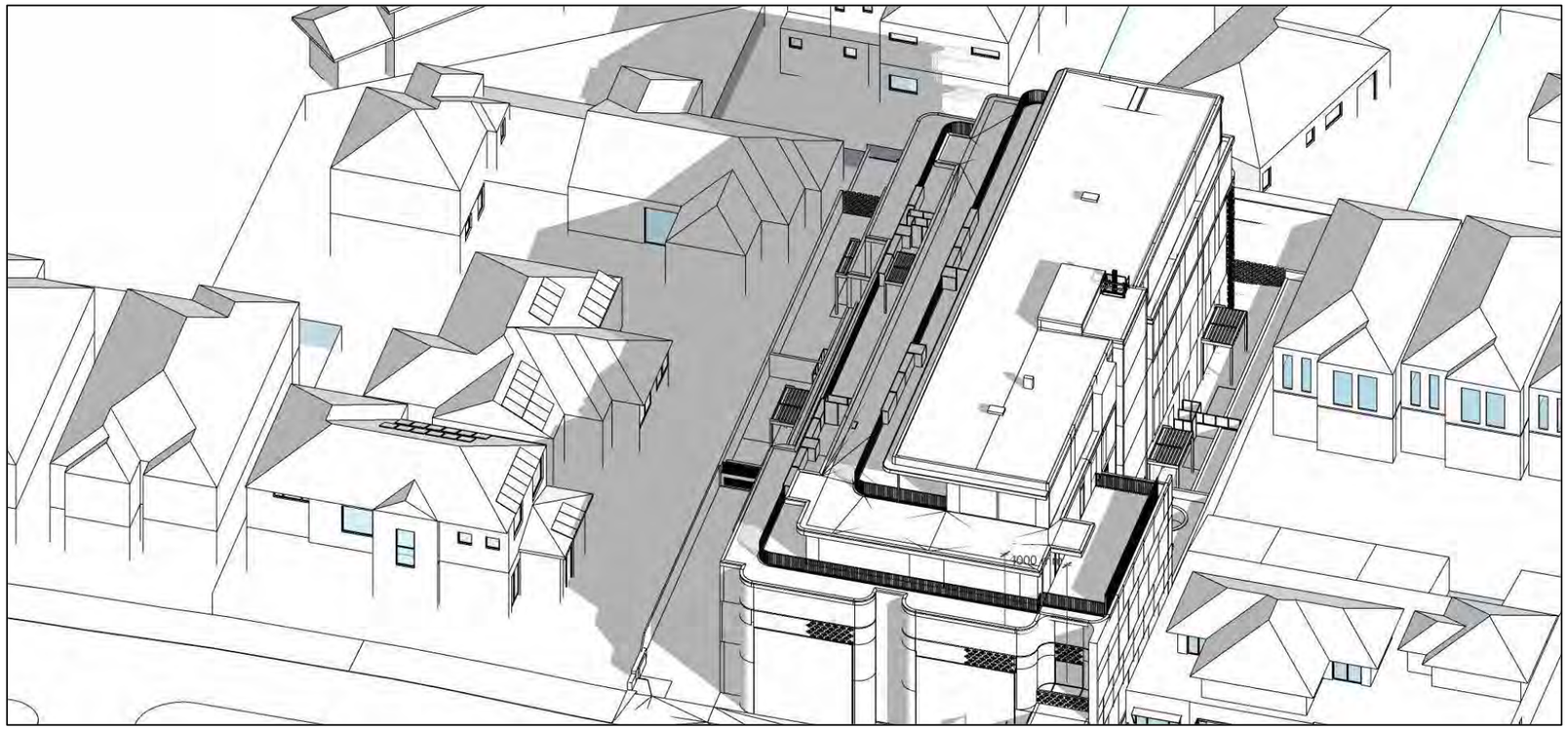
10am





2024 Overshadowing Plans

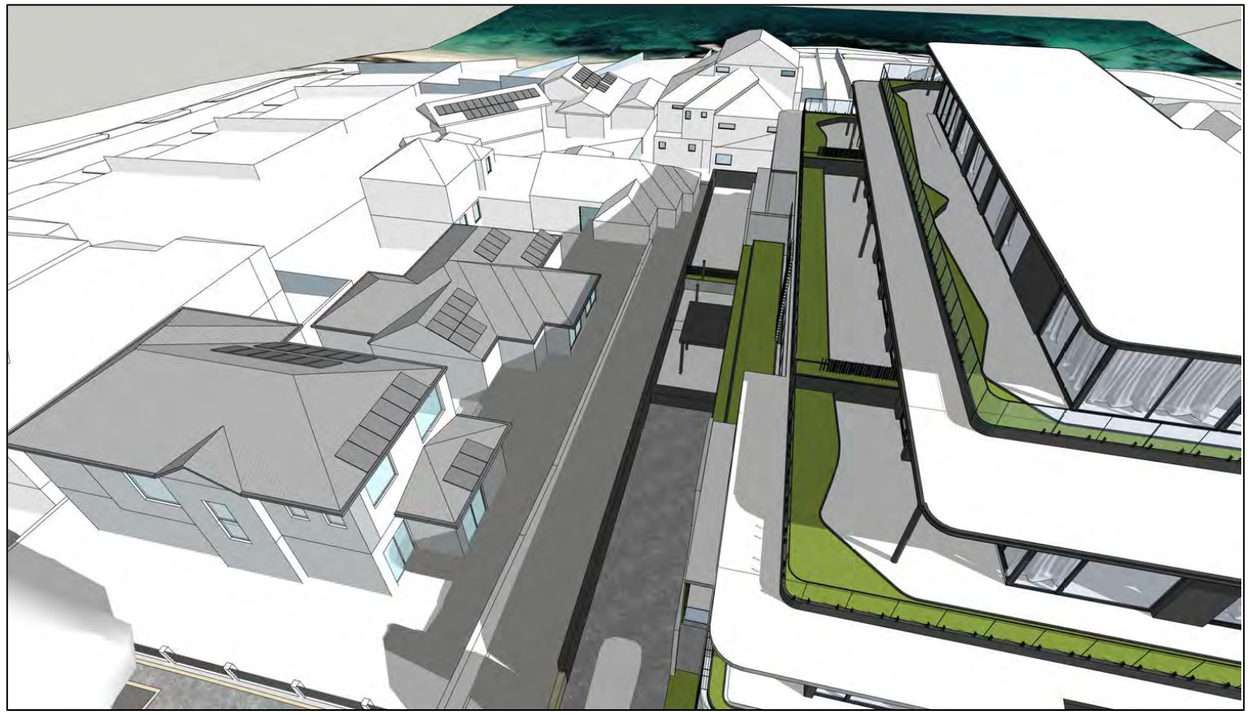




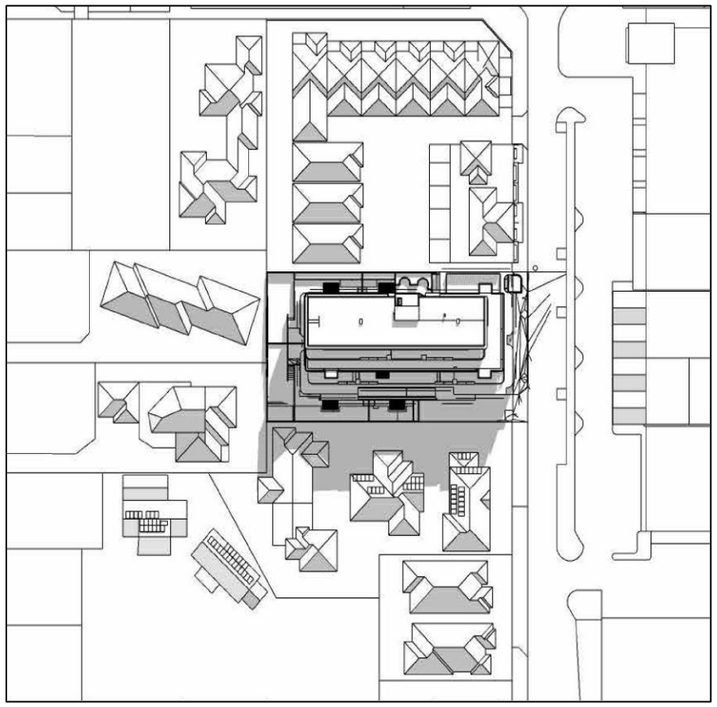
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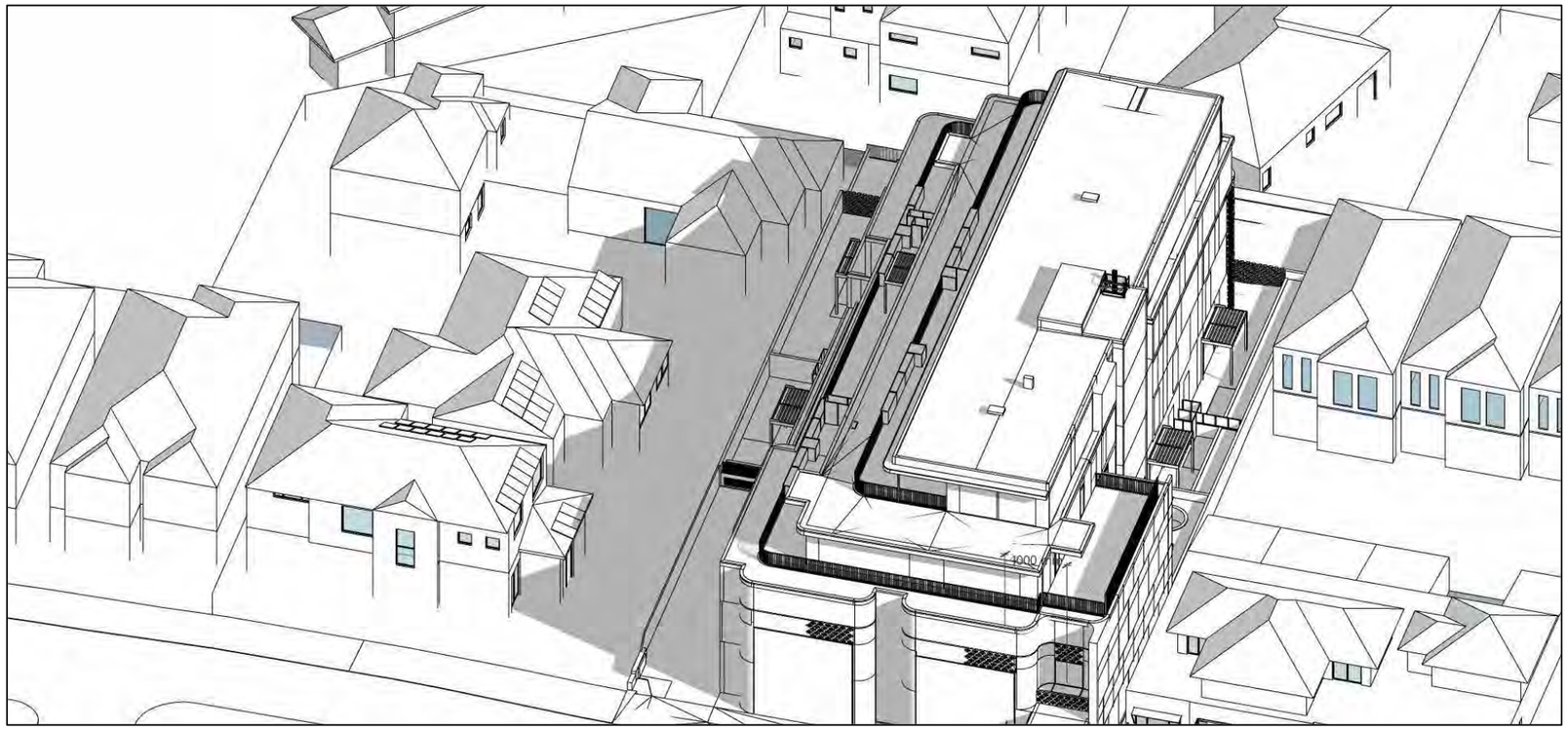
11am





2024 Overshadowing Plans

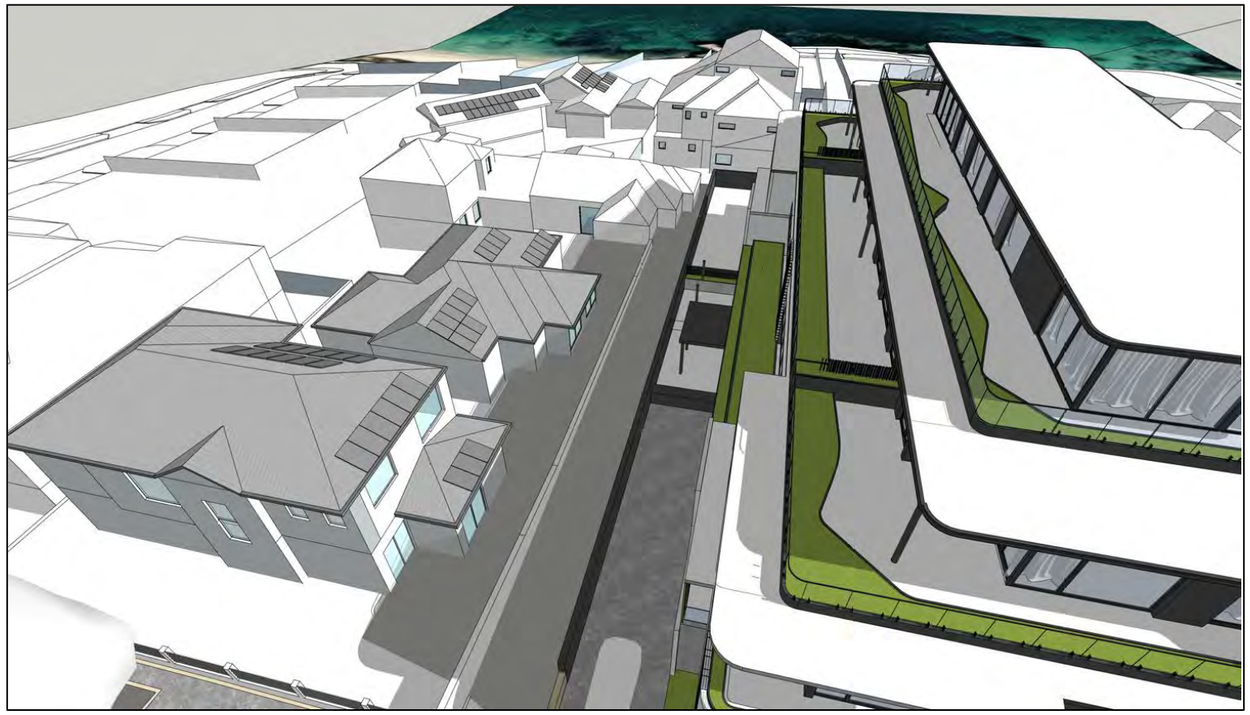




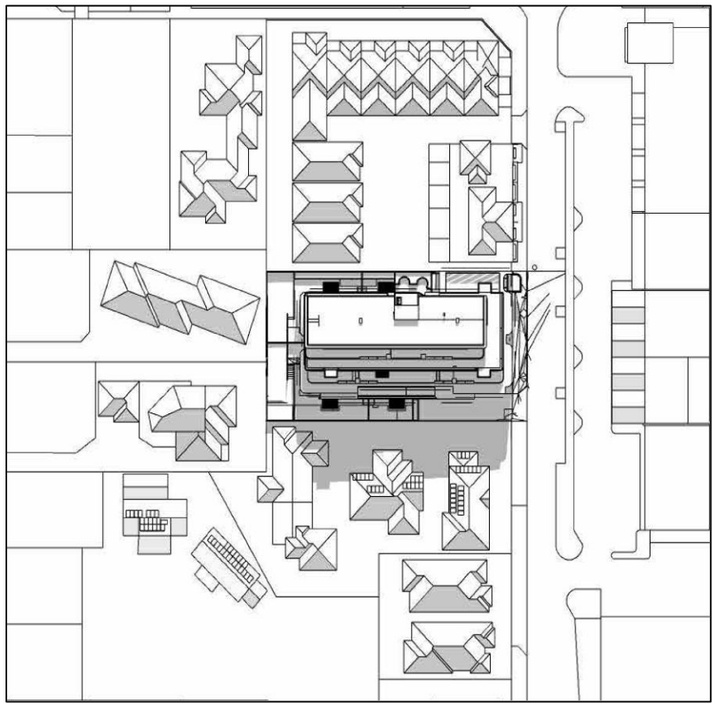
2026 Overshadowing Plans

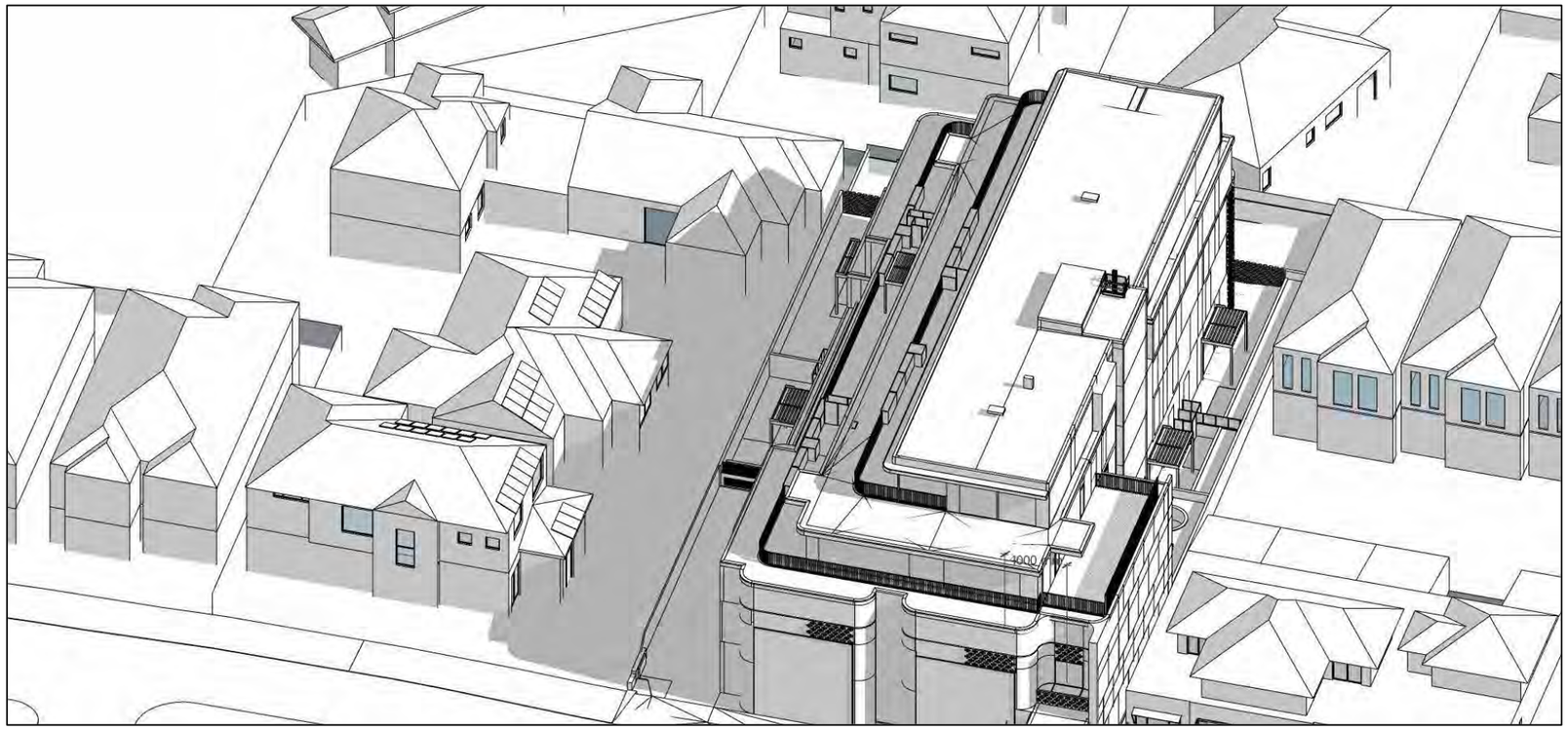
12noon





2024 Overshadowing Plans

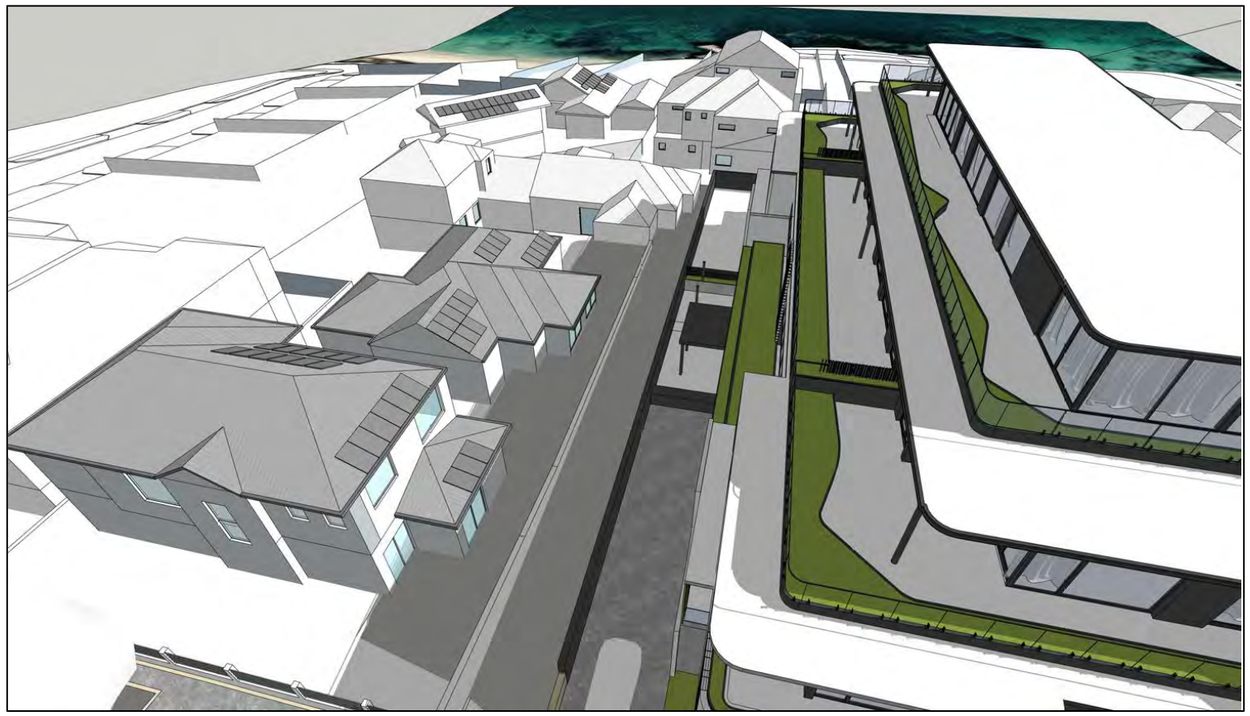




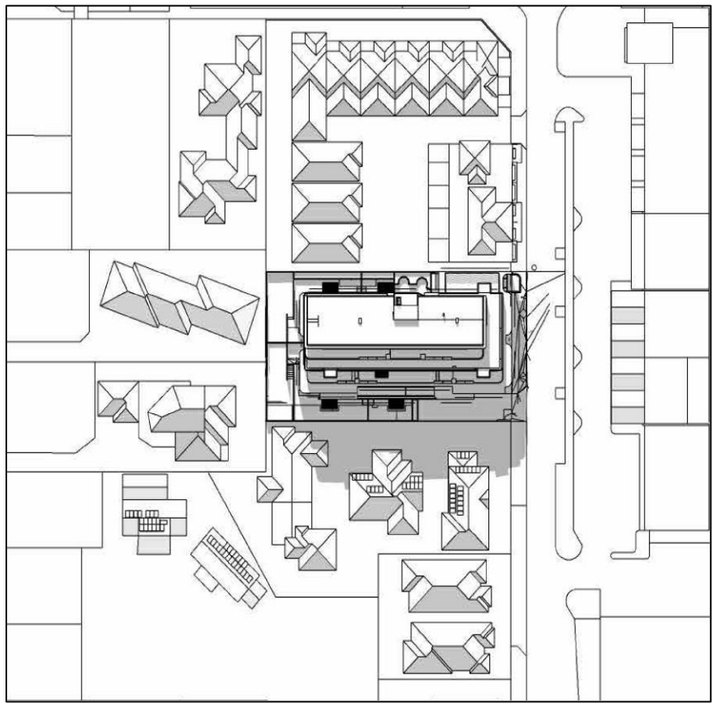
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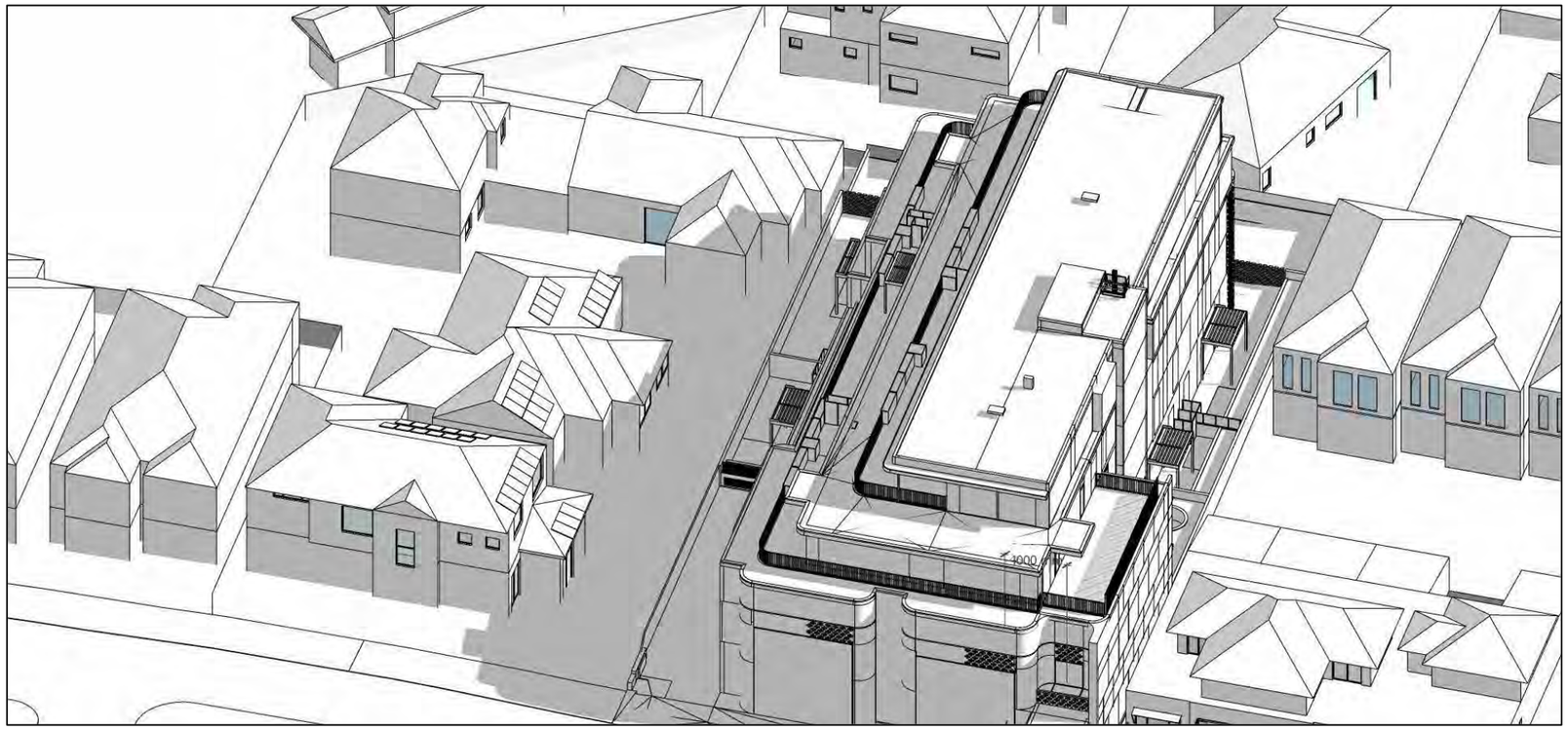
1pm





2024 Overshadowing Plans

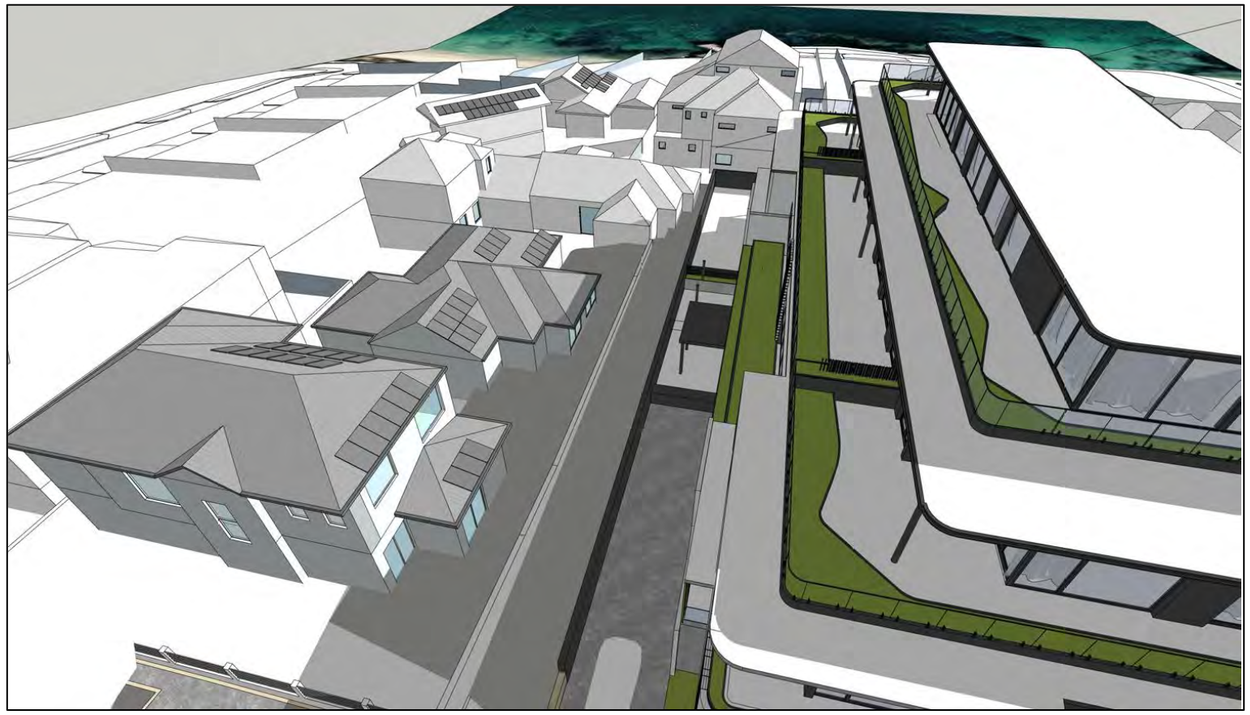




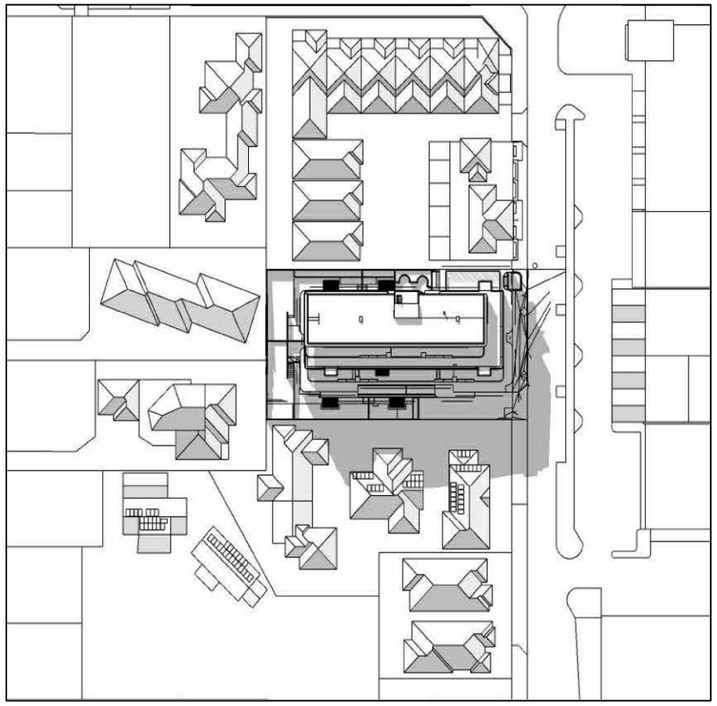
2026 Overshadowing Plans

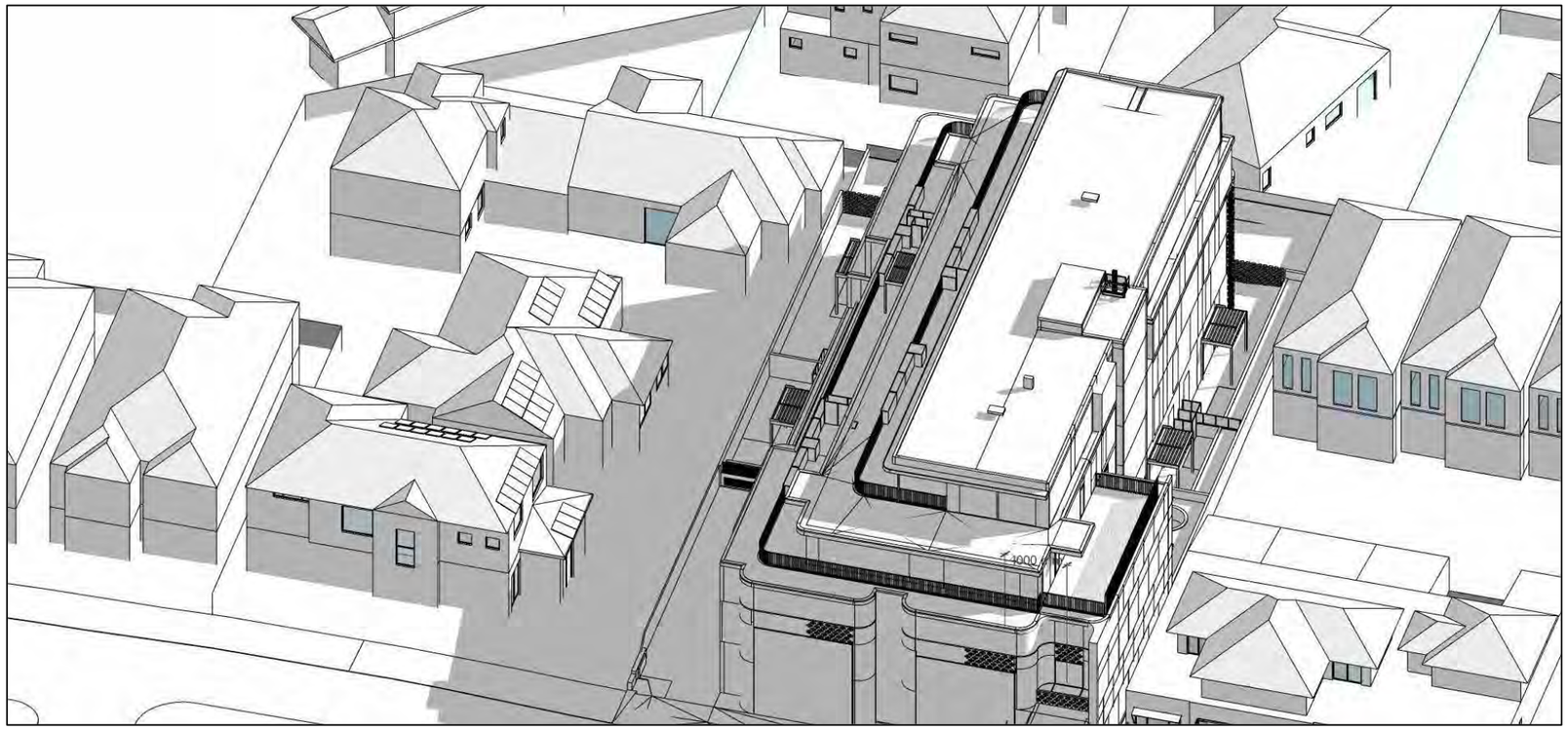
2pm





2024 Overshadowing Plans

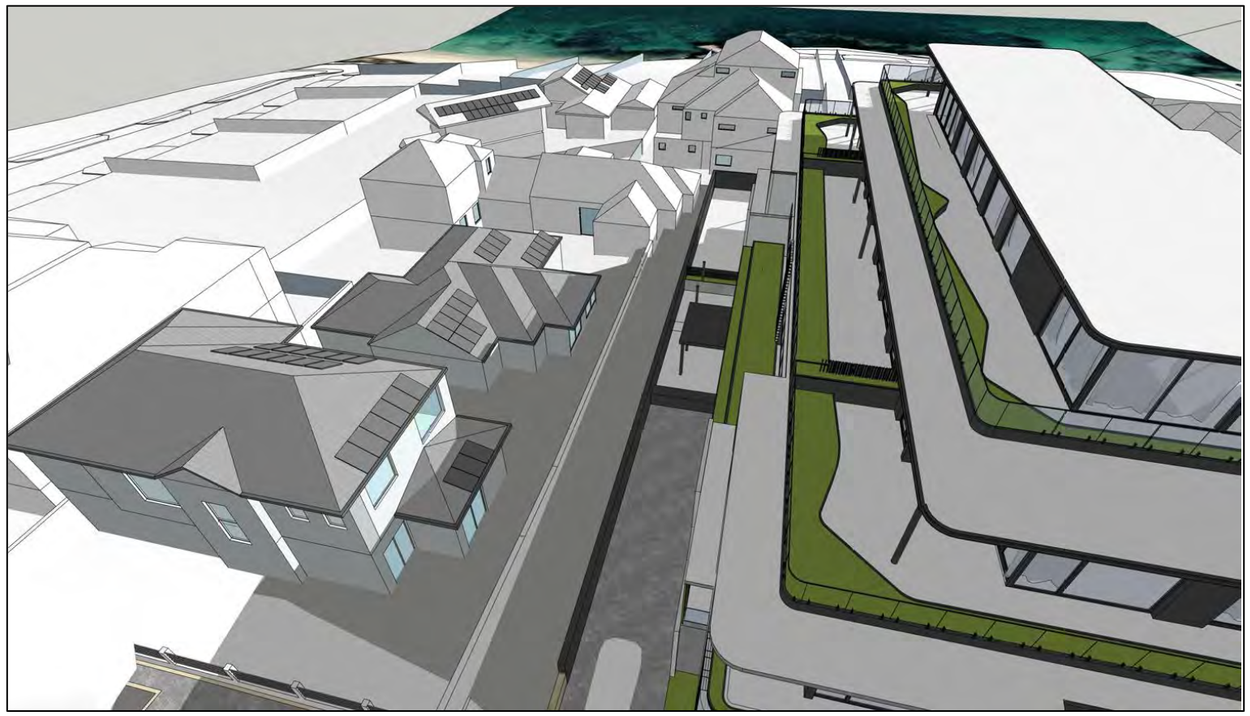




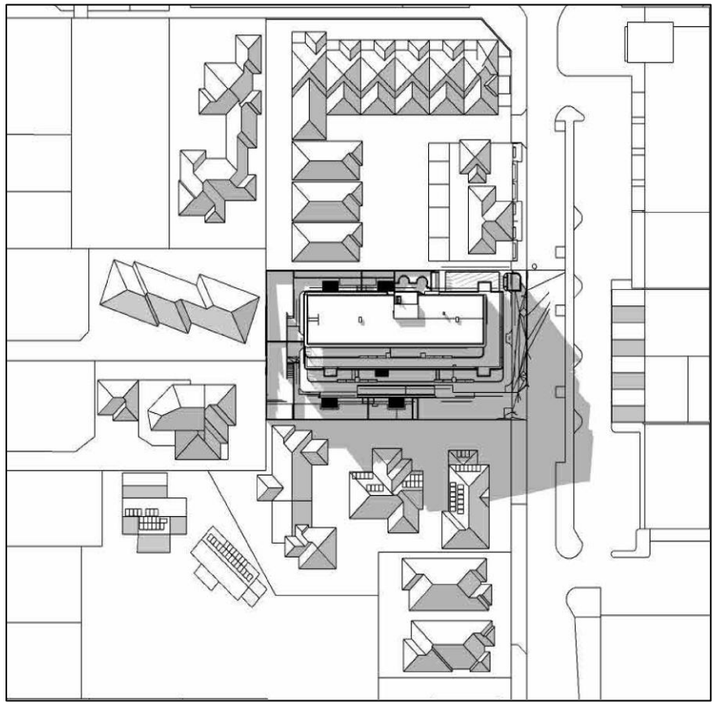
2026 Overshadowing Plans

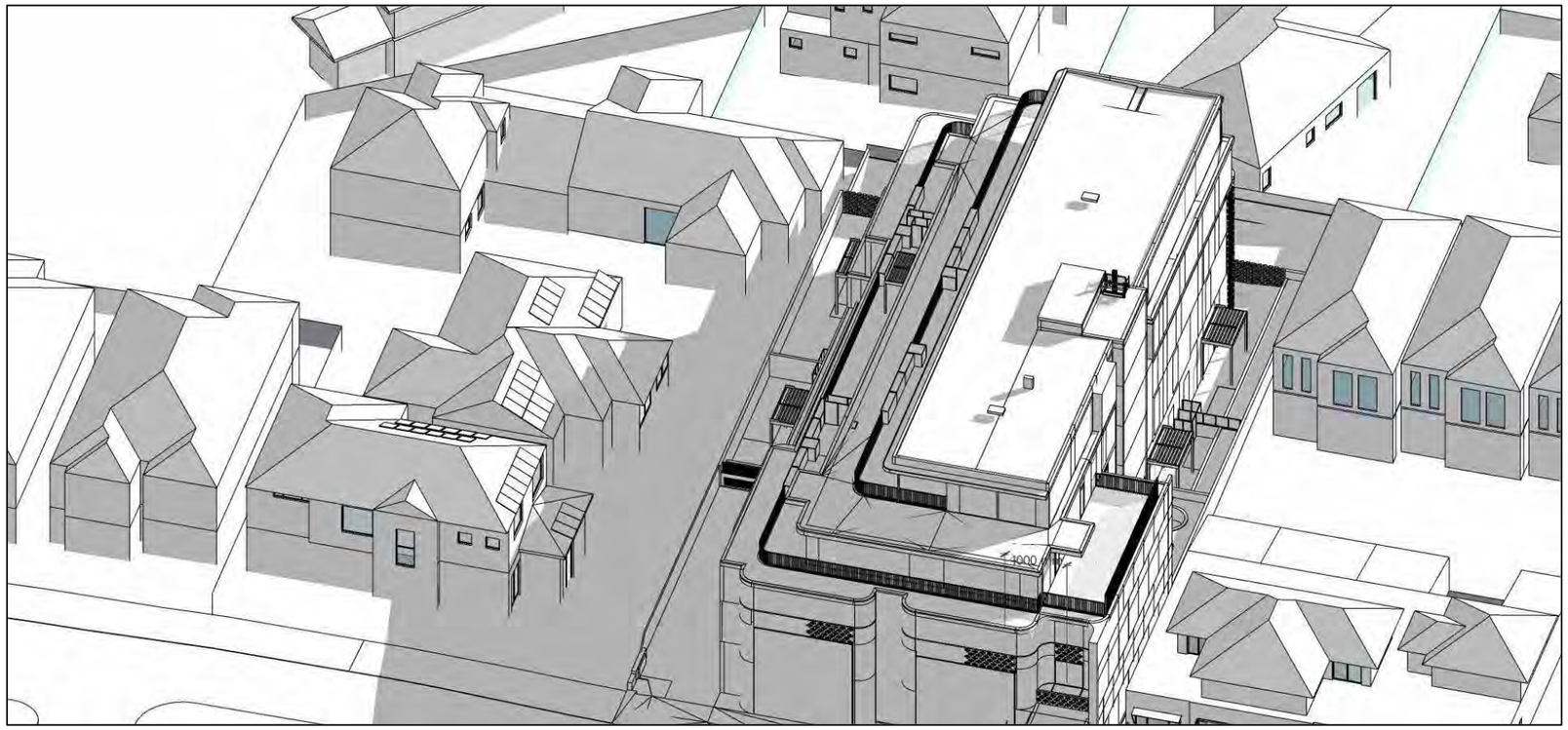
3pm





2024 Overshadowing Plans





2026 Overshadowing Plans

City of Stirling
6 November 2024
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Ground Floor Landscape Plan



Legend

01 Entry area with footwash
02 Timber deck
03 Seat with garden bed
04 Communal garden space
05 Private courtyard
06 Driveway
07 Dog water station
08 Proposed norfolk Island Pine
09 Veggie planters
10 Water feature

1:200 @ A3 N

City of Stirling
29 April 2026
RECEIVED

Ground Floor Landscape Plan



Legend

1. Entry area with seating and raised planters
2. Private courtyard and permeable paving
3. Garden seating
4. Garden path and bird bath
5. Raised planter and trees
6. Garden and shade trees
7. Gravel
8. Paved alfresco
9. Proposed Norfolk Island Pine
10. Council foot path
11. Driveway
12. Planter + cascading plants

1:200 @ A3 N

City of Stirling
6 November 2024
RECEIVED

1st Floor Landscape Plan



Legend

01 Garden bed with small trees
02 Green facade
03 Water feature
04 Boulders

1:200 @ A3 N

City of Stirling
29 April 2026
RECEIVED

1st Floor Landscape Plan



Legend

1. Garden bed with small trees + cascading plants
2. Cascading plants
3. Feature boulder + bird bath

1:200 @ A3 N

City of Stirling
6 November 2024
RECEIVED

2nd Floor Landscape Plan



Legend

01 Green facade

02 Balcony planter

1:200 @ A3

N

City of Stirling
29 April 2026
RECEIVED

2nd Floor Landscape Plan



Legend

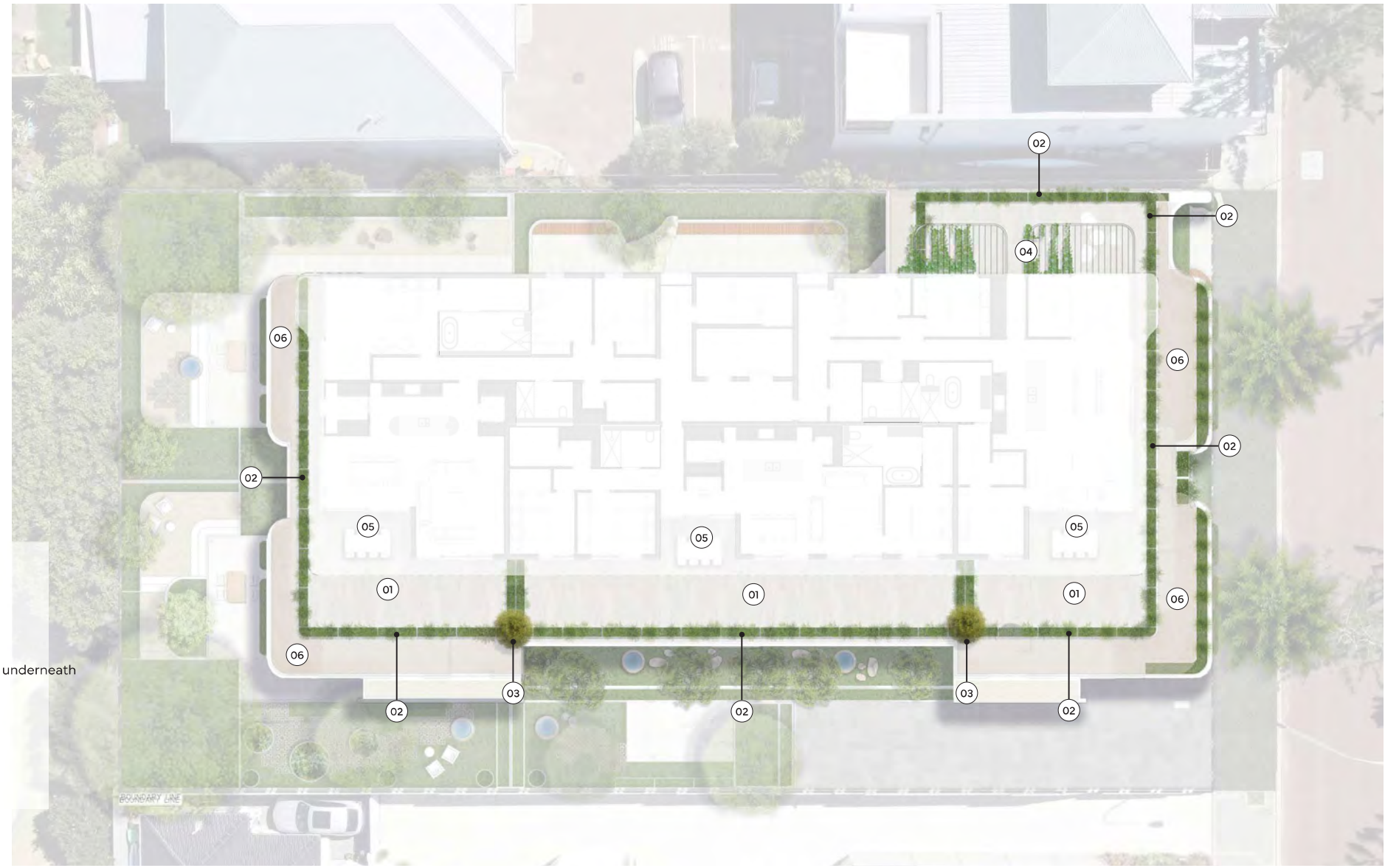
1. Balcony Planter + cascading plants

1:200 @ A3

N

City of Stirling
6 November 2024
RECEIVED

3rd Floor Landscape Plan



Legend

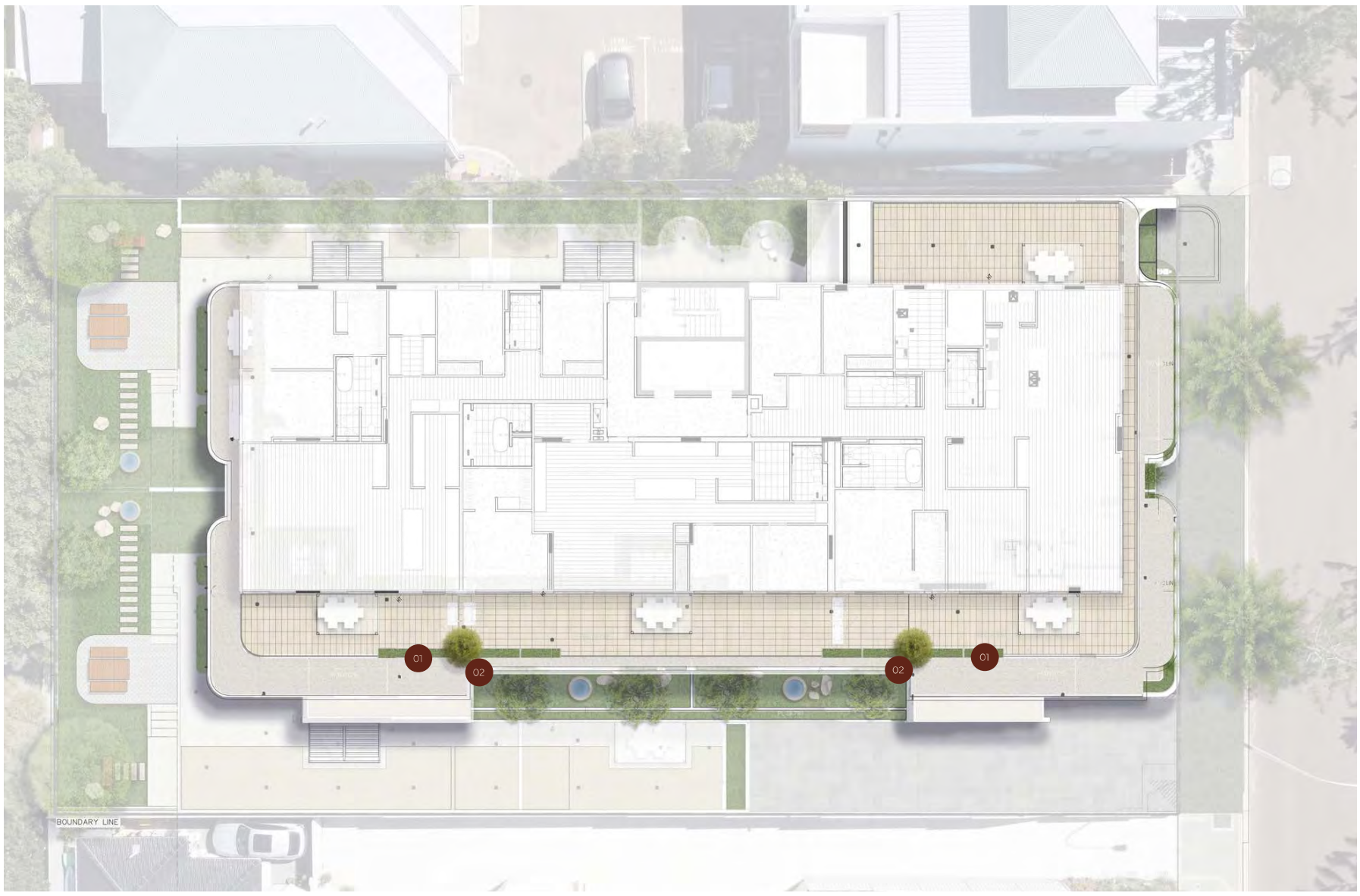
01 Roof terrace
02 Raised planters
03 Small tree
04 Arbour with seating underneath
05 Alfresco dining area
06 Gravel roof garden

1:200 @ A3

N

City of Stirling
29 April 2026
RECEIVED

3rd Floor Landscape Plan



Legend

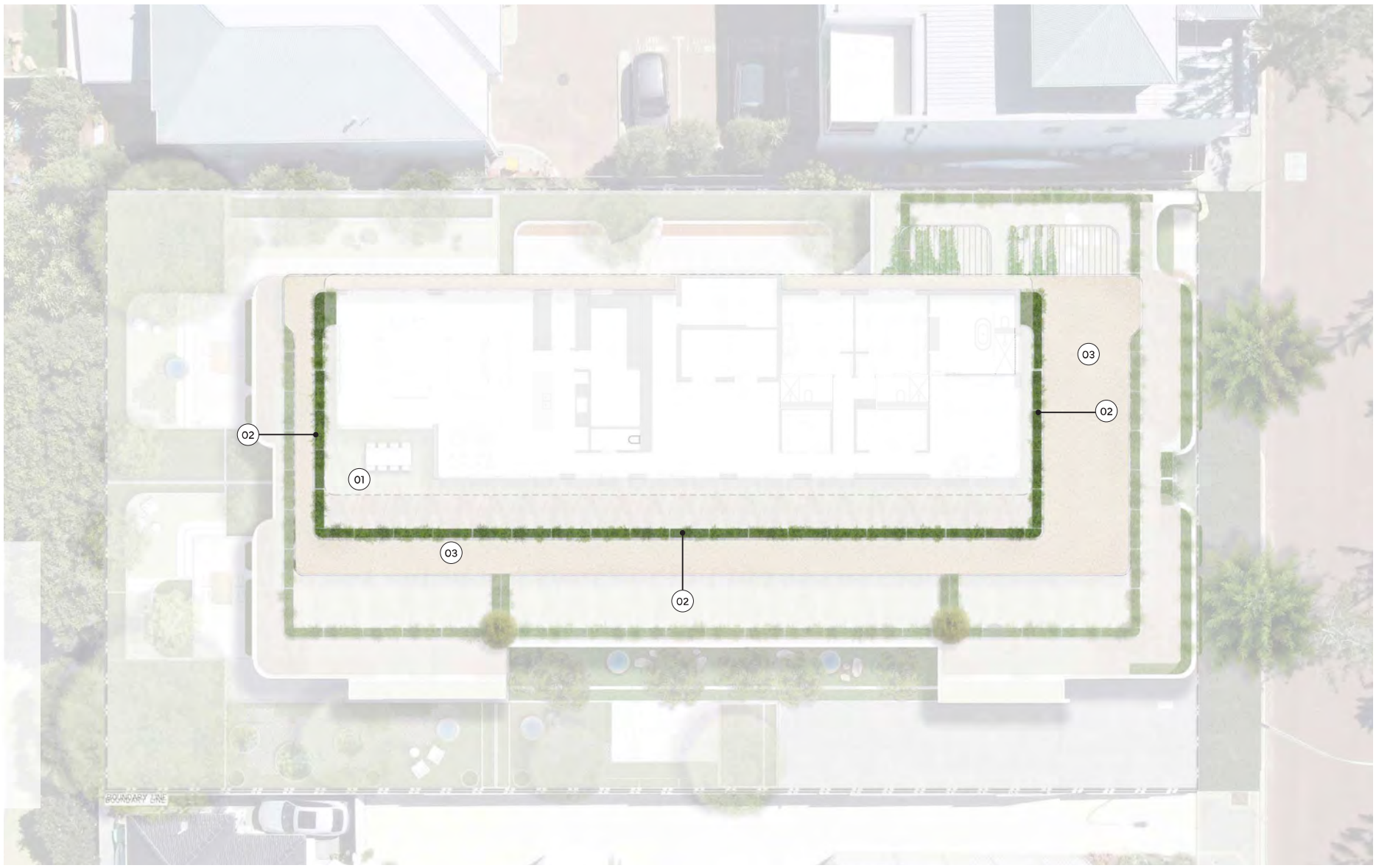
1. Balcony Planter + cascading plants
2. Balcony Planter + small tree

1:200 @ A3

N

City of Stirling
6 November 2024
RECEIVED

4th Floor Landscape Plan



Legend

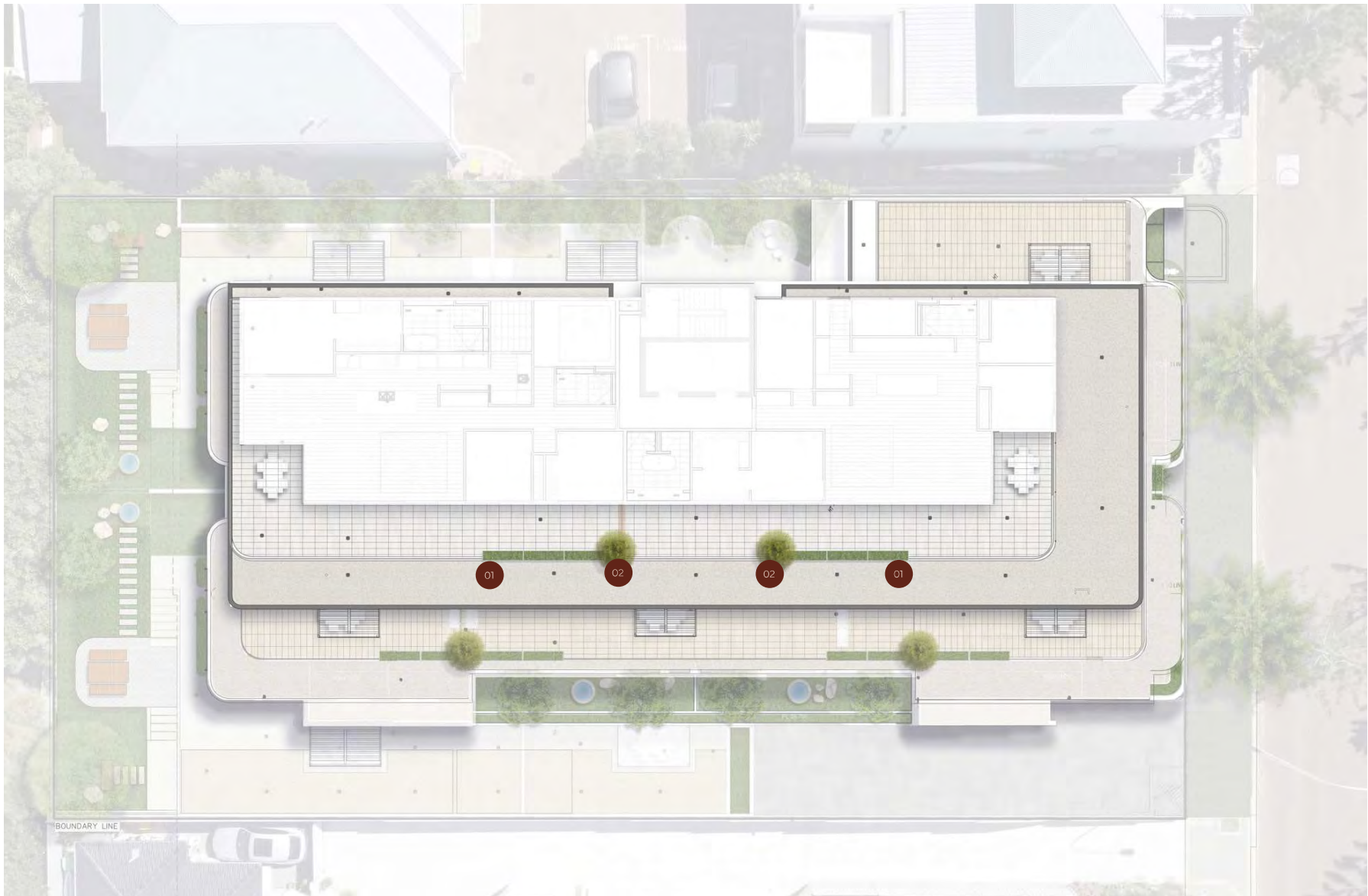
01 Roof terrace
02 Raised planters
03 Gravel roof garden

1:200 @ A3

N

City of Stirling
29 April 2026
RECEIVED

4th Floor Landscape Plan



Legend

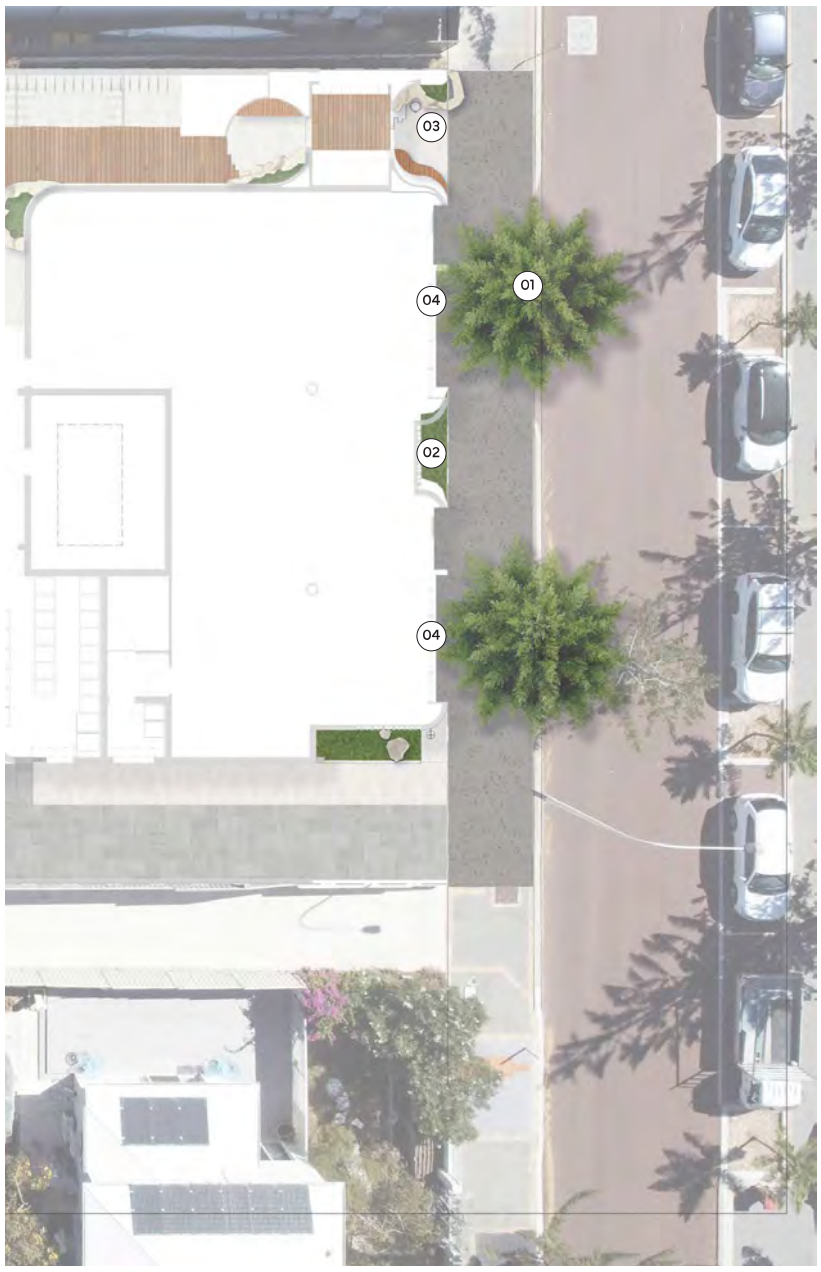
1. Balcony Planter + cascading plants
2. Balcony Planter + small tree

1:200 @ A3

N

City of Stirling
6 November 2024
RECEIVED

Community Benefit





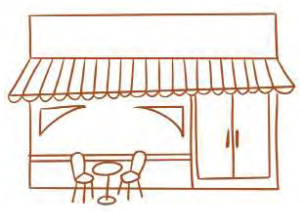
01 Additional tree to street frontage



02 Green facade



03 Community dog and beach foot wash facilities



04 Commercial street activation

City of Stirling
6 November 2024
RECEIVED

Ground Floor Planting Palette

Low plants


Westringia sp.


Lomandra ‘tanika’


Rosmary ‘tuscany blue’


Leucophyta brownii


Liriope sp.


Acacia howittii ‘honey bun’

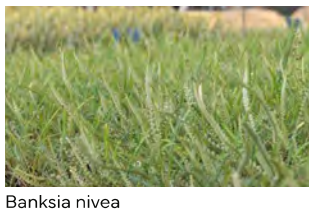

Viola hederacea


Dichondra ‘silver falls’


Kalanchoe ‘silver spoons’


Acacia cognata ‘limelight’


Hardenbergia mini meema


Banksia nivea


Chrysocephalum apiculatum


Crassula ovata undulata


Casuarina ‘Green Wave’


Conostylis candicans


Leucospermum yellow


Correa alba

Cascading


Myoporum parvifolium


Casuarina Glauca ‘Cousin it’


Acacia saligna prostrate


Eremophila ‘Kalbarri Carpet’


Banksia inegtrifolia ‘Rollercoaster’

City of Stirling
29 April 2026
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Ground Floor Planting

CASCADING


Casuarina Cousin It


Acacia Saligna Prostrate


Myoporum Insulare Prostrate


Hibbertia Scandens


Banksia Integrifolia Roller Coaster


Grevillea Gingin Gem


Myoporum parvifolium

STRAPPY LEAF


Lomandra Tanika


Liriope Isabella


Liriope Emerald Cascade


Conostylis candicans


Poa ‘Eskdale’


Lomandra Nyalla


Pennisetum Nafray

GROUNDCOVERS


Melaleuca hugelii prostrate


Banksia blechnifolia


Eremophila ‘Kalbarri carpet’


Banksia Integrifolia Roller Coaster


Banksia Nivea


viola hederacea


Myoporum Insulare Prostrate

SHRUBS


Correa Alba


Calothamnus hirsutus


Banksia menzeisii dwarf


Acacia howitii Honey Bun


Westringia Grey Box


Rhaphiolepis ‘Oriental Pearl’


Casurina Green Wave

CLIMBING


Hardenbergia White Out


Trachelospermum jasmineoides

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Podium Planting Palette


Ficus pumila


Hibertia scandens


Lomandra ‘Tanika’


Trachelospermum jasmineoides


Rosmary ‘tuscany blue’


Liriope sp.


Liriope 'Emerald Cascade'


Acacia howitii 'Honey Bun'


Rhaphiolepis ‘Oriental Pearl’


Crassula ovata undulata


Dichondra Silver Falls


Grevillea 'Gin Gin Gem'


Viola hederacea


Carpobrotus 'Aussie Rambler'


Eremophila ‘Silver Ball’


Westringia 'Grey Box'


Cotyledon silver waves


Melaleuca Little Red

City of Stirling
29 April 2026
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Podium Planting

CASCADING


Casuarina Cousin It


Acacia Saligna Prostrate


Hardenbergia White Out

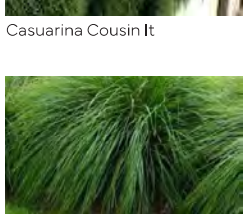

Hibbertia Scandens

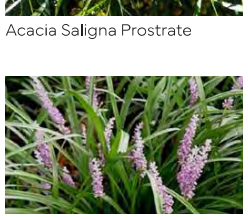

Carpobrotus aussie rambler


Grevillea Gingin Gem

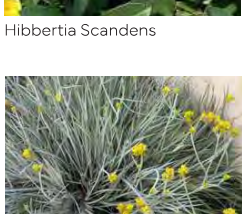

Rosemary prostrate

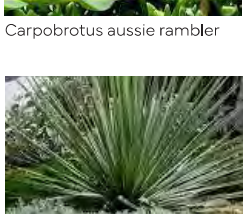
STRAPPY LEAF

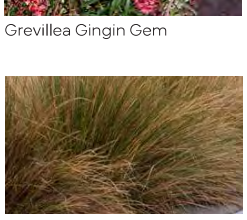

Lomandra Tanika

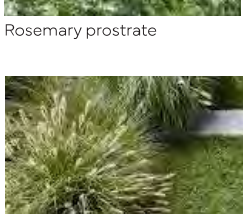

Liriope Samantha


Liriope Emerald Cascade


Conostylis candicans


Nolina nelsonii


Austrostipa stipiodes


Pennisetum Nafray

GROUNDCOVERS


Banksia nivea


Senecio Blue Chalky Sticks


Banskia Petioralis


Santolina Lavender Cotton

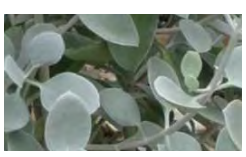

Carissa Green Carpet


Viola hederacea


Dichondra Silver Falls

SHRUBS


Correa Alba


Kalanchoe Silver Spoons


Melaleuca Little Red

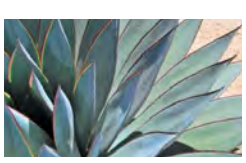

Eremophila ‘Silver Ball’

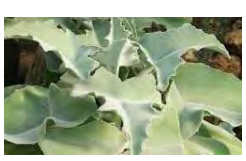

Westringia Grey Box


Westringia Mundi


Helichrysum Silver Mist

FEATURE


Agave Blue Glow


Kalanchoe beharensis


Cotyledon silver waves


Crassula ovata undulata

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Tree Species



Eucalyptus caesia ‘Silver Princess’
6h x 4w



Eucalyptus forrestiana ‘Fuchsia Gum’
6h x 4w



Melaleuca leucadendra
12h x 6w



Magnolia grandiflora ‘Teddy Bear’
6h x 4w



Elaeocarpus reticulatus ‘Blueberry Ash’
6h x 4w



Waterhousia floribunda
8h x 5w



Eucalyptus victrix
8h x 4w

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Tree Planting

SMALL TREES



Banksia integrifolia
10h x 4w



Agonis ‘Lemon Lime’
5h x 4w



Magnolia grandiflora ‘Teddy Bear’
6h x 4w



Hakea laurina
5h x 3w

MEDIUM + LARGE TREES



Gleditsia Shademaster
15h x 10w



Waterhousia floribunda
8h x 5w



Araucaria heterophylla
25mH x 10mW

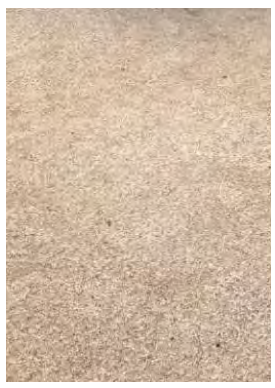
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Materials

SURFACES

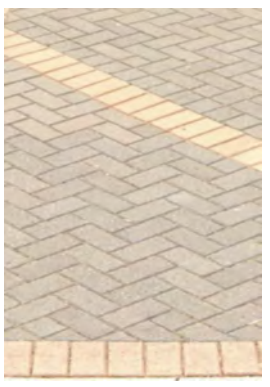

Porcelain Paver


Permeable Paver


Stabilised Gravel


Rainbow Stone Gravel


Feature steppers

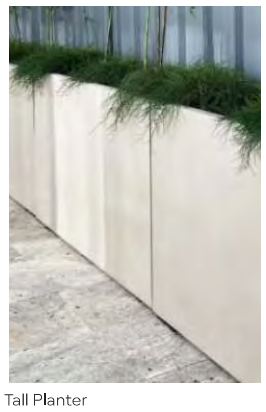

Council paver

FURNITURE


Limestone Feature Boulder


Copper + Sandstone Birdbath


Aluminium Planters


Tall Planter

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Deep Soil Calculation

Summary

Deep Soil Total	
Total Site Area	1686 sqm
Deep Soil Planting required	168 sqm
Ground Floor DSA	156.9 sqm (9.3%)
Ground Floor DSA shortfall	11.1 sqm
Podium planting requirement (min 1m wide x 1m deep)	22.2 sqm
Planting on structure (min 1m wide x 1m deep)	119.1 sqm
Total DSA and Planting on Structure	276 sqm
Total DSA percentage	16.3%

Deep Soil Planting

Planting on Structure

Ground Floor



1st Floor



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Deep Soil Calculation

Deep Soil Total	
Total Site Area	1686 sqm
Deep Soil Planting required	168 sqm
Ground Floor DSA	149 sqm (8.8%)
Ground Floor DSA shortfall	19 sqm
Podium planting requirement (min 1m wide x 1m deep)	38 sqm
Planting on structure (min 1m wide x 1m deep)	103 sqm
Total DSA and Planting on Structure	252 sqm
Total DSA percentage	14.9 %

Deep Soil Planting

Planting on Structure

Ground Floor



1st Floor



3rd Floor



4th Floor



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Tree Requirements

Tree Requirements	Area
Site Area	1,686 sqm
Site wide tree requirements (>1,000m2)	1 large, 2 medium & small trees to suit area
TOTAL TREE NUMBERS	Large trees = 2 total
	Medium trees = 0 total
	Small trees = 14 total

Legend

- Small tree (9m2 DSA per tree)
- Large tree (64m2 DSA per tree)
- Small tree (not counted for DSA)
- New street tree

Ground Floor



1st Floor



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Tree Requirements

Tree Requirements	Area
Site Area	1,686 sqm
Site wide tree requirements (>1,000m2)	3 medium & small trees to suit area
TOTAL TREE NUMBERS	Medium trees = 3 total
	Small trees = 15 total

Legend

- Small tree (9m2 DSA per tree)
- Medium tree (36m2 DSA per tree)
- New street tree

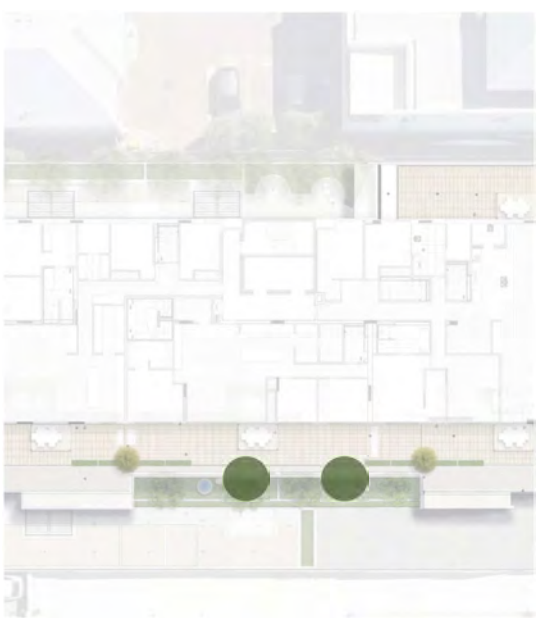
Ground Floor



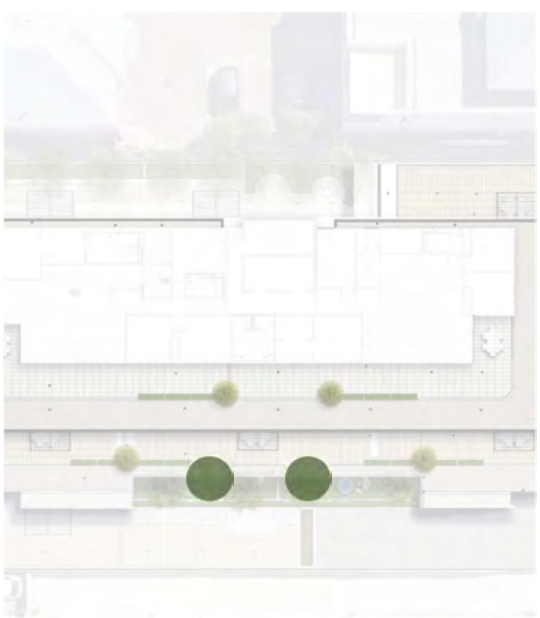
1st Floor



3rd Floor



4th Floor



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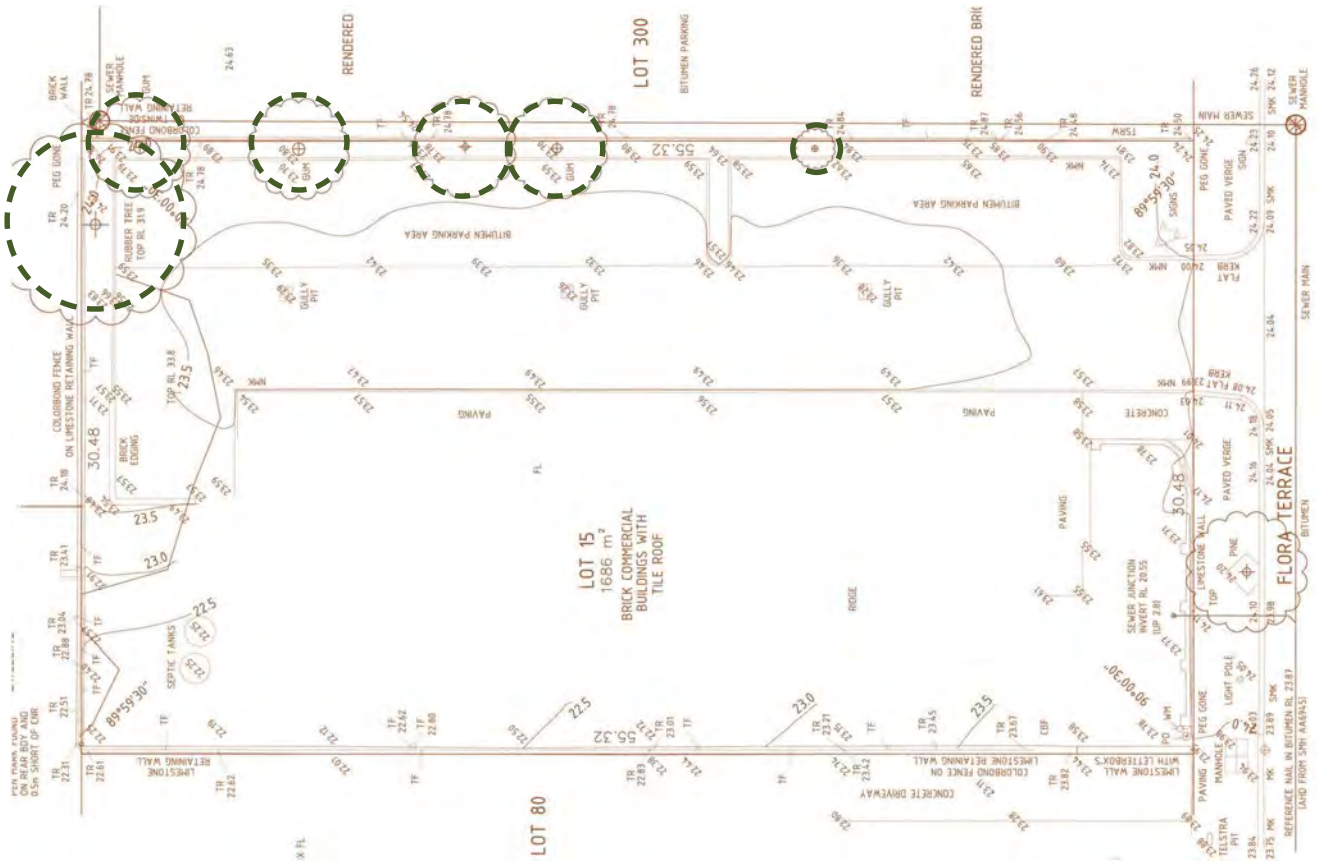
Tree Demolition Plan

Legend

Existing Tree to be removed

Existing Tree Schedule

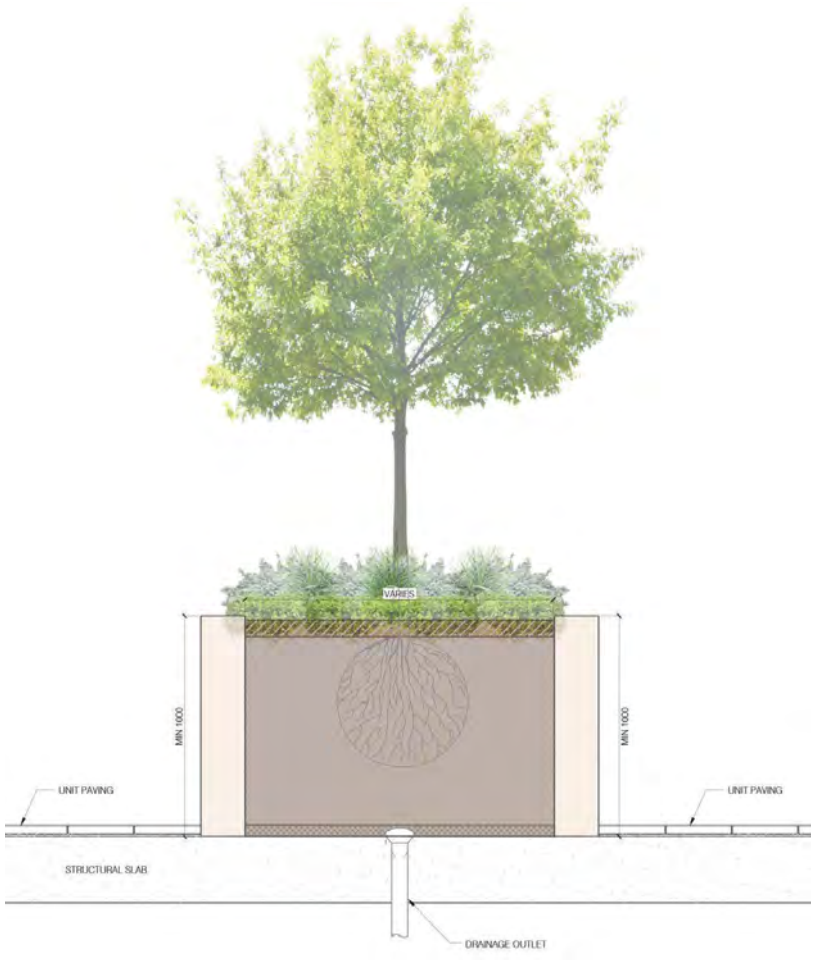
1. Schefflera actinophylla - fair health
2. Meleleuca sp. - poor health
3. Melaleuca sp. - poor health
4. Melaleuca sp. - poor health
5. Melaleuca sp. - poor health
6. Schefflera actinophylla - poor health



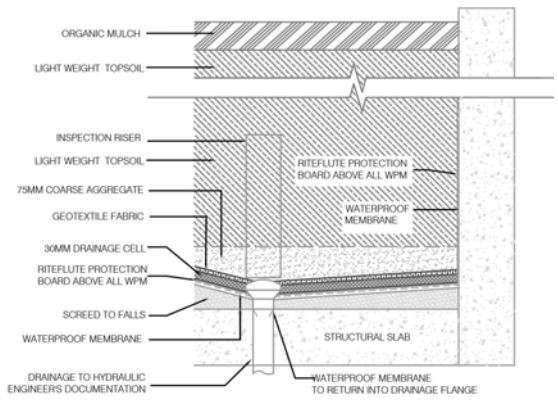
City of Stirling
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Planting on Podium Detailing

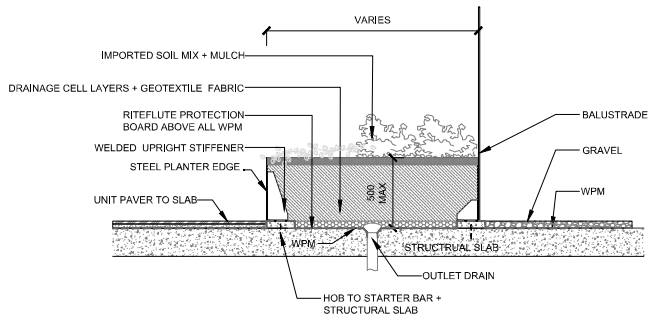
Typical 1m Deep Planter on Podium Detail



Typical Planter Lining Detail



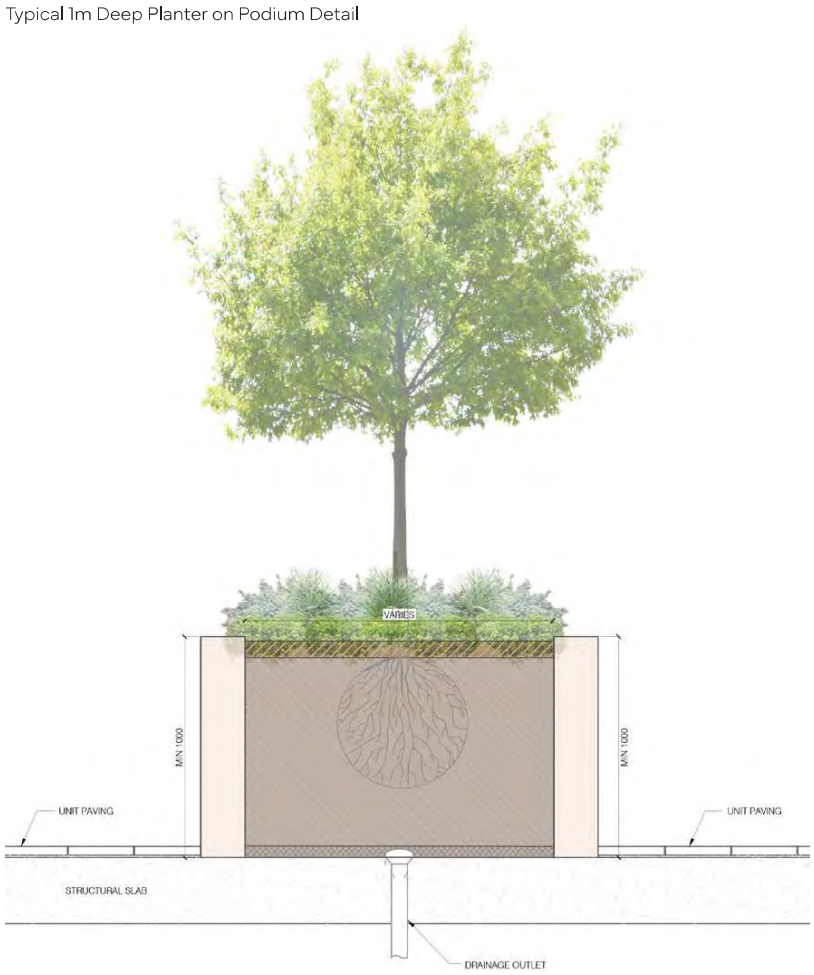
Typical Shallow Planter on Podium Detail



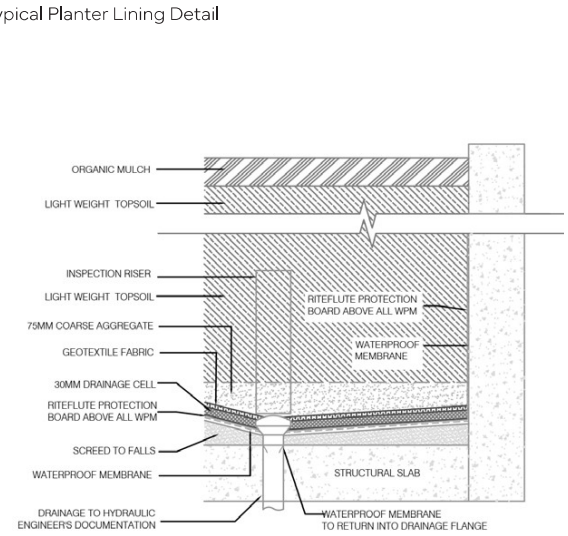
City of Stirling
29 April 2026
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Planting On Podium Details

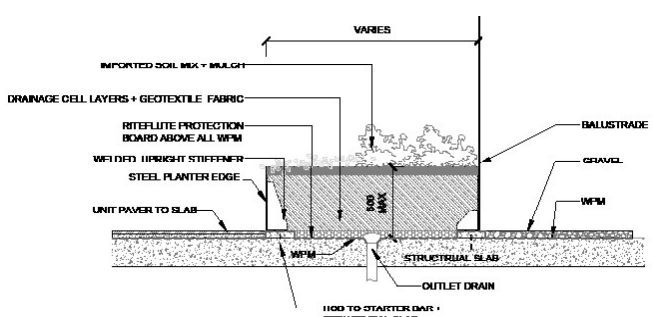
Typical 1m Deep Planter on Podium Detail



Typical Planter Lining Detail



Typical Shallow Planter on Podium Detail



Responsible Authority Report for Previous Application (dated 9 December 2024)

Part C – Item 3.2 – LOT NO. 15 (HOUSE NUMBER 118), FLORA TERRACE, NORTH BEACH – MIXED USE DEVELOPMENT

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Stirling
Applicant:	Planning Solutions
Owner:	Neil Bowie
Value of Development:	$10 Million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)
Responsible Authority:	City of Stirling
Authorising Officer:	Amanda Sheers, Director Planning and Development
LG Reference:	DA24/0971
DAP File No:	DAP/24/02744
Application Received Date:	9 August 2024
Report Due Date:	9 December 2024
Application Statutory Process Timeframe:	90 Days, with an additional 24 days agreed between the Applicant and City of Stirling
Attachment(s):	1. Development Application Plans (received 6 November 2024) 2. Aerial Location Plan 3. Metropolitan Region Scheme Zoning Map 4. City of Stirling Local Planning Scheme No.3 Zoning Map 5. Applicant's Original Planning Report received on 15 July 2024 6. City of Stirling Planning Assessment 7. Applicant's Final Submission: a. Applicant's Response to Request for Information received 6 November 2024 b. Sustainability Strategy prepared by Full Circle Design Services received 15 July 2024 c. Transport Impact Statement prepared by PTG Consulting received 15 July 2024 d. Technical Memorandum in response to City Request for Further Information prepared by PTG

	Consulting received 6 November 2024 e. Acoustic Report prepared by Herring Storer Acoustics received 15 July 2024 f. Noise Management Plan prepared by Herring Storer Acoustics received 15 July 2024 g. Applicant's Residential Design Code Assessment Volume 2 – Apartments received 15 July 2024 h. Design Report by Space Collective Architects received 15 July 2024 i. 3D Render Perspectives by Space Collective Architects received 6 November 2024 j. Overshadowing Illustrations by Space Collective Architects received 6 November 2024 k. Applicant's Landscaping Plans prepared by See Design Studio received 6 November 2024 l. Waste Management Plan prepared by Tails Consultants received 6 November 2024 8. City of Stirling Design Review Panel (DRP) Report dated 20 June 2024 9. External Agency Referral Responses a. Water Corporation received 30 August 2024 b. Western Power received 7 November 2024 10. Applicant's Response to Public Consultation received on 6 November 2024	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes ☒ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Inner Development Assessment Panel resolves to:

Approve DAP Application reference DAP/24/02744 and accompanying plans as listed in Condition 3 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 Mixed Use Development on Lot 15, House Number 118, Flora Terrace, North Beach subject to the following conditions:

Conditions

1. Pursuant to Clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under Clause 24(1) of the Metropolitan Region Scheme.

2. This decision constitutes planning approval only and is valid for a period of four (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.

3. The development is to 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.	DRAWN BY
Survey Plan	27/06/24	A	SD1-00	Space Collective Architects
Demolition Plan	06/11/24	B	SD1-01	Space Collective Architects
Site Plan	26/11/24	E	SD1-02	Space Collective Architects
Basement Plan	06/11/24	D	SD2-00	Space Collective Architects
Ground Floor Plan	06/11/24	E	SD2-01	Space Collective Architects
Level 01 Plan	06/11/24	E	SD2-02	Space Collective Architects
Level 02 Plan	06/11/24	E	SD2-03	Space Collective Architects
Level 03 Plan	06/11/24	E	SD2-04	Space Collective Architects
Level 04 Plan	06/11/24	E	SD2-05	Space Collective Architects
Roof Plan	06/11/24	D	SD2-06	Space Collective Architects
Elevations	06/11/24	D	SD3-01	Space Collective Architects
Elevations	06/11/24	D	SD3-02	Space Collective Architects
Section	06/11/24	E	SD4-01	Space Collective Architects

4. Notwithstanding the requirements of Condition 3, amended plans shall be provided as part of the Building Permit submission to the satisfaction of the City of Stirling addressing the following:
    a. Widen the crossover to 5.5m in width with the building to be modified to allow for a 1.5m x 1.5m sightline truncation area at the northern junction of the access way and the Flora Terrace road reserve.
    b. Remove the 1.5m wide painted strip along the northern portion of the driveway.
    c. Amend the eastern major opening to Living Area / Dining Room of Apartment 103 and Apartment 203 to be permanently screened to 1.6m in height in accordance with the requirements of the Residential Design Codes Volume 2 (Element 3.5 Visual Privacy).
    d. Provide permanent visually impermeable screening at 1.6m in height to the Ground Floor Terrace and Private Open Space Area of Apartment G02 facing the western and southern lot boundaries in accordance with the requirements of the Residential Design Codes Volume 2 (Element 3.5 Visual Privacy).
    e. Locate the planters on Level 01 along Flora Terrace to be wholly within the lot boundaries.
    f. Remove the proposed awnings to Flora Terrace where they conflict with the existing and proposed street trees and waste collection.

Building Design

5. 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.

6. 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

7. Prior to the submission of a Building Permit application, a Construction Management Plan (CMP) shall be submitted to the City of Stirling for approval. 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, storage of materials, site safety / security and any other relevant matters to the satisfaction of the City of Stirling. The CMP is to be complied with for the duration of the construction of the development, to the satisfaction of the City of Stirling.

Landscaping

8. Prior to the 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. Planting of a Medium Tree Species to replace a Small Tree on the south of the Ground Floor G03 Terrace.
    b. The removal of the Melaleuca Leucadendra tree species and replacement with an alternative tree species as per the City's recommended tree species list.

c. Details demonstrating the surface treatment within the deep soil areas of the Large and Medium Trees.

9. Prior to occupation of the development, all Advanced Trees required by the approved detailed Landscaping Plan must be planted on site in the area indicated on the approved plan and be thereafter maintained for the duration of the development. The Advanced Trees must be provided with the approved deep soil area at ground level free of intrusions, to the satisfaction of the City of Stirling.

10. Prior to the occupation of the development, all landscaped areas are to 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.

11. All street trees located on the verge shall be retained and protected in accordance with Australian Standard AS 4970-2009 Protection of Trees on Development Sites, to the satisfaction of the City of Stirling.

Lighting and Security

12. Adequate lighting being 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.

13. Any outside lighting to comply with Australian Standard AS 4282-2019 - Control of the Obtrusive Effects of Outdoor Lighting (as amended) for the control of obstructive effects of outdoor lighting and must not spill into any adjacent premises. Details of any outside lighting to be submitted at the Building Permit application stage demonstrating compliance with Australian Standard AS 4282-2019 (as amended).

Noise

14. All recommendations provided in the Noise Management Plan prepared by Herring Storer Acoustics received 15 July 2024, are to be implemented, to the satisfaction of the City of Stirling.

15. Prior to the submission of the Building Permit application, the landowner is to provide written confirmation that all recommendations in the Noise Management Plan have been incorporated into the building design, with the certified Building Permit application, to the satisfaction of the City of Stirling.

16. Within three (3) months of the commencement of the development, a Noise Report prepared by an accredited noise consultant shall be submitted to and approved in writing by the City of Stirling. The noise report confirming noise from the development complies with the Environmental Protection (Noise) Regulations 1997, to the satisfaction of the City of Stirling.

Parking and Vehicle Access

17. The minimum number and allocation of car parking, bicycle, scooter and motorcycle on-site is to be provided as follows:
    a. 20 residential car parking bays;

b. Four residential visitor car parking bays; and
c. Seven commercial car parking bays.
d. 10 residential bicycle parking spaces;
e. Two residential visitor bicycle parking spaces; and
f. Three residential motorcycle / scooter parking spaces

18. All parking bays, manoeuvring and circulation areas are to comply with Australian Standards AS/NZS2890.1:2004 Amendment 1 and AS2890.2:2018. The number of ACROD car parking bays and their design and layout are to comply with Australian Standards AS/NZS2890.6:2009 (Off-street Parking for People with Disabilities) and the Building Code of Australia (Volume 1 section D3.5), to the satisfaction of the City of Stirling.

19. Prior to the 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. Visitor car, motorcycle, scooter and bicycle parking bays shall be permanently marked, maintained and be accessible at all times for use exclusively by visitors to the property.

21. Prior to the occupation of the development, directional signage shall be provided at the entry to the site. The signage shall direct visitors to the visitor car parking, motorcycle, scooter and bicycle spaces. The signage shall thereafter be retained for the life of the development.

22. The crossover shall be designed, constructed, and installed prior to occupation of the development to the satisfaction of the City of Stirling.

23. Prior to the occupation of the development, any redundant crossover shall be removed and the kerbing and road verge reinstated to the satisfaction of the City of Stirling.

24. Unless otherwise approved, no walls, fences, letterboxes or other structures above 0.75 metres in height to be constructed within the 1.5 metre width x 1.5 metre 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 the further approval of the City of Stirling is obtained.

25. Prior to the occupation of the development, a minimum of 15 bicycle parking bays shall be provided on site. The design and construction of the bicycle bays shall be in accordance with Australian Standard AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking.

26. Where a storeroom is solely accessible through an adjacent car parking bay, the storeroom and the car parking bay are to be assigned to the same dwelling.

27. Where two car parking bays are provided in a tandem arrangement, both car bays are to be assigned to the same dwelling or commercial tenancy.

28. Prior to occupation of the development, the light pole impacted by the proposed crossover and existing light pole south of the site at the eastern carpark entry are to be relocated at the owner's expense to maintain consistent light spacings and lighting levels along Flora Terrace. Lighting to comply with Australian Lighting Standards, to the City's satisfaction and Western Power approvals.

29. Prior to the lodgement of a Building Permit application, the developments fire service needs to be designed to ensure that a Department of Fire and Emergency Services "Fire Appliance Hardstand" and associated line marking is not required to be installed within the road reserve abutting the development. Details, location and elevations are to be submitted and approved by the City of Stirling.

Development Contributions

30. Prior to occupation of the development, a public art proposal for the subject development to the value of 1.0% of the construction value must be submitted to, and approved by, the City of Stirling.

31. Prior to occupation of the development, the approved public art proposal shall be completed and installed by the developer and maintained thereafter by the owners of the development, to the satisfaction of the City of Stirling.

Sustainability

32. Prior to the submission of a Building Permit application, a revised Sustainable Design Statement is to be submitted to the City of Stirling confirming all dwellings exceed the minimum NATHERS requirement for apartments by one star and the development incorporates sustainable initiatives as per the submitted Sustainable Design Strategy prepared by Full Circle Design Services dated June 2024.

Universal Design

33. Prior to the submission of a Building Permit application, certification completed by a Liveable Housing Australia assessor confirming that the detailed design of the 'Silver Level' dwellings are compliant with the 'Silver Level' of the 'Liveable Housing Design Guidelines' produced by Liveable Housing Australia, must be submitted to, and approved in writing by, the City of Stirling. A minimum of 20% of dwellings are to 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

34. Prior to the occupation of the development, each Multiple Dwelling shall be provided with a mechanical dryer, where a concealed drying area is not provided exclusively for the dwelling.

35. In accordance with the Residential Design Codes Volume 2 (Element 4.18 Utilities), 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.

36. Residential storerooms shall be allocated to the dwellings in a manner consistent with Table 4.6 Storage requirements of the Residential Design Codes Volume 2 (Element 4.6 Storerooms), to the satisfaction of the City of Stirling.

Visual Privacy

37. 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

38. The development is to comply with the Waste Management Plan prepared by Talis Consultants received 6 November 2024, unless otherwise approved by the City of Stirling.

39. The development is to be connected to the sewer.

40. Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road 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 having first been sought and obtained.

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 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. In relation to the light pole's relocation, the relocation of the light poles is to is to comply with Australian Lighting Standards, to the satisfaction of the City of Stirling and Western Power.

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

10. 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.

Landscaping

11. The detailed Landscaping Plan is to include the retention of the existing street tree planted in the verge.

12. 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.

Lighting and Security

13. Any outside lighting should meet Australia Standards AS 4282-2019 for the control of obstructive effects of outdoor lighting and must not spill into any neighbouring residential premises. Prior to the issue of the Building Permit a report is to be prepared by a suitably qualified consultant and submitted to the City of Stirling. It should demonstrate that all lighting associated with the development shall comply with AS 4282-2019.

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, the City of Stirling 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 will equate to $100,000.

16. The applicant 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.

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	Local Centre
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Local Planning Strategy Designation	Local Centre (LC 21) – Flora Terrace
Use Class and permissibility:	Office – 'P' use 'P' means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme. Multiple Dwelling – 'D^2' use D^2 – Means the use is not permitted unless Council, or in this instance the DAP, has exercised its discretion by granting planning approval. Note 2 states that Multiple Dwellings are not permitted on the ground floor fronting a street.
Lot Size:	1,686m^2
Existing Land Use:	Commercial - Office and Consulting Rooms
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A

	☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

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

- A five storey Mixed Use Development comprising:
  - 20 Apartments, ranging from one to four bedrooms; and;
  - One commercial tenancy, with 245.7m^2 of floorspace at ground level, fronting Flora Terrace.
- Communal Open Space and amenities provided at ground level.
- Landscaping including the provision of Two Large trees and 14 Small trees as well as providing deep soil planting across 178m^2 (10.5%) of the site area.
- Vehicle access and car parking from Flora Terrace with a total of 38 residential bays, four visitor bays and seven commercial bays.

Proposed Land Use	Multiple Dwelling, Office
Proposed Commercial Net Lettable Area	245.7m^2
Proposed No. Storeys	Five Storeys
Proposed No. Dwellings	20 Multiple Dwellings

Background

The subject site is 1,686m^2 in area and has a 30.48 metre frontage to Flora Terrace which is identified as 'Local Distributor' as per the City's Functional Road Hierarchy. There is an existing single storey building with associated car parking and landscaping on-site with Office and Consulting Room uses. The subject site is located within the area designated as the Flora Terrace Local Centre (LC21) as per the City's Local Planning Strategy which comprises a variety of residential and commercial land uses.

Existing development on the eastern side of Flora Terrace, between Malcolm Street and Lawley Street is primarily commercial development with some mixed use and residential development of heights ranging from single to four storeys.

On the western side of Flora Terrace, between Malcolm Street and Lawley Street, development is primarily residential with residential densities of R40 and R50. There are limited numbers of commercial properties and one mixed use development. Building heights range from one to three storeys.

The area to the north and south is typically residential in character, with a range of one and two storey single and grouped dwellings, with exception of the immediately abutting northern property which is a 3 storey mixed use development.

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)

State Planning Policies

- State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)

Planning Codes

- Residential Design Codes Volume 1 – Part B
- Residential Design Codes Volume 1 – Part C
- Residential Design Codes Volume 2 – Apartments

Local Planning Strategy

The subject site is located within the Flora Terrace Local Centre There are no statutory controls associated with the site being located within this Local Centre.

Local Planning Policies

The following Local Planning Policies are applicable to the proposed development.

- Local Planning Policy 4.2 – Mixed Use Design Guidelines (LPP4.2)
- Local Planning Policy 6.3 – Bins Storage Areas (LPP6.3)
- Local Planning Policy 6.6 – Landscaping (LPP6.6)
- Local Planning Policy 6.7 – Parking and Access (LPP6.7)
- Local Planning Policy 6.11 – Trees and Development (LPP6.11)
- 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 27 August 2024 and concluded on 25 September 2024. In response, a total of 29 submissions were received, comprising 25 objections and four letters of support. Details related to the number, type and origin of these submissions 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	0 (0%)	4 (100%)	4 (13.8%)

OBJECT	17 (68%)	8 (32%)	25 (86.2%)
OTHER (Comment)	0 (0%)	0%	0 (0%)

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

Public Consultation Submissions		
Number of Submission to Raise Matters	**Summary of Matters Raised**	**Officer Response**
17	Concerns relating to traffic, safety and congestion.	The Traffic Impact Statement (TIS) provided in support of the proposed development (refer to attachment 7c) includes reference to traffic volumes, safety and congestion and concludes that traffic associated with the proposed development use can be accommodated within the existing road network without any resulting adverse road safety impacts. The TIS has been reviewed by the City and is generally supported subject to the imposition of the recommended conditions of approval proposed by the City.
13	The proposed building height is out of place and inconsistent with the character of the area.	The assessment of the proposed building height is addressed in this report.
7	Concerns relating to overlooking and privacy implications from the proposed development.	Revised plans have addressed visual privacy concerns along the northern, western and southern boundaries such that the development as proposed satisfies the City's requirements. It is noted that the proposed development has been designed to minimise overlooking of adjacent properties, using setbacks, screening devices and by setting in the viewing position of major openings from the perimeter of the building to restrict the cone of vision looking downwards into sensitive areas of adjoining properties. Specific condition setting has also been recommended to ensure the development does not result in any adverse overlooking to

Public Consultation Submissions		
Number of Submission to Raise Matters	**Summary of Matters Raised**	**Officer Response**
		adjoining northern, western and southern properties. Visual privacy is addressed further in this report.
7	Concerns relating to the proposed number of car parking bays provided by the development.	The provision of car parking is appropriate and is supported. Car parking and access is discussed further in this report.
6	Concerns relating to overshadowing to the adjoining properties from the proposed development.	Overshadowing is discussed further in this report. The City's assessment concludes the resultant of overshadowing does not have an adverse effect to adjoining properties or the public realm.
5	Concerns relating to general safety of the surrounding road network.	The submitted TIS has been reviewed by the City and does not identify any safety issues in relation to the proposed development on the road network. Condition setting is recommended to provide for two-way access into the site to mitigate potential issues on Flora Terrace.
4	Concern regarding noise generated from the proposed development.	The submitted Acoustic Report does not identify any issues with noise generated from the development to adjoining properties. The Acoustic Report has been reviewed and is supported by the City with appropriate conditions of approval.
4	Concern regarding light generated from the proposed development.	The City's assessment does not identify any concerns regarding lighting from the proposed development the surrounding area. Any excessive light spillage to adjoining properties, generated both during the construction phase and after occupation of the development can be addressed by appropriate conditions of approval. Condition setting is recommended to mitigate any potential excessive light spillage to adjoining properties, generated both during the construction phase and after occupation of the development.

Public Consultation Submissions		
Number of Submission to Raise Matters	**Summary of Matters Raised**	**Officer Response**
4	Approval of this development may set a precedent.	The development as proposed is aligned with the prevailing planning policy framework.
4	Concerns relating to inadequate space for waste collection along Flora Terrace.	A revised Waste Management Plan was provided in relation to concerns regarding sufficient space for waste collection on Flora Terrace. The revised Waste Management Plan provides for twice-weekly collection to minimise the collection area required.
3	The proposed parking is inadequate and will exacerbate existing on-street parking issues in the area.	The provision of car parking is appropriate and is supported. Car parking and access is discussed further in this report.
3	Concern regarding the built form.	The proposed development has been assessed against the prevailing planning policy framework. Built form is discussed later in this report.
3	The proposal represents an overdevelopment of the site resulting in more people and more cars.	The proposed development has been assessed against the relevant built form controls of the prevailing planning policy framework. Built form, parking and traffic is discussed later in this report.
1	Concerns relating to the site fill located along the southern boundary and its impact on the amenity of the abutting properties.	The revised submission included a reduction in site fill along the western and southern lot boundaries. This matter is discussed further in this report.
1	Concerns relating to the northern boundary wall to the adjoining properties and inconsistency with the character of the area.	The revised submission included modifications to the northern boundary wall. This matter is discussed further in this report.

The City forwarded all submissions received during the public consultation to the Applicant for a response. The Applicant's response to submissions is contained in Attachment 10.

In addition to the public consultation, the City received one petition with 55 verified signatories. The petition received did not meet the petition criteria as outlined in the City of Stirling Meeting Procedures Local Law 2009. On review of the petition, the following matters were raised as concerns:

- Building height

- Traffic management; and
- Parking overflow.

The matters are consistent with comments provided as part of the formal public consultation undertaken by the City with responses regarding these matters provided in the table above.

Consultation with Government/Service Agencies

The application has been referred to the relevant Government/Service Agencies including Water Corporation and Western Power with no objection in principle. Any comments or recommendations of relevance have been incorporated into the recommended conditions of approval. The referral response from the Water Corporation and Western Power is contained in Attachment 9.

Planning Assessment:

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

1. Proposed Land Use
2. Primary Planning Controls
3. Building Height
4. Side and Rear Setbacks
5. Overshadowing
6. Visual Privacy
7. Plot Ratio
8. Levels
9. Parking and Access
10. City of Stirling Design Review Panel

Attachment 6 – 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 table below summarises the zoning permissibility of the proposed land uses as set out in Table 1 of LPS3:

LPS3 Clause 4.3 and Land Use Permissibility		
Land Use	**Use Class**	
Multiple Dwelling	D^2	The use is not permitted unless Council has exercised its discretion by granting planning approval. Note 2 states that Multiple Dwellings are not permitted on the ground floor fronting a street.
Office	P	The use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.

Multiple Dwellings in the Local Centre zone are listed as a Discretionary use under Table 1 of LPS3. By virtue of the permissibility designation D^2, 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 Multiple Dwellings do not have a direct interface with Flora Terrace on the ground floor, them being sleeved by the proposed Office tenancy. This is therefore consistent with the Scheme provisions.

Office is listed as a 'P' use in accordance with Table 1 - Zoning Table of LPS3, which means the use is permitted by the Scheme providing it complies with the relevant development standards and the requirements of the Scheme.

As Multiple Dwelling is a discretionary use in the Local Centre zone, consideration is required against the Local Centre zone objectives of LPS 3.

Local Centre Zone Objectives (LPS3)	
Objective	**Officer Comment**
To provide for a limited range of small-scale retail, commercial and community facilities to meet the day-to-day needs of the immediate neighbourhood.	There are a variety of commercial land uses along Flora Terrace including Restaurant, Fast Food Outlet, Personal Care Services, Personal Services and Office which service the daily needs of the immediate neighbourhood. The proposed Office tenancy contribute to the variety of commercial land uses to provide for the needs of the immediate neighbourhood and wider area.
To ensure safe and convenient access to facilities, in an environment which is conducive to pedestrian movement.	Subject to the recommended condition setting, the proposed development provides for safe and convenient access for vehicles, bicycles and pedestrians.
To ensure development is sited and designed so as to reinforce a sense of place and attractive streetscapes.	The subject site is located within a Local Centre where there are a mixture of commercial and residential land uses of varying height between one and four storeys. In recognition of this context, the development has been designed to locate the bulk towards the centre of the site. This ensures that building height is appropriately transitioned to the south to mitigate any adverse impacts towards adjoining properties. The articulation, setbacks, colour and materials, creates interest as viewed from the streetscape and adjacent properties, and softens the visual bulk impact of the development ensuring the development reinforces a sense of place and attractive streetscape.

The City's assessment concludes that the proposed land uses are appropriate in the Local Centre zone.

2. Primary Planning Controls

As stated, the subject site is zoned Local Centre by the City's LPS3. Clause 5.3.2 of LPS3 (Special Application of Residential Design Codes) 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.*

As such, the residential component of the proposed development is assessed against the R80 provisions of the Residential Design Codes (R-Codes).

Notwithstanding this, 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. Height, setbacks, overshadowing, visual privacy, plot ratio and levels are considered below with an assessment provided against the applicable element objectives and the specific and general objectives of LPP 4.2. All other elements of the proposal which seek discretion against the relevant planning framework have been considered against the relevant element and general objectives (refer Attachment 6).

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

Element	Provisions	Proposed
Building Height	Permitted building height of three storeys (12m) as per Clause 6.3 of LPS3 and LPP 4.2.	Proposed building height of five storeys (17.3m) – (discretion sought).
Street Setbacks	Permitted nil street setback to Flora Terrace as per LPP 4.2.	• Ground Floor Level and Levels 1-2: Minimum nil setback provided. • Level 3: Minimum 2.8m setback provided. • Level 4: Minimum 7.8m setback provided.
Side and Rear Setbacks	<u>Northern Boundary</u> • Residential Design Codes Volume 1 Part C Table 3.4a (R50).	<u>Northern Boundary</u> • Proposed setback of 1.5m to the ground floor. • Proposed setback of 4.3m from Level 1 – Level 4. • Proposed boundary wall maximum height proposed at 12.4m in lieu of 7m –

Element	Provisions	Proposed
		Discretion sought. • Proposed boundary wall length proposed at 17.4m in lieu of maximum 14m in length at which point the wall is to be set back a minimum of 3m – (discretion sought).
	<u>Rear Boundary</u> • 6m setback.	<u>Rear Boundary</u> • Proposed setback of 4.6m in lieu of 6m (Terrace) – (discretion sought).
	<u>Southern Boundary</u> • Residential Design Codes Volume 1 Part B Tables 2a/2b (R20). Further detailed commentary regarding this matter is provided later in this report.	<u>Southern Boundary</u> • Proposed setback of 4.5m in lieu of 5m to the ground floor – (discretion sought). • Proposed setback of 4.5m in lieu of 5m from Level 1 – (discretion sought).
Landscaping and Trees	• Minimum one Large tree, one Medium tree and Small trees to suit area. • Minimum 10% site area deep soil area (168.6m²)	• Two Large tree and 14 Small trees proposed. • 10.5% (178m²) deep soil proposed on the ground floor. • 119.1m² planting on structure proposed throughout Ground floor – Level 4.
Parking	• Minimum 24 bays and maximum 43 bays for residents. • Minimum four bays for residential visitors. • Minimum 10 bays for the Office tenancy.	• 38 resident bays proposed. • Four visitor bays proposed. • Seven commercial bays proposed in lieu of 10 bays – (discretion sought).

Attachment 6 – City of Stirling Planning Assessment includes an assessment of the proposal against the relevant planning framework including where discretion is sought.

3. Building Height

The following building height provisions apply to the subject site:

- A building height of 12m through Clause 6.3 of LPS 3; and
- A building height of three storeys which may be varied through the adoption of a Local Development Plan (LDP) as per LPP 4.2.

At a height of five storeys or 18.8m and in the absence of an adopted LDP for the site, the proposed development seeks discretion with respect to building height. In that respect, Clause 6.3.3 of LPS 3 requires the following 'procedural' processes to be undertaken:

a) *An application requiring the approval of the Council under Clause 8.1 of the Scheme shall include information which addresses the impact of the proposal having regard to matters such as amenity, overshadowing, wind impacts and building design, siting, bulk, scale and colour.*

b) *Before determination of an application requiring the approval of the Council under Clause 8.1 of the Scheme, the Council shall cause the provisions of Clause 9.4 of the Scheme to be invoked in respect of the application.*

The supporting information provided as part of the development application addresses Clause 6.3.3 (a) of LPS 3 and the application has been advertised as per Clause 9.4 of LPS 3. As such, the consideration of the proposed building height is appropriate subject to the development satisfying the relevant Design Intent of LPP 4.2, Element Objectives of Element 2.2 – Building Height of the R-Codes Volume 2 and Clause 6.3.1 of LPS 3 which is outlined below.

Design Intent:

To ensure that building height and scale is appropriate to its site and context.

Element Objectives

O 2.2.1 *The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.*

O 2.2.2 *The height of buildings within a development responds to changes in topography.*

O 2.2.3 *Development incorporates articulated roof design and/or roof top communal open space where appropriate.*

O 2.2.4 *The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.*

Clause 6.3.1 Objective:

To ensure that buildings over 12 metres in height do not have a detrimental impact on the amenity of the Special Control Area or adjoining sites.

In determining the suitability of the proposed development, the permitted building height of the area under the planning framework is to be considered, which is demonstrated in Figure 1.

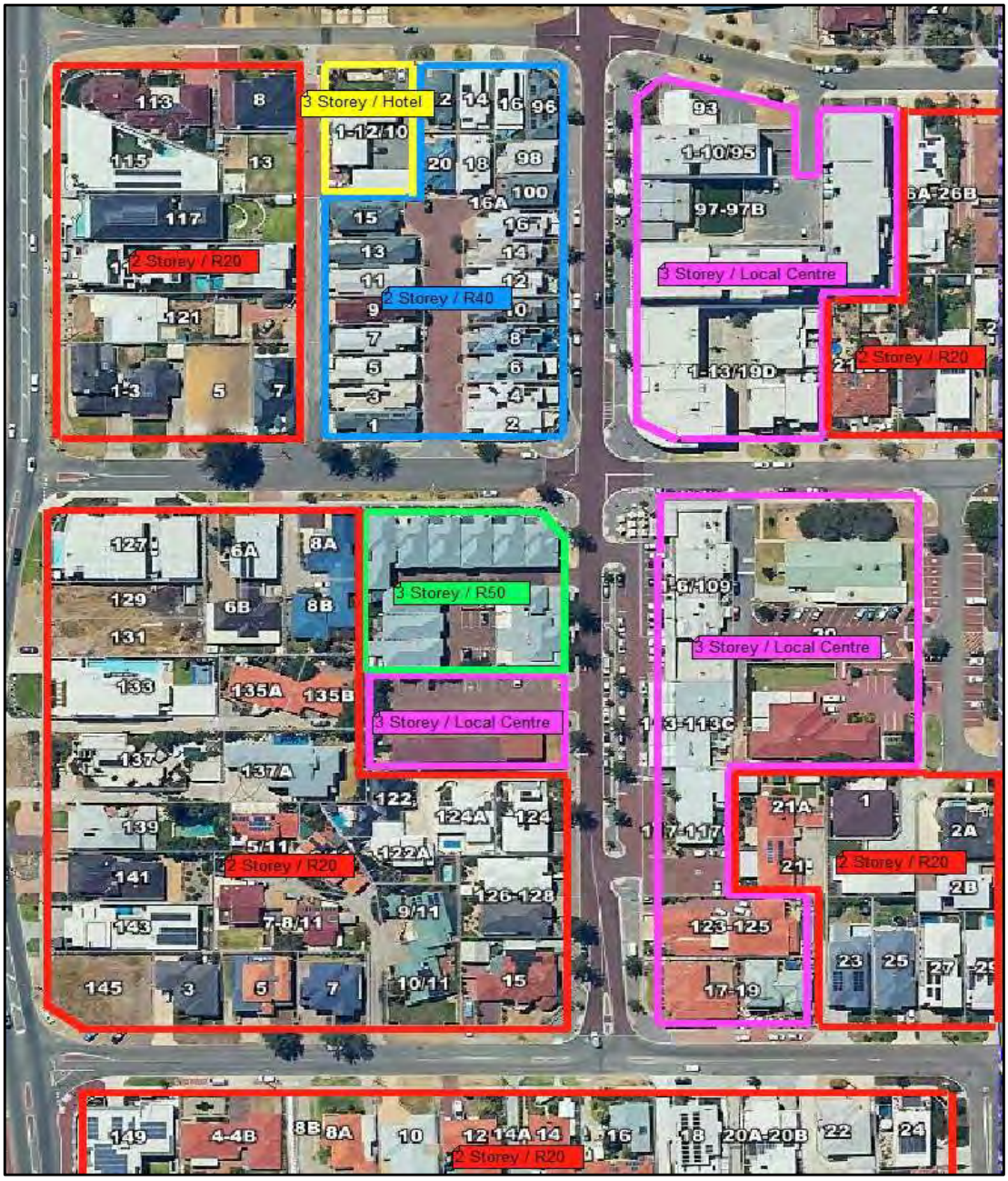


Figure 1 - City's mark-up of the permitted building heights of the adjacent sites and the applicable building height provisons.

The immediate locality consists of mainly commercial development with some mixed use and residential development. Building heights range from single storey up to four storeys as demonstrated in Figures 2 and 3. Building heights of adjoining properties are mainly of two storey design, with a small number of three and four storey mixed use buildings. As demonstrated in Figure 4, to the north is an existing three storey Mixed Use development. This demonstrates that the proposed five storey building height provides a transition in height to the adjoining residential properties.



Figure 3 - Site photo showing existing four storey Mixed-Use Development within the immediate streetscape Lot 31 HN 99 Flora Terrace, North Beach).



Figure 2 -Site photo showing existing four storey development within the immediate streetscape Lot 17 HN 103 Flora Terrace, North Beach).



Figure 4 – Architectural Perspectives showing the proposed development and existing northern development as viewed from Flora Terrace.

The subject site is located within the Flora Terrace Local Centre, which includes buildings up to four storeys in height, whilst directly abutting residential zoned properties with densities of R20 and R50 with heights ranging from single to three storeys. The development has been designed to effectively respond to the desired streetscape character of the Local Centre whilst mitigating the impacts of building heights to lower density residential properties.

To Flora Terrace, the development provides a nil setback for three storeys which is generally consistent with the emerging streetscape particularly between Castle Street and Lawley Street with heights between three and four storeys. The fourth and fifth storey of the proposed development incorporate setbacks between 2.8m to 7.8m to mitigate the impact of the building bulk from the upper levels of the proposed development to the street as demonstrated by Figure 5. Additionally, as the properties directly opposite the subject site along Flora Terrace are zoned Local Centre with permissible building heights of three storeys, the height of the development with a three storey 'podium' and total height of five storeys is not inconsistent with a future streetscape.

The massing of the development provides for a transition in heights to the adjoining residential properties with Level 3 and 4 of the proposal generally located central to the site and increased setbacks provided to the northern, southern and western lot boundaries. This transition is evident along Flora Terrace where building heights step from five storeys to three storeys to the north to respond to the height of the adjoining building at three storeys and the greater intensity of the existing development along Flora Terrace with heights up to four storeys. To the south, the development provides for a more gradual stepping of heights and increased setbacks to respond to the lower density residential properties abutting the site and the existing streetscape with maximum heights of up to two storeys. As detailed in the relevant sections of this report, the City's assessment concludes the proposed height and associated setbacks

of the development are sufficient and mitigate impacts to the adjoining properties with these matters addressed in further detail in the relevant sections of this report.

The site falls from Flora Terrace to the western boundary by approximately two metres which has been incorporated into the design of the development which encompasses five storeys of apartments and a basement car park. The outdoor areas of the rear apartments have also generally been designed to respond to the topography of the site with this matter discussed in further detail in this report.



Figure 5 – Architectural Perspectives showing the proposed development in comparison to the existing streetscape.

The proposed development incorporates an articulated roof design with the fourth and fifth level of the development finished in a dark grey render which contrasts with the white brickwork of the lower apartment levels providing an attractive façade to the street.

In relation to overshadowing, the development satisfies the Acceptable Outcomes of Element 3.2 – Orientation of the R-Codes Volume 2 with a resultant overshadowing of 22% to 24% of the site area of the southern properties being House Number 122, 124 and 124A Flora Terrace. The Applicant has submitted detailed overshadowing diagrams in support of the development demonstrating the extent of overshadowing is comparable to a three storey proposal and does not have an unreasonable impact to the habitable areas, outdoor living areas and solar collectors or the street in the context of the applicable planning controls. Further detailed commentary regarding overshadowing is discussed later in the relevant section of this report.

Whilst LPP 4.2 allows for building height to be varied through an LDP, it is pertinent to consider the purpose of an LDP which is to coordinate and assist in achieving better built form outcomes through the design and coordination of development upon small and highly constrained lots, and supplement development standards of local planning schemes and the R-Codes. In this regard, the City's assessment demonstrates the development generally satisfies the City's relevant planning framework without the preparation and adoption of a LDP through achieving the relevant performance-based criteria. As such, the preparation and adoption of an LDP was not required in this instance.

As outlined above, the height of the development does not have an undue detrimental impact on the amenity of the Coastal Height Limit - Non-Residential Zones Special Control Area or the adjoining sites and therefore satisfies Clause 6.3.1 of LPS 3 and is supported.

4. Side and Rear Setbacks

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

The site to the northern boundary has a density of R50 requiring the northern lot boundary setbacks to be assessed as per the R-Codes - Volume 1 Part C Table 3.4a. The site to the south has a density of R20 requiring the southern setbacks to be assessed as per the R-Codes - Volume 1 Part B Tables 2a and 2b. The proposed development seeks discretion in relation to the following setbacks:

- Northern Boundary – Boundary wall with a maximum height of 12.4m in lieu of 7m.
- Northern Boundary – Boundary wall with a length of 17.4m in lieu of 14m and without a 3m indentation
- Southern Boundary – Ground Floor to Level 1 setback with a setback of 4.5m in lieu of 5m.
- Western boundary – Ground floor setback of 4.5m in lieu of 6m.

Consideration of the development against the Element Objectives of Element 2.4 – Side and Rear Setbacks of R-Codes Volume 2 is provided below:

O 2.4.1 Building boundary setbacks provide for adequate separation between neighbouring properties.

O 2.4.2 Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.

O 2.4.3 The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.

O 2.4.4 The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.

In relation to the northern boundary, the development provides for a three-storey podium to the adjoining three storey Mixed Use building with increased setbacks provided to the fourth and fifth levels. The proposed development has been designed to mitigate the impacts of bulk towards the adjoining property with the boundary wall component abutting a wall with no major openings to habitable rooms or private outdoor living areas as demonstrated in Figures 6 and 7. As demonstrated in Figure 6, the proposed boundary wall does not impact the rear balcony of the adjoining property with increased setbacks provided to ensure there is adequate building separation provided. With the exception of the boundary wall, the development satisfies the relevant setback provisions ensuring sufficient separation is provided to the northern property to mitigate any potential adverse impacts.

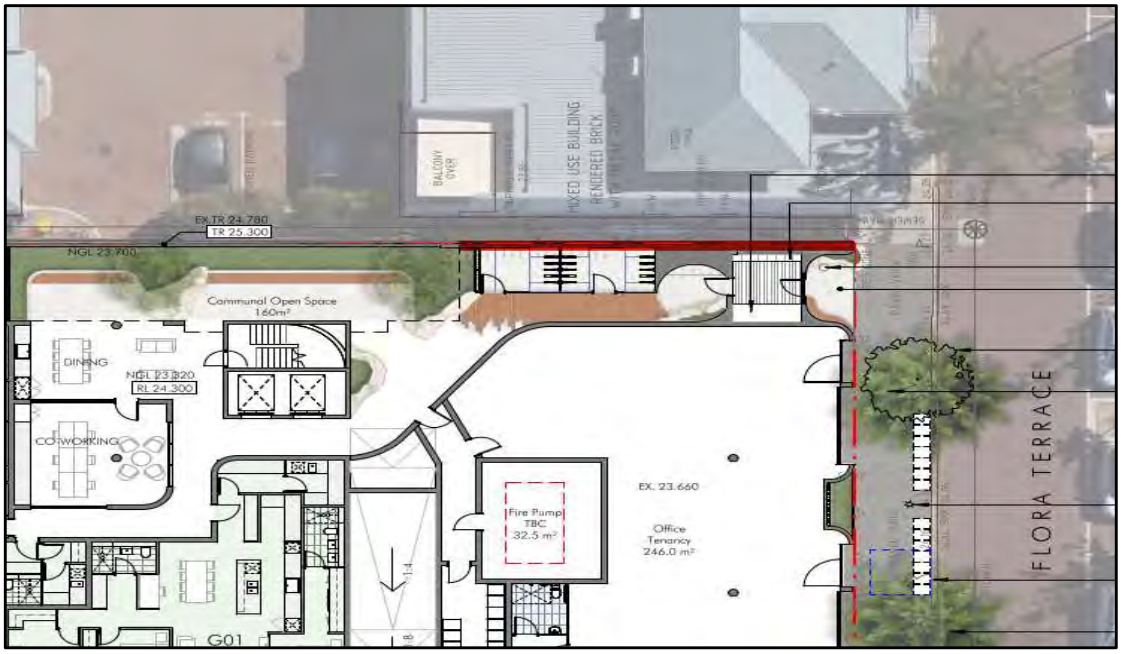


Figure 6 - Overlay showing the location of the proposed boundary wall to the northern property.



Figure 7 – Site photo showing where the proposed boundary wall will abut the adjoining development to the northern property.

To the southern boundary, the development proposes setbacks of 4.5m in lieu of 5m from the Ground Floor and Level 1. As demonstrated in Figure 8, the development primarily abuts a 4m wide common property driveway to the south providing a total separation of 8.5m to the abutting properties ensuring any sensitive areas are unaffected. The proposed development also provides for significant setbacks to the upper floors of the development with minimum setbacks between 5.7m to 12.6m which provides for sufficient separation to mitigate any potential impacts relating to building height.



Figure 8 – Overlay showing the setbacks of the development to the southern and western boundaries.

In relation to the western boundary, the development provides a minimum ground floor setback of 4.5m in lieu of 6m to the single storey patio structures with the remainder of the development setback a minimum of 7.5m. The patio structures are single storey and unenclosed on three sides ensuring impacts of building bulk are minimal. In recognition of the lower residential density, the development provides a transition in building heights with setbacks between 7.5m to 10.4m to the upper floors which provides sufficient separation to existing developments located alongside the western boundary.

The setbacks of the proposed development are sympathetic to the existing streetscape and development context with the three storey podium fronting Flora Terrace and the northern boundary with the upper floors setback to provide sufficient separation from the street and adjoining properties. The heights and setbacks respond to the Local Centre zoning of the site and the existing three storey building to the northern adjoining property. Though the proposed development provides for a three-storey boundary wall to the northern boundary, this predominately appears as two storeys from the street due to 2m setback to the third floor (Apartment 104). As demonstrated in Figure 4, due to the design of the proposed development and the existing building, the bulk of the boundary wall is generally concealed from the street.

To the south, the development responds to the lower density residential properties with significant setbacks provided at ground level and to the upper floors which maintains the residential streetscape to the south of the site. The upper floors of the development generally satisfy the recommended building separation provisions and the development is consistent with the existing and desired streetscape character.

The development provides for significant deep soil area with 178m² provided on the ground level and an additional 119m² on structure throughout the development. The development also includes Two Large Trees and 14 Small Trees. The proposed development substantially exceeds the deep soil area and tree planting provisions with the building separation to the side and rear boundaries sufficient.

Though being a commercially zoned site, the proposed development has been appropriately designed to respond to the adjoining residential land uses and residential densities. The development carefully responds to the existing and future development context with sufficient separation provided to mitigate any adverse impacts. This is particularly evident along Flora Terrace with the heights and setbacks maintaining the residential streetscape to the south and the more intense streetscape to the north as demonstrated by Figure 9.



Figure 9 - The streetscape context of the development to the abutting southern and northern properties.

The development satisfies the Element Objectives of Element 2.4 – Side and Rear Setbacks of the R-Codes Volume 2.

5. Overshadowing

Element 3.2 – 'Orientation' of R-Codes Volume 2 includes provisions relating to the orientation of buildings to the street, orientation of buildings to maximise northern solar access to living areas and minimising overshadowing impacts to adjoining properties.

As the proposed development has a maximum height of five storeys and 18.8m in lieu of three storeys and 12m, consideration of the proposed development against the

Element Objectives of Element 3.2 – Orientation of the R-Codes Volume 2, is provided below:

O 3.2.1 Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development.

O 3.3.2 Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.

The development is designed to address the street with active frontages to the commercial tenancy on the ground floor and balconies to the upper floor apartments. The development has been designed to maximise solar access in accordance with the provisions of the R-Codes Volume 2.

In relation to overshadowing and in support of the proposed development, the Applicant has submitted detailed overshadowing diagrams which demonstrate the proposed development results in overshadowing of 22% to 24% onto the residential properties at 122, 124 and 124A Flora Terrace. These will each have a minimum of 5 hours of sunlight maintained to solar collectors as illustrated in Figures 11 and 12. As such, the impacts of the development relative to overshadowing satisfy the relevant provisions of the R Codes.

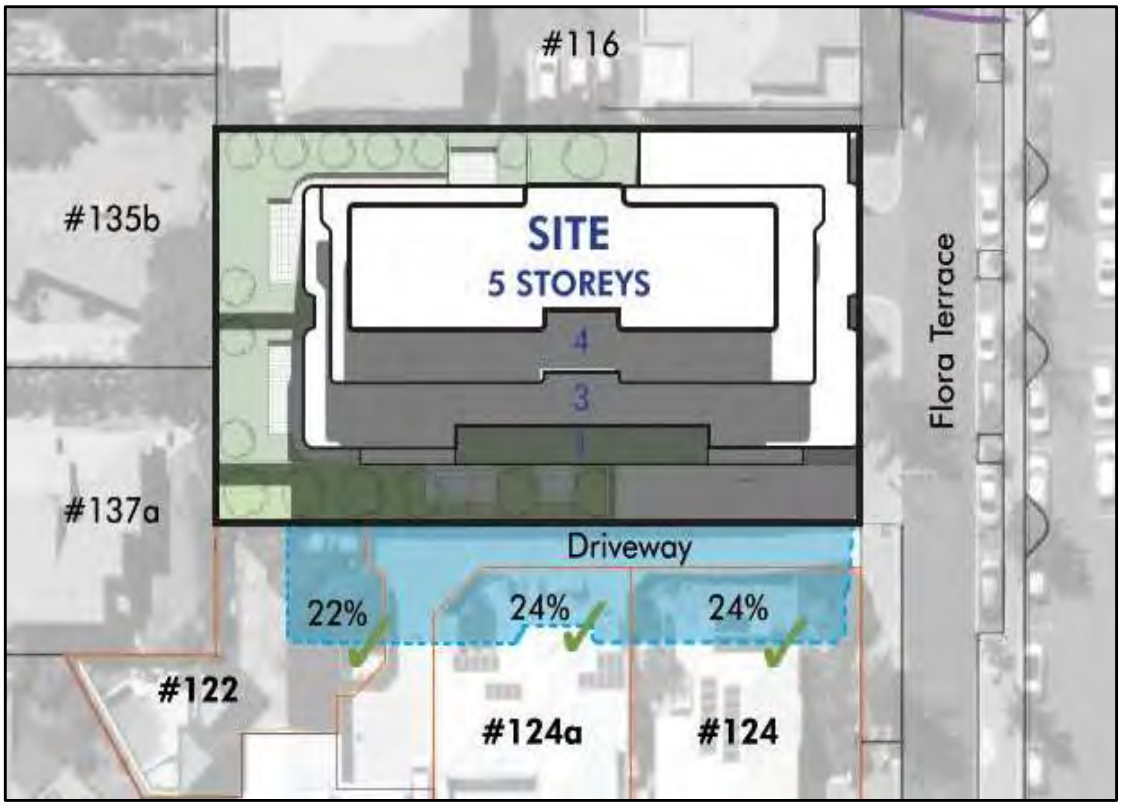


Figure 11 - Applicant's Winter Solstice Overshadowing Diagram

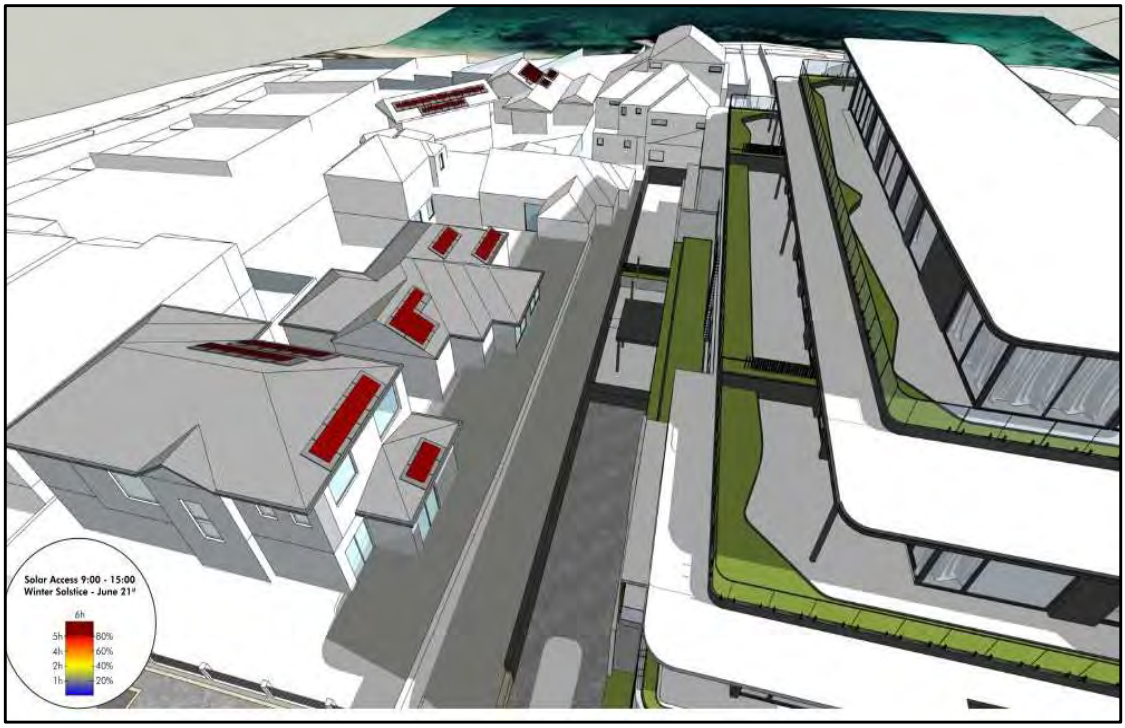


Figure 12 - Applicant's Winter Solstice Solar showing access to southern property solar PV panels. Red annotations demonstrating a minimum of solar access of 5 hours and burgundy demonstrating a minimum of 6 hours.



Figure 10 - Applicant's Winter Solstice Diagram comparing the proposed development (blue hatching) to a deemed-to-comply massing (red hatching over hourly intervals).

To further demonstrate the appropriateness of the height and massing of the development, the Applicant has prepared a series of overshadowing diagrams in their submission which show the shadow cast by the proposed five storey development compared to a three storey (deemed to be height compliant) development. This

analysis is undertaken at hourly intervals between 9.00am and 3.00pm on 21 June (i.e. Winter Solstice), as demonstrated in Figure 11 – also contained in Attachment 7j.

The results of this demonstrate that in terms of overshadowing, the impact the proposed development has at five storeys in height and designed as proposed with setbacks and articulation, results in an improved outcome for properties located to the south. The City notes that whilst the 'Deemed-To-Comply Massing' of the three storey building used for this comparative analysis may not fully reflect the design of an actual three storey building that may be built in accordance with the relevant provisions, the overshadowing diagrams provide for a useful comparative analysis to be undertaken.

The City is satisfied that the proposed development meets the objectives associated with Element 3.2 of the R Codes Volume 2.

6. Visual Privacy

Element 3.5 – Visual Privacy of the R-Codes Volume 2 provides Acceptable Outcomes for the achievement of visual privacy. The following table is extracted from Table 3.5 of the R Codes Volume 2. This suggests recommended privacy setbacks for a development of up to four storeys in height, which if provided are deemed to represent an acceptable outcome in visual privacy terms. It is noted that this is a five storey development for the purposes of assessing visual privacy, noting that from a performance basis, the fifth floor does not result in any adverse visual privacy implications.

Cone of Vision from Unscreened:	Adjoining sites coded R50 or lower
Major opening to bedroom, study, and open access walkways	4.5m
Major openings to habitable rooms other than bedrooms and studies	6m
Unenclosed private outdoor spaces	7.5m

The development proposes alternative visual privacy setbacks as follows:

- Apartments 103, 203 and 302 have a proposed setback of 4.3m in lieu of 6m to the northern boundary.
- Apartments 104 and 204 have a proposed setback of nil in lieu of 6m along the northern boundary.
- Apartment 303 has a proposed setback of nil in lieu of 7.5m along the northern boundary.
- Apartment G02 has a proposed setback of 2.4m in lieu of 7.5m along the western boundary.

An assessment has been undertaken against the Element Objectives of 3.5. These state:

O3.5.1 The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms.

Apartments 103, 203 and 302 have identical floor plans with major openings facing north from their Living Area / Dining Room setback 4.3 metres in lieu of 6 metres. As per Figures 14 and 15, there are two major openings from the Living Area / Dining Room with a cone of vision which extends to the adjoining northern property at House Number 9/112 Flora Terrace. One of these windows on both levels, as highlighted in red by Figures 14 and 15, result in an adverse visual privacy impact. These windows are recommended to be screened to a height of 1.6m.

Apartments 104 and 204 have major openings to Living Areas with a nil setback in lieu of 6m. These are located to the eastern side of the proposed development. Similarly, Apartment 303 includes an unenclosed outdoor private space with a nil setback in lieu of 7.5m. Figures 16,17 and 18, demonstrate the resultant visual privacy implications.

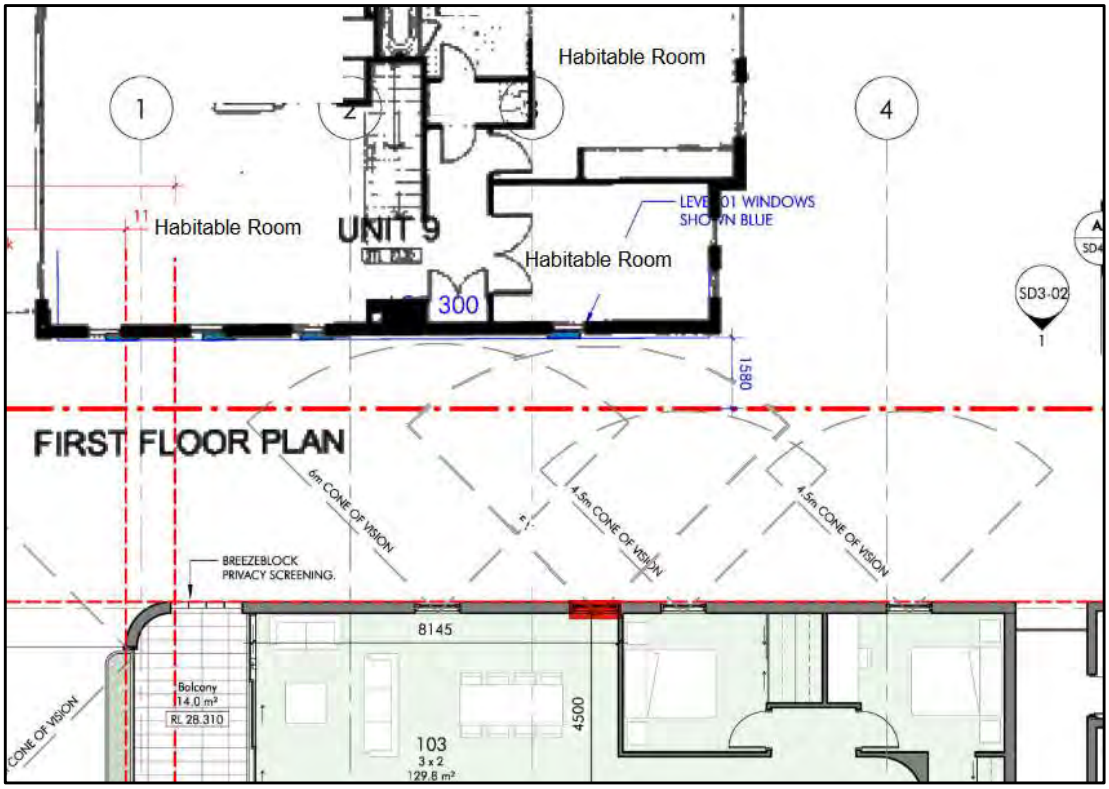


Figure 11 - Proposed overlooking from Apartments 103 and 203 into the ground floor of Lot 15 House Number 9/112 Flora Terrace, North Beach.

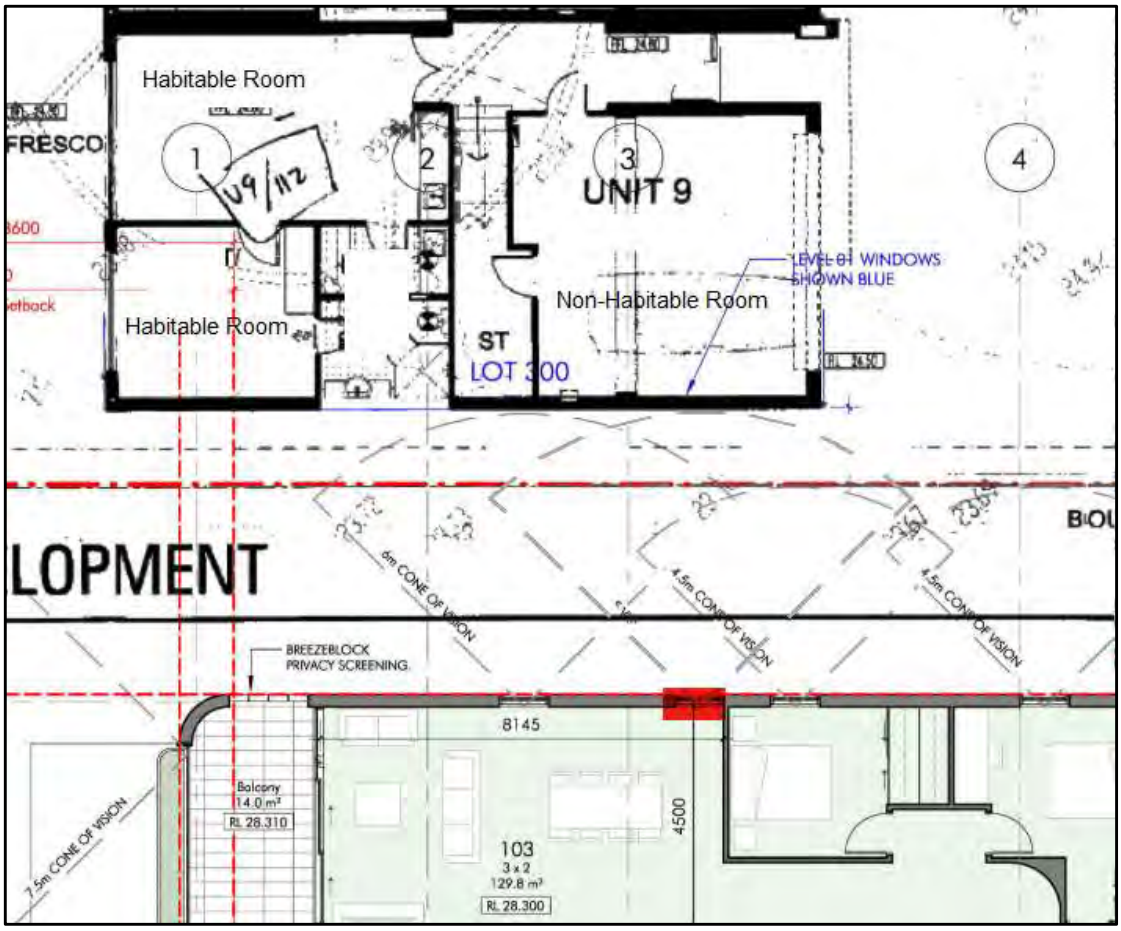


Figure 15 - Proposed overlooking from Apartments 103 and 203 into the upper floor of Lot 15 House Number 9/112 Flora Terrace, North Beach.



Figure 16 - The cone of vision from 104 and 204 will be directly overlooking the car park area of the northern mixed use development.

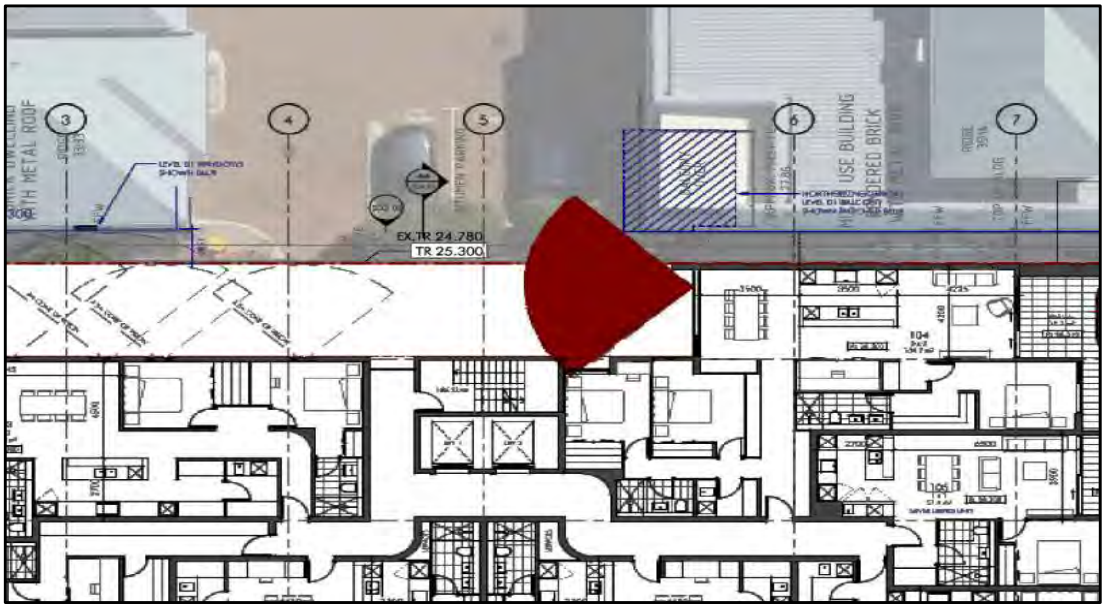


Figure 17 - Overlooking from Apartment 303 will be over the balcony of House Number Lot 15 12/116 Flora Terrace, North Beach.

As per Figures 16 and 17, the cone of vision from the major openings to the living areas do not overlook within the cone of vision, the adjoining property.

Given the height of the balcony to Level 3, overlooking is directed towards the roof space of the adjoining mixed use development, with no direct overlooking of the



Figure 18 - Overlooking from Apartment 303 will be over the balcony of Lot 15 House Number 12/116 Flora Terrace, North Beach.

Given the height of the balcony to Level 3, overlooking is directed towards the roof space of the adjoining mixed use Development, with no direct overlooking of the balcony of the adjoining property located to the north.

Apartment G02 includes a raised terrace which results in direct overlooking towards property located to the south and west. A condition of development approval is recommended to provide screening measures to the terrace. This will ensure the privacy impacts of the abutting properties will be minimised.



Figure 19 - The City to recommend the below red annotation to be screened in accordance with the Residential Design Codes Volume 2.

It is noted that in respect of visual privacy, the Applicant is aware of the associated conditions of development approval that are proposed as part of the recommendation.

7. Plot Ratio

The development proposes a plot ratio of 1.83 or 2,823.7m² in lieu of 1.0 or 1,686m², which equates to an additional 1,137.7m².

The Element Objectives of part 2.5 of the R Codes Volume 2 states:

> *O 2.5.1 The overall bulk and scale of development is appropriate for the existing or planned character of the area.*

Given the five-storey height of the proposed development the City acknowledges that the plot ratio will be greater than anticipated by a building of reduced height. The key issues of plot ratio, is whether the design of the building, including its height and setbacks, results in a building that fits in with the adjoining urban landscape without resulting in any associated adverse amenity impacts.

The proposed building height, setbacks, articulation, siting and design combine to deliver an appropriate outcome when assessed against the prevailing planning policy framework.

8. Levels

In accordance with LPP4.2, fill of up to 0.5m above natural ground level is permitted. The proposed development seeks discretion in this respect with fill of up to 2.1m proposed along the southern lot boundary.

LPP 4.2 includes the following objective:

> *To ensure that development follows the topography of the land and changes to ground levels will not significantly impact on streetscapes or abutting sites.*

The subject site has a 2.0m crossfall from east to west and the development has been designed to incorporate basement car parking. This means that the natural area to suit to the topography of the site and to maximise the use of the site. The proposed site fill of 2.0m primarily relates to the basement car parking area.

The proposed level of fill is between 0.3m at the street level and gradually increases over a length of 49.2m to a maximum of 2.1m to the rear of the site. As such, the proposed site works do not have an adverse impact on the streetscape. To the south, the proposed site works abut a common property access way and non-habitable spaces and walls without major openings to House Number 122 Flora Terrace as demonstrated by Figure 20.



Figure 20 - The site works along the southern boundary up to a maximum of 2.1m, abut a common property access way and non-habitable space to Lot 1 House Number 122 Flora Terrace, North Beach.

The development addresses the objectives of the LPP 4.2.

9. Parking and Access

Parking

The proposed development has been assessed against Element 3.9 – Car and Bicycle Parking of the R-Codes Volume 2 and Local Planning Policy 6.7 – Parking and Access for the parking for the non-residential component. The table below provides a summary of the City's car parking assessment:

Car Parking Assessment			
Use	**Provision**	**Variable**	**Bays Required**
Residential – 1 Bedroom Dwellings	Minimum 0.75 bays per dwelling	2	Minimum 1.5 resident bays Note 1
Residential – 2+ Bedroom Dwellings	Minimum 1 bay per dwelling	18	Minimum 18 resident bays
Residential Visitors	Minimum 1 bay per four dwellings up to 12 dwellings and one 1 bay per eight dwellings for the 13th dwelling and above	20	Minimum 4 visitor bays
LC21 – Flora Terrace	1 bay per 25m² Gross Floor Area (GFA)	245.7m² of GFA	10 (9.8) Note 2
		Residential Total Required (Minimum):	20 resident bays and 4 visitor bays
		Residential Total Provided:	38 residential bays and 4 residential visitor bays provided.
		Non-Residential Required	10 bays
		Non-Residential Provided	7 bays
		Total Car Parking Required	34 bays
		Total Car Parking Provided	49 bays
		Total Surplus / Shortfall:	18 residential bay surplus and 3 commercial bay shortfall

Note:

1: The number of car bays is rounded up to the nearest whole number as per Note 1 of Table 3.9, of R-Codes Volume 2.

2: All parking requirements for non-residential development are to be calculated by rounding to the nearest whole number. In the case of exactly 0.5, the requirement for non-residential development shall be rounded down.

The table above shows that there is a surplus of 18 residential car parking bays and a shortfall of three commercial bays.

Access

In support of the proposed development, the Applicant submitted a TIS prepared by PTG Consulting. The Applicant's TIS predicts the development will generate approximately 125 vehicle trips per day including 12 trips during the morning and 12 during the afternoon. As such, the additional traffic generated by the development can be accommodated by the existing 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.

Vehicle access to the site is proposed via a 4.5m wide crossover which allows for access to the basement car parking area. At the intersection of the crossover and driveway, the driveway widens to 5.74m to allow for a holding bay along the southern boundary to allow for vehicles exiting the basement car parking area to safely pass the vehicle in the waiting bay. An internal traffic management system has been provided at ground floor level and in the basement with a traffic light system provided to ensure vehicle users are aware when vehicles are entering and exiting to mitigate potential conflict. The City generally supports the proposed vehicle access arrangement, with the exception of the 4.5m wide crossover which does not allow for a vehicle to safely enter the site if a vehicle is waiting within the crossover and/or exiting the site. The proposed arrangement may result in queuing within Flora Terrace, the impacts of which would be exacerbated by the location of the bus stop immediately to the south of the subject site and narrow width of Flora Terrace. To allow for two way access, LPP 6.7 provides that a 6m wide access shall be provided, and as such a condition has been proposed to address this in the City's recommendation which is discussed further below.

The proposed shortfall in commercial car parking has been considered against the provisions of LPP 6.7, the objectives of which are:

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 Office is provided with seven dedicated car parking bays which is considered to be acceptable given the more passive nature of the proposed use, coupled with the availability of on street car parking in the immediate vicinity. In addition, access to public transport is readily available there being a bus stop located within metres of the development.

In general terms, the site is accessible for pedestrians and cyclists. The proposed condition of development approval to require the widening of the crossover serving

access to the site and its car parking area, will ensure a safe satisfactory access to the development for staff and customers/visitors to the commercial tenancy. A condition of development approval is proposed to require the widening of the crossover to 5.5m. This will be aligned with the driveway width. The proposed modifications will require the provision of a 1.5m x 1.5m sight line truncation to the north of the driveway / crossover and minor modifications to the building as demonstrated by Figure 21. The Applicant has been made aware of the proposed condition of development approval.

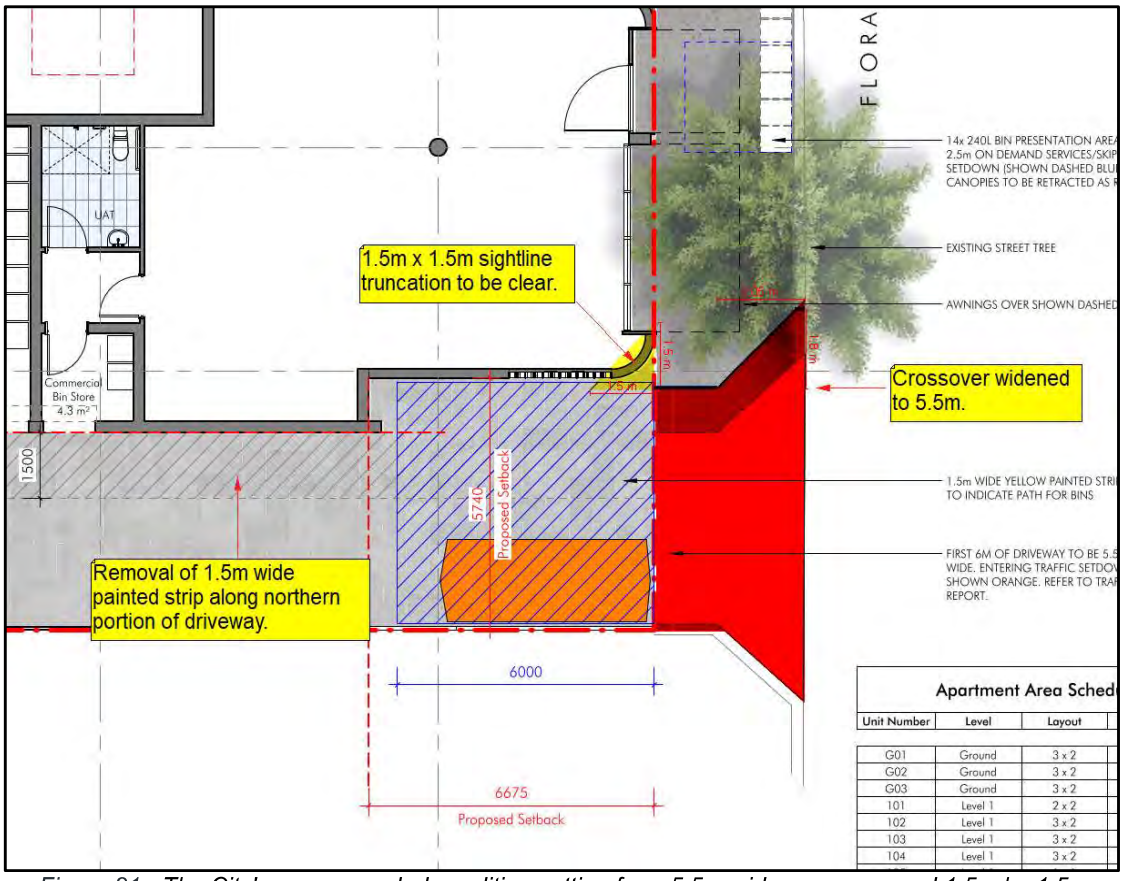


Figure 21 - The City's recommended condition setting for a 5.5m wide crossover and 1.5m by 1.5m sightline truncation.

Subject to the recommended condition setting, the development addresses the Objectives of LPP 6.7.

10. City of Stirling Design Review Panel (DRP)

The role of the City's DRP is to provide design advice and is supplementary to City's planning assessment. The proposed development was reviewed by the City's DRP on three occasions, being 29 February 2024, 9 May 2024 and on 20 June 2024. The DRP Reports are contained in Attachment 8.

At its meeting on 20 June 2024, the DRP provided support for the proposed development concluding a further meeting was not required.

Conclusion:

The proposed development is located within a Local Centre zone whilst abutting low density residential properties. Though the proposed development represents a

departure from the building height and plot ratio provisions of the City's planning framework, the City's assessment concludes the height, bulk and scale of the development is appropriate as it is unlikely to have a negative impact on the area. The proposed development carefully responds to the existing and future development context with sufficient building separation provided to help mitigate any adverse impacts to adjoining properties. At street level, the massing of the development has been designed to maintain the residential streetscape to the south and to respond to the higher density streetscape to the north.

The proposed development provides for high quality landscaping on-site which is co-located with the communal open space for residents on the ground floor. 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 low density residential properties.

The proposed development is of high-quality design and is appropriate within its context. Accordingly, the application is recommended for approval subject to conditions.

PART C – CITY OF VINCENT

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil.

4. Form 2 DAP Applications

4.1 Lots 8 and 16 (370-374) Oxford Street, Mount Hawthorn - Removal of the basement car park; Revised ground-floor layout, commercial use and servicing areas; Reconfiguration and reduction of vehicle, bicycle and motorcycle parking; Changes to the dwelling mix and increase in dwelling numbers; Removal of upper-floor dwellings and reduction in overall building height; and Associated changes to setbacks, façade treatments, landscaping and communal areas. – DAP/22/02241

5. Section 31 SAT Reconsiderations

Nil.

Part C – Item 4.1 - Lot Nos. 8 and 16 (370-374) Oxford Street, Mount Hawthorn – Proposed Mixed Use Development (Amendment to approved)

Form 2 – Responsible Authority Report
(Regulation 17)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Vincent
Proposed Amendments:	The following amendments are proposed: • Removal of the basement car park; • Revised ground-floor layout, commercial use and servicing areas; • Reconfiguration and reduction of vehicle, bicycle and motorcycle parking; • Changes to the dwelling mix and increase in dwelling numbers; • Removal of upper-floor dwellings and reduction in overall building height; and • Associated changes to setbacks, façade treatments, landscaping and communal areas.
Applicant:	Lateral Planning
Owner:	Community Housing Investment (WA) Limited
Value of Amendment:	$12 million
Responsible Authority:	City of Vincent
Authorising Officer:	Michael Hancock, Manager Development & Design
LG Reference:	5.2026.84.1
DAP File No:	DAP/22/02241
Date of Original DAP decision:	28 September 2022
Application Received Date:	6 March 2026
Application Statutory Process Timeframe:	90 days With an additional 17 days agreed
Attachment(s):	1. Location and Consultation Plan 2. Development Plans 3. Applicant's Planning Report 4. Design Report 5. Landscape Plan 6. Transport Impact Statement 7. Acoustic Report 8. Sustainable Design Assessment Report 9. Waste Management Plan 10. Previous Determination Notice 11. Applicant's RFI Response 12. Summary of Submissions with City's Comments 13. Summary of Submissions with Applicant's Comments

	14. Water Corporation Submission 15. Design Review Panel Minutes 16. Clause 67 Assessment 17. Housing Model, Parking and Landscaping Justification and 3D Renders

Responsible Authority Recommendation

That the Metro Inner DAP resolves to:

1. **Accept** that the DAP Application reference DAP/22/02241, as detailed on the DAP Form 2 dated 6 March 2026, is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;

2. **Approve** DAP Application reference DAP/22/02241 and accompanying plans contained within **Attachment 2** in accordance with Clause 77 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Vincent Local Planning Scheme No. 2, for the proposed amendments to the approved Mixed Use Development at Nos. 370-374 Oxford Street, Mount Hawthorn, subject to the following amended and new conditions, and new advice notes:

Amended Conditions

1. General

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

   1.3. This approval is for a mixed use development comprising of 48 Multiple Dwellings and one Office as shown on the approved plans dated 28 May 2026. No other development forms part of this approval.

2. Building Design

   2.7. **Prior to the issue of a building permit**, the awning within the Oxford Street and Anzac Road reservations shall be designed to provide a solid awning constructed using durable long term materials and capable of removal, to the satisfaction of the City.

3. Colours and Materials

   The colours, materials and finishes of the development shall be in accordance with the details and annotations indicated on the approved plans and the schedule of colours and materials, which forms part of this approval. The development must be finished and thereafter maintained in accordance with the approved plans, **prior to occupation of the development**.

4. Landscaping

4.1 A detailed landscape and reticulation plan for the development site and adjoining road verge, to the satisfaction of the City, shall be lodged with and approved by the City **prior to commencement of the development**.

The plan shall be drawn to a scale of 1:100, be generally in accordance with the landscaping plan dated 17 June 2026 prepared by and show the following:

- The location and type of existing and proposed trees and plants;
- Areas to be irrigated or reticulated;
- A minimum 29.1 square metres of deep soil area, as defined by the Residential Design Codes Volume 2;
- A minimum of 120 square metres of on-structure planting areas;
- The provision of a minimum of 14 small trees contributing towards canopy coverage within deep soil areas and on-structure planting areas provided. The tree species are to be in accordance with the City's recommended tree species list;
- The provision of one new tree within the Oxford Street verge and one new tree within the Anzac Road verge adjacent to the subject site, to the satisfaction of the City;
- The location and type of fixed furniture and other amenities within the rooftop communal open space; and
- Details confirming the long-term maintenance of all landscaping.

5. Car Parking, Access and Bicycle Facilities

5.1. **Prior to the first occupation or use of the development,** a minimum of 24 resident car parking bays, four visitor car parking bays and one Office car parking bay shall be provided on site. The bays shall be permanently marked for their approved purpose in accordance with Australian Standard AS2890.1, to the satisfaction of the City.

5.3. Four visitor parking bays shall be permanently marked, maintained and legally accessible at all times for use exclusively by visitors to the property, be clearly visible or suitably sign posted from the street or communal driveway, to the satisfaction of the City.

5.6. Bicycle racks shall be designed and constructed in accordance with Australian Standard AS2890.3: 2015 Parking Facilities Part 3: Bicycle Parking, and shall be installed **prior to occupancy or use of the development** in the following locations, to the satisfaction of the City:

- A minimum of 24 long term bicycle racks provided on-site within the bicycle store room.

5.7. **Prior to the occupation or use of the development**, a Parking Management Plan shall be submitted to and approved by the City. The Parking Management Plan is to include, but not limited to, the following:

- Detailed management measures for the operation of the vehicular entry gate, to ensure access is available for occupants and visitors;
- Allocation of 24 resident, four visitor and one Office car parking bay;

- The installation of signage along the Anzac Road frontage of the building to identify the location of, and access to the on-site car parking area;
- Measures for the promotion and support of alternate modes of travel and to support reduction in demand for private vehicle car parking;
- The resident parking allocation process, including how bays will be allocated; and
- Measures to ensure prospective residents are advised of the limited availability of on-site car parking and ineligibility for parking permits.

The approved Parking Management Plan shall be implemented and complied with thereafter, to the satisfaction of the City at the expense of the owners/occupiers.

6. Acoustic Report and Noise Management

6.2. All recommended measures included in the approved Acoustic Report dated 21 January 2026, as amended, and the SPP5.4 Road and Traffic Noise Assessment dated 30 August 2021 shall be implemented **prior to the occupation or use of the development** and be maintained thereafter, to the satisfaction of the City, at the expense of the owners/occupiers.

Written certification from an acoustic consultant shall be provided to the City demonstrating that the recommended measures have been undertaken to the City's satisfaction, **prior to occupancy or use of the development**.

7. Construction Management

7.1. **Prior to the commencement of works**, a Construction Management Plan shall be submitted to, and approved by, the City. Once approved, the Plan shall be implemented in full and complied with at all times for the duration of construction of the development, to the satisfaction of the City. The Plan is to address, but not limited to, the following:

i. public communication and complaint handling procedures;
ii. temporary fencing, hoarding, gantries and signage;
iii. construction methods;
iv. protection of trees and public realm infrastructure;
v. site access and egress;
vi. construction traffic management;
vii. deliveries and storage of construction materials and machinery;
viii. pedestrian and cyclist management and any footpath obstructions;
ix. parking arrangements for staff and contractors;
x. hours of construction;
xi. management of noise, lighting, vibration, dust and erosion;
xii. construction waste management, recycling, and removal; and
xiii. management of any site dewatering or stormwater discharge.

10. Sight Lines

No walls, letterboxes or fences above 0.75 metres in height to be constructed within the 1.5 metre of where:

- walls, letterboxes or fences adjoin the eastern side of the vehicular access point to the site; or
- two streets intersect;

unless otherwise approved by the City.

11. Public Art

11.1. In accordance with the City of Vincent Percent for Art Policy a public art contribution of $270,000 is required, being one percent of the $27 million cost of development.

To comply with the Policy, the owner(s) or applicant, on behalf of the owner(s) shall submit a statutory declaration **prior to the lodgement of a Building Permit** stipulating the choice of:

Option 1: Owner/Applicant chooses to co-ordinate the Public Art project themselves or by engaging an art consultant

OR

Option 2: Owner/Applicant chooses to pay cash-in-lieu. Owner/Applicants who choose Option 2 will receive a 15 percent discount on the Percent for Art contribution.

11.2. The owner(s), or the applicant on behalf of the owner(s), shall comply with the City of Vincent Percent for Public Art Policy in conjunction with the above chosen option:

Option 1: **Prior to the issue of a Building Permit** for the development, obtain approval for the Public Art Project and associated Artist; and

Prior to the first occupation of the development, install the approved public art project, and thereafter maintain the art work;

OR

Option 2: **Prior to the issue of an Occupancy Permit** pay the above cash-in-lieu contribution amount.

13. Waste Management

Prior to the issue of a Building Permit, an amended Waste Management Plan shall be submitted to and approved by the City confirming that all waste streams, including general waste, recycling and FOGO/organic waste, will be collected by a private waste contractor.

The approved Waste Management Plan shall be implemented thereafter to the satisfaction of the City.

New Conditions

2. Building Design

2.9. **Prior to the issue of a building permit**, the plans are to be amended to provide additional visual permeability to screening to the bike storeroom and internal ground floor circulation corridors presenting to Anzac Road, to the satisfaction of the City.

15. Environmentally Sustainable Design

Prior to the occupation or use of the development, the applicant shall demonstrate that at least one significant energy efficiency initiative has been implemented within the development that exceeds minimum practice, to the satisfaction of the City.

New Advice Notes

11. In relation to Condition 5.4, the construction of parking, manoeuvring and access areas shall be paved with either asphalt, concrete, bricking paving or other hard surface, as approved by the City.

12. Examples of energy efficient initiatives that exceed current minimum practice, as set out in the R-Codes Volume 2, are provided below:
    - Ceiling fans to all habitable rooms.
    - Hot water systems that are more energy efficient than electric storage unit.
    - Provision of an external clothesline to every dwelling, located in an area out of direct view on an external wall or in a breezeway.
    - Use of a photovoltaic array for communal services.
    - Installation of a lift with regenerative braking.
    - Solar powered lighting of external open space, circulation areas and common spaces.

    Other innovative solutions may also apply where supported by evidence demonstrating how minimum practice is exceeded.

13. In relation to Condition 2.9, visual permeability of the screening shall be provided with a view to improving street activation by allowing filtered views into the internal spaces of the building and activities occurring within these spaces. A balance of visibility and privacy is appropriate to achieve an acceptable outcome.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone/Reserve	Urban
Local Planning Scheme	City of Vincent Local Planning Scheme No.2
Local Planning Scheme Zone/Reserve	District Centre
Structure Plan/Precinct Plan	N/A

Structure Plan/Precinct Plan Land Use Designation	N/A
Use Class (proposed) and permissibility:	Multiple Dwelling – 'D' Use Office – 'D' use* **not permitted on ground floor under Cl.32 of LPS2*
Lot Size:	1,207 square metres
Net Lettable Area (NLA):	N/A
Number of Dwellings:	48
Existing Land Use:	Office and Shop
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application seeks approval to amend the existing DAP approval for an eight-storey mixed use development at Nos. 370-374 Oxford Street, Mount Hawthorn. A location plan is included in **Attachment 1**.

The application also seeks to extend the substantial commencement period for a further four years from the date of the amended approval. The current approval is due to expire on 28 September 2026 if the development is not substantially commenced.

The amended development would comprise:

- 48 Multiple Dwellings, being 29 one-bedroom apartments and 19 two-bedroom apartments;
- 41.8 square metres of ground-floor office floorspace;
- 56.7 square metres of ground-floor communal amenity area;
- 161.3 square metres of rooftop communal amenity area;
- 24 resident car bays, four visitor car bays and one office car bay;
- 24 bicycle bays within a ground-floor bicycle store;
- 29.1 square metres of deep soil area along the eastern boundary;
- 24.7 square metres of verge landscaping to Oxford Street and Anzac Road
- On-structure planting, including:
  - 2 square metres at the ground floor;
  - 2.4 square metres at the second floor;
  - 21.1 square metres at the fifth floor; and
  - 120 square metres at rooftop level.

The proposed development plans the subject of this application are included in **Attachment 2**.

The applicant's justification and supporting technical reports are included in **Attachments 3 - 9** and includes the applicant's Planning Report, Design Report, Landscape Plan, Transport Impact Statement (TIS), Acoustic Report, Sustainable Design Assessment Report and Waste Management Plan (WMP).

Key Changes From the Existing Approval

The main changes are:

- Basement removed – The previously approved basement car park is deleted.
- Car parking reduced – Total car parking reduces from 60 bays to 29 bays.
- Bicycle and motorcycle parking reduced: Bicycle parking reduced from 36 to 24 and motorcycle parking reduced from five to nil.
- Dwelling numbers increased – Dwellings increase from 36 to 48, with the mix changing from one, two and three-bedroom dwellings to one and two-bedroom dwellings only.
- Bedrooms broadly retained – Total bedrooms increase from 65 to 67.
- Ground-floor use changed – The approved shop tenancy is replaced with an office associated with CHL's tenancy and property management function.
- Social and affordable housing model introduced – The residential component is proposed to be delivered by Community Housing Limited as long-term social and affordable housing.
- Seventh-floor dwellings removed – The seventh floor no longer includes dwellings and is used for communal amenity.
- Building height reduced – Overall height reduces from 26.48 metres to 24.3 metres.
- Plot ratio reduced – Plot ratio reduces from the approved 3.33 to 2.9.
- Eastern interface changed – The approved eastern parking structure is removed and replaced with a more open movement area, arbour treatment and landscaping. The eastern boundary setbacks have changed as follows: ground floor setback increased from nil to 7.2 metres; first floor setback increased from 4.9 metres to 6.9 metres; second to fourth floor setback decreased from 6.5 metres – 13.8 metres to 5.6 metres – 12.5 metres; fifth and sixth floor setback decreased from 11 metres – 14.7 metres to 8.5 metres – 12.6 metres; and seventh floor setback increased from 17.2 metres to 19.8 metres.
- Landscaping reconfigured – Deep soil increases from the approved 11.9 square metres to 29.1 square metres. On-structure planting with a minimum dimension of 1 metre is reduced from 251.6 square metres to 120 square metres and located to the rooftop. An additional 25.5 square metres of planting area is provided at ground, second and fifth floors, but does not achieve a minimum dimension of 1 metre.

The amendments also result in some design changes; however, the proposed building presents a similar design as shown in **Figure 1** and **Figure 2** below.



Figure 1: 3D Render of Approved Development



Figure 2: 3D Render of Proposed Development

The development remains materially the same type of development as the existing approval: an eight-storey mixed use development, with Multiple Dwellings as the primary land use and a ground-floor non-residential component.

Storey Classification

The development remains eight storeys despite the removal of seventh-floor dwellings. This is because the seventh-floor communal amenity area includes a floor and ceiling and does not fall within the exclusions from the R-Codes Volume 2 definition of "storey".

The definition of storey is:

*"**Storey** - the portion of a building which is situated between the top of any floor and the top of the floor next above it and if there is no floor above it, that portion between the top of the floor and the ceiling above it but does not include:*
— a basement
— a space that contains only a lift shaft, stairway or meter room
— a mezzanine
— a loft.

Double height floors greater than 5m floor to ceiling are counted as two floors."

Parklets

The development plans show parklets within the Oxford Street and Anzac Road verges. These do not form part of this development approval and would require separate approval under the City's relevant public space / verge approval framework.

Signage

The development plans do not include signage. Any future signage may require separate approval under the City's Local Planning Policy – Signs and Advertising.

Housing Operation

The applicant's Planning Report and subsequent supporting information contained in **Attachment 17** outlines that the proposal is to deliver high-quality affordable and social housing. The development would be delivered and by Community Housing Limited (CHL), a national not-for-profit, and regulated Community Housing Provided (CHP). The Planning Support states that CHL provides end-to-end delivery, operation and oversight of affordable and social housing developments.

The applicant has confirmed:
- the dwellings would operate as conventional long-term residential accommodation;
- no supported, crisis, transitional or short-term accommodation model is proposed;
- no dedicated on-site support services are proposed as part of the operation of the building;
- residents may be referred to support providers where required, but this would be based on individual need and would not form part of the planning land use;
- the ground-floor office would support tenancy and property management functions;
- the office would not operate as a public service centre or on-site support service office;
- no full-time on-site CHL position is proposed; and
- complaints, after-hours matters and emergency maintenance would be managed through CHL's established processes.

Background:

Subject Site

The subject site is zoned District Centre under the City's Local Planning Scheme No. 2 (LPS2). Clause 32(1) of LPS2 applies to the site, and does not permit consulting rooms, multiple dwellings, medical centre or office to be located on the ground floor or at grade level of the street.

The site is located within the Town Centre built form area under the City's Policy No. 7.1.1 – Built Form (Built Form Policy). The Built Form Policy identifies a five-storey height standard for the site.

No density coding is identified for the site under LPS2. The Built Form Policy identifies that the development is to be assessed against the R-AC3 provisions of the Residential Design Codes Volume 2 – Apartments (R-Codes Volume 2).

The site is bound by Oxford Street to the west and Anzac Road to the south, and slopes down approximately 4.79 metres from east to west. The site currently contains two single-storey commercial buildings, with vehicle access from both Oxford Street and Anzac Road.

The site is within the Mount Hawthorn town centre, which is identified as a District Centre under the Western Australian Planning Commission's (WAPC) State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2).

Surrounding Context

Oxford Street (North of Anzac Road)

Consistent with the site, the properties to the north of Oxford Street are zoned District Centre under LPS2 and are within the Town Centre built form area with a height standard of five storeys.

Abutting the subject site to the north is a two storey commercial development.

Heights of existing buildings within this section are predominantly between one and two storeys, with the exception of No. 401-403 Oxford Street which is three storeys, and No. 389 Oxford Street and No. 405 Oxford Street which are four storeys.

Marked on-street parking is provided along Oxford Street including:

- One five minute parking bay between 8:00am and 5:30pm Monday to Friday, and 8:00am to 12 noon on Saturday;
- Two 15 minute parking bays between 8:00am and 5:30pm Monday to Friday, and 8:00am to 12 noon on Saturday; and
- 88 one hour parking bays between 8:00am and 5:30pm Monday to Friday, and 8:00am to 12 noon on Saturday.

This section of Oxford Street is designed as a shared car and bicycle environment, being constructed from red asphalt and including bicycle sign marking on the road surface. This provides connections to Scarborough Beach Road to the north, which provides east to west cycle links.

Oxford Street (South of Anzac Road)

The properties to the south of Oxford Street are zoned Commercial under LPS2 and are within the Activity Corridor built form area with a height standard of four storeys.

South of Britannia Road and Salisbury Street, the properties along Oxford Street are generally zoned Mixed Use R100 under LPS2. These properties are also within the Activity Corridor built form area with a height standard of four storeys.

Heights of existing buildings within this section are predominantly between one and two storeys, with the exception of

- No. 336 Oxford Street (Aranmore College) and No. 356 Oxford Street which are three storeys;
- No. 359 Oxford Street which is four storeys; and
- No. 333 Oxford Street which is five storeys.

On the southern side of Anzac Road opposite the subject site is the Oxford Hotel. The Oxford Hotel is two storeys in height and is listed on the City's Municipal Heritage Inventory (MHI) as Category 2 – Conservation Recommended. The Oxford Hotel is not listed on the State Heritage Register.

This section of Oxford Street features separated cycle lanes within the carriageway, providing connection to the PSP network to the south

Anzac Road (East of Oxford Street)

The properties along Anzac Road are zoned Residential R30 under LPS2 and are within the Residential built form area with a height standard of two storeys.

Abutting the subject site to the east is an existing single-storey commercial development. The development presents as a residential dwelling, however, is approved to be used as a Medical Centre. The conditions of this approval limited the premises to a maximum of four consultants operating within at any one time, and operating hours restricted to:

- Monday to Friday: 8:00am to 9:00pm;
- Saturday: 8:00am to 5:00pm; and
- Sunday and Public Holidays (excluding Christmas Day, Good Friday and Anzac Day): 11:00am to 5:00pm.

Existing heights of buildings along Anzac Road between Oxford Street and Shakespeare Street are predominantly single storey.

Marked on-street parking is provided along Anzac Road including:

- Three one hour parking bays between 8:00am and 5:30pm Monday to Friday, and 8:00am to 12 noon on Saturday;
- 19 two hour parking bays between 8:00am and 5:30pm Monday to Friday; and
- 66 two hour parking bays between 8:00am and 5:30pm Monday to Friday, with residential parking permit holders excepted from these restrictions.

Local Planning Strategy

The City's Local Planning Strategy was endorsed by the WAPC on 8 November 2016. It identifies the subject site as falling within a Town Centre area within the Mount Hawthorn precinct and identifies Oxford Street and Scarborough Beach Road as Urban Corridor areas intended for high frequency bus routes, as shown in **Figure 3**.

The site is close to bus route 15 on Oxford Street and bus route 990 on Scarborough Beach Road.

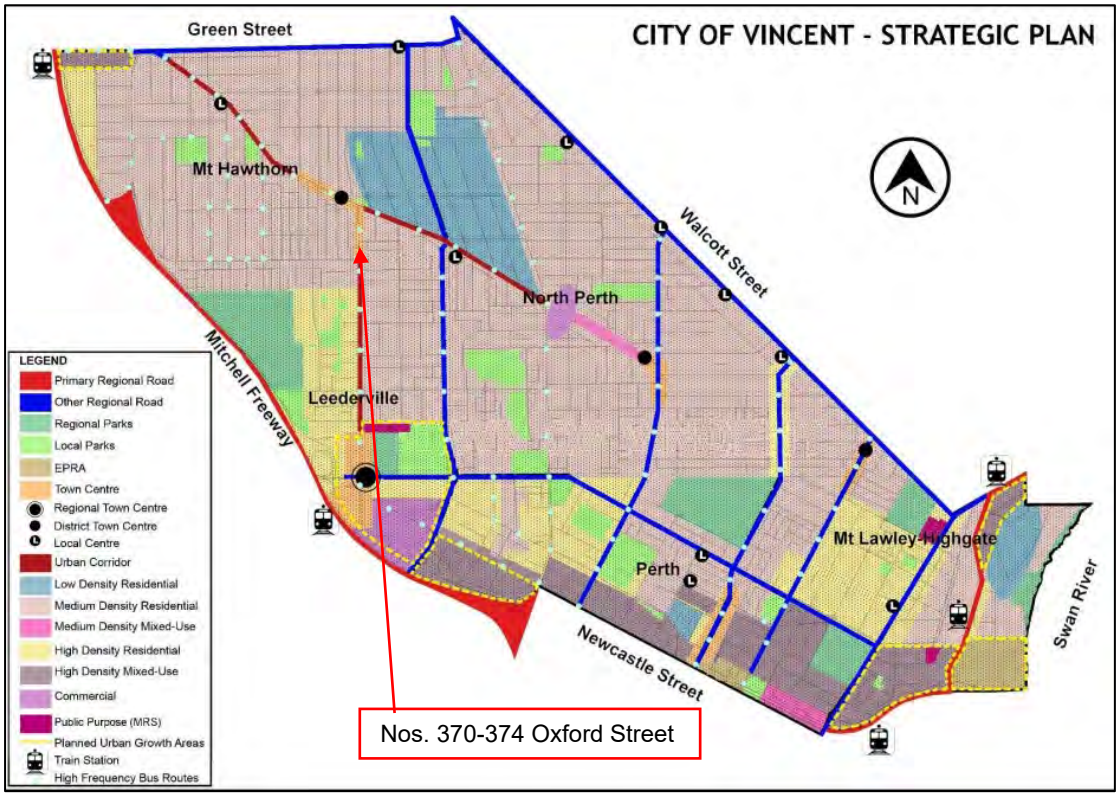


***Figure 3**: The Local Planning Strategic Plan from the City's Local Planning Strategy*

The strategies and actions of the Local Planning Strategy relevant to the proposal include:

- *High density mixed use and high density residential development will be specifically targeted and located within close proximity to train stations and along high frequency bus routes by applying the principles of Transit Oriented Development (TOD).*
- *Create urban corridors along major transport routes and promote a mix of complementary uses that integrate with the transit system.*
- *Facilitate high density development in planned growth areas, strategic development sites and along major roads to respond to the growing demand for high quality multiple dwelling development in well serviced areas.*
- *Introduce District or Regional zonings in the City's five (5) Activity/Town Centres to allow the opportunity for higher density and diversity of residential development compatible with the commercial growth in these areas.*
- *Maintain low to medium density coding in established residential urban areas to ensure the retention of existing residential character and lot configurations.*
- *Provide incentives for variation to building height where developments can demonstrate exemplary design that responds to the existing urban character.*

<u>Draft Planning Strategy</u>

The City's Draft Local Planning Strategy (Draft Strategy) was endorsed by Council on 8 April 2025 to commence advertising, which will commence on 22 June 2026.

The Draft Strategy has been considered as a proposed planning instrument relevant to orderly and proper planning under Clause 67(b) of the Planning Regulations but given its early stage, it is afforded limited weight.

The Draft Strategy does not introduce any site-specific reference or direction that would alter the assessment of this application.

The following broader actions and direction are relevant to the site and proposed development:

- It supports the provision of housing diversity and affordability.
- It supports development that is reflective and responsive to its surrounds and contributes positively to the streetscape and surrounding private and public realm.
- It aims to increase the range of housing types and tenures in Vincent to meet the changing needs of its community and lifestyle trends.

Existing Approval

The existing DAP approval, granted on 28 September 2022, approved an eight-storey mixed use development comprising:

- 285 square metres of ground-floor shop floorspace;
- 36 apartments, including 13 one-bedroom, 17 two-bedroom and six three-bedroom dwellings;
- vehicle access from Anzac Road;
- 60 parking bays across basement, ground and first-floor levels;
- 50 resident parking bays;
- four dedicated retail bays;
- six bays shared between visitors and retail;
- separate pedestrian access for the shop from Oxford Street and apartments from Anzac Road;
- communal amenity on the fifth and seventh floors; and
- on-structure landscaping across multiple levels.

A copy of the existing approval is included in **Attachment 10**.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Development Assessment Panels) Regulations 2011*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Environmental Protection (Noise) Regulations 1997*
- Metropolitan Region Scheme
- City of Vincent Local Planning Scheme No. 2

Planning Codes

- Residential Design Codes Volume 2 (R-Codes)

State Government Policies

- State Planning Policy 4.2 – Activity Centres

- State Planning Policy 5.4 – Road and Rail Noise

Structure Plans/Activity Centre Plans

N/A

Local Policies

- Community and Stakeholder Engagement Policy
- Local Planning Policy No. 7.1.1 – Built Form
- Local Planning Policy No. 7.5.21 – Sound Attenuation
- Local Planning Policy – Percent for Public Art
- Local Planning Policy – Construction Management
- Local Planning Policy – Development Guidelines for Heritage Places
- Local Planning Policy – Non-Residential Parking

Planning and Development (Development Assessment Panels) Regulations 2011

Regulation 17(1)(c) of the *Planning and Development (Development Assessment Panels) Regulations 2011* (DAP Regulations) permits an owner of land to apply to amend an existing DAP approval where the scope of amendments does not substantially change the development approved.

'Substantial change' is not defined in the DAP Regulations. The relevant test, drawn from *Milem Pty Ltd v Metro Central Joint Development Assessment Panel* [2019] WASC 207, is whether the amended development remains essentially or materially the same as the approved development, or retains the same essence.

This is a threshold question about whether the application can be considered as a Form 2 application. It is separate from the merits assessment of whether the proposed amendments should be approved.

The proposed amendments require detailed assessment. They include removal of the basement, changes to the parking layout and parking supply, changes to the dwelling mix, revised ground-floor uses, changes to landscaping and setbacks, and the proposed delivery of the dwellings as social and affordable housing.

Notwithstanding these changes, the amended development retains the same essential character as the approved development. It remains an eight-storey mixed use development on the site, with Multiple Dwellings as the primary land use, a ground-floor non-residential component, vehicle access from Anzac Road, and a broadly similar built form presentation to Oxford Street and Anzac Road.

The amendments therefore do not substantially change the development approved. The application is appropriate to be considered under Regulation 17(1)(c), with the planning merits of the proposed amendments assessed in detail below.

Planning and Development (Local Planning Schemes) Regulations 2015

Clause 67(2) of Schedule 2 to the *Planning and Development (Local Planning Schemes) Regulations 2015* sets out matters to be given due regard by the decision maker in the consideration of an application, to the extent those matters are relevant.

The below-mentioned Clause 67 matters are applicable. The proposal has been assessed against these matters, as contained in **Attachment 16**.

- (a) – Aims and provisions of the local planning scheme;
- (c) and (g) – Approved State and local planning policies;
- (m) – Compatibility of the development with its setting;
- (n) – The impact on the amenity of the locality;
- (p) – Adequacy of landscaping provision and retention;
- (s) and (t) – Parking, access, manoeuvring and traffic likely to be generated by the development;
- (u) – the availability and adequacy for storage, management and collection of waste and bicycle parking facilities;
- (y) – Any submissions received on the application; and
- (zc) – Comments from the City's Design Review Panel.

City of Vincent Local Planning Scheme No.2

The objectives for the District Centre zone under LPS2 are:

- *To provide a community focus point for people, services, employment and leisure that are highly accessible and do not expand into or adversely impact on adjoining residential areas.*
- *To encourage high quality, pedestrian-friendly, street-orientated development that responds to and enhances the key elements of each District Centre, and to develop areas for public interaction.*
- *To ensure levels of activity, accessibility and diversity of uses and density is sufficient to sustain public transport and enable casual surveillance of public spaces.*
- *To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including but not limited to solar passive design, energy efficiency and water conservation.*
- *To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, high density residential and tourist accommodation, to meet the diverse needs of the community.*
- *To provide a broad range of employment opportunities to encourage diversity and self-sufficiency within the Centre.*
- *To encourage the retention and promotion of uses including but not limited to specialty shopping, restaurants, cafes and entertainment.*
- *To ensure that the City's District Centres are developed with due regard to State Planning Policy 4.2 - Activity Centres for Perth and Peel.*

Item 1 in the table of Clause 32(1) of the City's Local Planning Scheme No. 2, relating to additional site and development requirements, applies to the District Centre zone and does not permit an Office land use on the ground floor.

Clause 34(2) provides that approval may be granted to an application for development approval that does not comply with an additional site and development requirement.

Clause 34(4) requires an application for development approval that does not comply with a site and development requirement must be advertised and regard given to any submission received in making a decision to grant development approval.

Clause 34(5) provides that approval may only be granted for non-compliance with an additional site and development requirement where the matters set out in Clause 67 of the Deemed Provisions have been considered and the non-compliance will not have a significant adverse effect on the users of the development, inhabitants of the locality or future development of the locality.

This means that while an Office use is not expressly permitted on the ground floor, there is discretion to grant approval where the application has been advertised and the decision maker has considered the matters set out above.

Consultation:

Public Consultation

Community consultation was undertaken in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* for a period of 28 days from 7 April 2026 to 6 May 2026.

This included 941 letters mailed to all owners and occupiers within a 200 metre radius of the site (as shown in **Attachment 1**), a sign on site, a notice in the local newspaper, and a notice on the City's website in accordance with the City's Community and Stakeholder Engagement Policy.

At the conclusion of consultation, 365 submissions were received, comprising of:

- 25 in support;
- 326 in objection; and
- 14 neither in support nor objection but raising concerns.

Matters Raised in Support

Submissions in support generally raised the following matters:

- The height, scale and mixed use nature of the proposal are appropriate in the town centre context;
- The amended proposal is broadly consistent with the existing approval and has a lower overall building height;
- Additional housing, including social and affordable housing, is needed and would contribute to housing diversity;
- Smaller apartments provide more housing choice, including for people seeking to downsize in the area;
- The site is suitable for reduced car reliance due to its access to public transport, cycling infrastructure and local services; and
- The proposal would support local diversity, workforce access and social inclusion.

Matters Raised in Objection or Concern

Submissions objecting to, or raising concerns about, the proposal generally related to:

- Building height, scale, design and inconsistency with the existing and desired character of the area;
- Increased dwelling numbers and density;
- Reduced dwelling mix;
- Reduced car parking and pressure on on-street parking;
- Traffic impacts in the area and congestion;
- Whether the amendments should be considered through a Form 2 process;
- Poor streetscape presentation and ground-floor activation;
- Impact on visual privacy and overlooking of surrounding residential development;
- Noise and amenity impacts, including from balconies and communal areas;
- Inadequacy of landscaping;
- Impacts from overshadowing on surrounding residential development;
- Anti-social behaviour from occupants of the proposed social and affordable housing; and
- Impacts on property values.

Applicant Response and Additional Information

Following community consultation and the City's request for further information, the applicant provided additional information and amended documents. This included:

- A cover letter responding to matters raised and providing further justification;
- Amended architectural plans;
- Amended landscaping plans, including an additional 18.3 square metres of on-structure landscaping at the fifth floor;
- An amended Waste Management Plan incorporating waste collection via private contractor;
- An amended Transport Impact Statement; and
- Further information about the proposed housing model, parking allocation and CHL's operational arrangements.

The applicant's responses to the City's request for further information is included in **Attachment 11**. The amended Development Plans, Landscaping Plan, Transport Impact Statement, and housing model and parking allocation information are included in **Attachments 2**, **5**, **6 and 17** respectively.

A summary of submissions and the City's response is in **Attachment 12**. A summary of submissions and the applicant's response is included in **Attachment 13**.

Readvertising

The amended plans and additional information were not readvertised. This is consistent with the City's Community and Stakeholder Engagement Policy.

The changes responded to matters raised during assessment and consultation, and did not introduce new or materially greater impacts beyond those previously advertised. The amended proposal remains substantially the same development to that which was previously advertised.

Referral to Water Corporation

The application was referred to Water Corporation due to the scale of the development and servicing requirements.

Water Corporation did not object to the proposal and provided advice about water and sewer connections and works approval requirements.

A copy of Water Corporations referral response is provided within **Attachment 14**.

Design Review Panel Advice

The application was presented to the City's DRP once prior to its lodgement on 16 April 2025 and once post-lodgement on 11 March 2026.

A subsequent referral to the DRP Chairperson was undertaken on 2 June 2026 following the submission of additional information by the applicant, seeking comment on the final set of plans.

The DRP minutes and Chairperson comments are included in **Attachment 15**.

The below table demonstrates how the proposal has progressed through the DRP process in accordance with the Ten Principles of Good Design.

Design Review Progress			
	Supported		
	Pending further attention		
	Not supported		
	No comment provided		
	DRP 1 *16 April 2025*	*DRP 2* *11 March 2026*	*DRP Chairperson* *2 June 2026*
Principle 1 – **Context & Character**			
Principle 2 – **Landscape Quality**			
Principle 3 – **Built Form & Scale**			
Principle 4 – **Functionality & Build Quality**			
Principle 5 – **Sustainability**			
Principle 6 – **Amenity**			
Principle 7 – **Legibility**			
Principle 8 – **Safety**			
Principle 9 – **Community**			
Principle 10 – **Aesthetics**			

The DRP was generally supportive of the amended development, including its overall built form, eastern transition, materiality, apartment layouts and rooftop communal amenity. The remaining matters raised by the DRP relate to detailed design refinement and can be addressed through amended conditions.

The items without full support from the DRP are included in the table below, with the City's comment.

DRP Comments Received	City Comment
<u>Principle 1 – Context and Character:</u>	
Streetscape activation along Oxford Street and Anzac Road has decreased from the previously approved proposal. While requirements relating to the use and typology are acknowledged, further consideration should be given to maximising streetscape interactivity and generating greater flexibility for the future use of the ground floor tenancies. Increasing the ground level floor to floor height to 4 – 4.5m would accommodate more flexible Food & Beverage use of the ground level tenancies.	The comment is noted. The amended proposal reduces the extent of active commercial floor space, but the ground floor still provides glazing, operable openings, communal amenity areas and the CHL office to Oxford Street and Anzac Road. The proposed 3.2 metre floor-to-floor height is less flexible than 4 to 4.5 metres, but would not prevent a range of future active uses, subject to any further approval required. On balance, the ground-floor interface remains acceptable in the context of the amended housing model and can accommodate future adaptation.
There is an opportunity to further consider how the surrounding area's cultural and contextual themes / references are expressed through public art on the site.	The approval includes a condition relating to the provision of a contribution to public art or installation of public art by the proponent. Public art should respond to the site's town centre setting, the Oxford Street/Anzac Road corner and the surrounding Mount Hawthorn context. The detailed public art response will be reviewed through the City's condition clearance process and public art review process.
Consider how the public art screening currently shown at ground level could be more visually permeable to generate maximum streetscape interactivity and passive surveillance from areas such as the bike store.	The comments of the DRP are supported. The ground-floor screening should maintain design quality while Further detail in relation to the visual permeability of the screening should be provided to allow a suitable level of visibility, passive surveillance and streetscape interaction. A condition of approval has been recommended requiring amended plans be provided prior to building permit that show further detail of the screening treatment to demonstrate improved visual permeability to the satisfaction of the City.
The importance of delivering a high-quality pedestrian interface along both streetscapes which involves providing continuous weather and shade protection is noted. The current awnings are not continuous and are canvas. The applicant is encouraged to consider a continuous and more	The comments of the DRP are supported. An amended condition of approval has been recommended to require a solid, durable and continuous awning across the Oxford Street and Anzac Road pedestrian interfaces, to the satisfaction of the City.

DRP Comments Received	City Comment
permanent awning on both streetscape interfaces.	
<u>Principle 2 - Landscape Quality:</u> Further development of the Parklets on the streetscape interface is encouraged to include high quality public space infrastructure such as seating allowing these areas to be used in a functional sense as well as increasing the level of streetscape interactivity. In the absence of substantial on-structure planting on the majority of levels 1-6 additional investment in relation to the amenity provided by the roof terrace should be undertaken. Additional fixed furniture is encouraged to facilitate use of this space by residents. Further detail is required to understand what trees and planting species are proposed in each location. Consider sheltering the roof terrace space from strong south-west winds by increasing the width of the planters on the edges of the space as well as increasing planting in them.	The parklets are outside the scope of this development approval and would require separate approval under the City's relevant public realm/verge approval process. Notwithstanding this, the amended landscaping condition requires details of verge landscaping adjoining the site, to the satisfaction of the City. The comments of the DRP are supported and have been address through an amended condition of approval relating to the landscaping plan. The amended condition includes a requirement for details of fixed furniture and other amenities within the rooftop communal open space . The comments of the DRP are supported and have been address through an amended condition of approval relating to the landscaping plan. The submitted landscaping plan identifies a planting palette and general planting locations, but further detail is required before implementation. The landscaping condition includes details about species, locations, irrigation and maintenance, to the satisfaction of the City. It also secures the volume of deep soil and on-structure landscaping areas. Advice from the City's Parks Team confirms the planting palette is appropriate. The comments of the DRP are supported and have been address through an amended condition of approval relating to the landscaping plan. The landscaping condition includes a requirement for details about planting

DRP Comments Received	City Comment
	volumes, species selection and locations to be provided. This detail will ensure that rooftop planting will contribute to resident amenity and shelter from prevailing winds.

Planning Assessment:

The proposal has been assessed against LPS2, the R Codes Volume 2, the Built Form Policy, the Non-Residential Parking Policy and the Development Guidelines for Heritage Places Policy. This is contained in the table below.

The R Codes Volume 2 and the Built Form Policy set out element objectives and acceptable outcomes for each relevant design element.

Where a proposal meets the acceptable outcomes, it is likely to satisfy the relevant element objectives. Where it does not, the proposal must still demonstrate that the element objectives are achieved through the overall design response.

Proposals also need to achieve the objectives of each clause within Volume 2 of the Built Form Policy.

The table below identifies the land use and design matters where the proposal does not meet the applicable permissibility or acceptable outcome. These matters are assessed in detail in the Officer Comments section.

Land Use		
Acceptable Outcome	**Approved**	**Proposed**
LPS2 'P' permitted use. *Clause 21(1)* Office use is not permitted on the ground floor or at grade with the street.	Multiple Dwellings 'D' use. Shop 'P' use	Multiple Dwellings 'D' use. Office 'D' use* *Office is proposed on the ground floor
Building Height		
Acceptable Outcome	**Approved**	**Proposal**
Built Form Policy – Clause 1.2 <u>Storeys</u> Five storey building height. <u>Height</u> Concealed roof: 17.4 metres.	Eight storey building height. Concealed roof: 26.48 metres.	Eight storey building height. Concealed roof: 24.3 metres
Side and Rear Setbacks		

Acceptable Outcome	Approved	Proposal
Built Form Policy – Clause 1.3 <u>Eastern Boundary</u> • GF-2F: 6.5 metre setback. • 3F-7F: 12.5 metre setback.	<u>Eastern boundary</u> GF: Nil 3F-4F: 6.5 metres to 13.8 metres. 5F-6F: 11 metres to 14.7 metres.	<u>Eastern boundary</u> 2F: 5.6 metres to 6.1 metres. 3F-4F: 5.6 metres to 12.5 metres. 5F-6F: 8.5 metres to 12.6 metres.
Plot Ratio		
Acceptable Outcome	**Approved**	**Proposal**
R Codes Volume 2 – Element 2.5 Plot ratio – 2.0 (2,414 square metres).	3.33 (4,030.7 square metres).	2.9 (3,579.7 square metres).
Building Separation		
Acceptable Outcome	**Approved**	**Proposal**
R Codes Volume 2 – Element 2.7 To adjoining properties: • 4F-7F: 9 metre setback.	<u>4F – 6F</u> • North o 4F: Nil to 9.8 metres. o 5F-6F: 5.9 metres to 9.5 metres. • East 4F-6F: 6.5 metres to 13.8 metres.	<u>4F – 6F</u> • North o 4F: Nil to 6 metres. o 5F-6F: 5.4 metres to 11.2 metres. o 7F: 8.7 metres. • East o 4F: 5.6 metres to 12.5 metres. o 5F-6F: 8.5 metres to 12.6 metres.
Tree Canopy and Deep Soil Areas		
Acceptable Outcome	**Approved**	**Proposal**
R Codes Volume 2 – Element 3.3 Deep soil zones provided as a minimum of 10 percent of the site area (120.7 square metres).	0.98 percent (11.9 square metres).	2.4 percent (29.1 square metres).
Where deep soil areas cannot be provided, planting on structure with an area equivalent to two times the shortfall in deep soil area is provided (183.2 square metres).	251.6 square metres Equivalent to 2.3 times the shortfall	120 square metres Equivalent to 1.3 times the shortfall
One large tree and three medium trees.	Three medium trees and 18 small trees.	14 small trees.

Communal Open Space		
Acceptable Outcome	**Approved**	**Proposal**
R Codes Volume 2 – Element 3.4 Communal open space to have a 4 metre minimum dimension.	Communal open space provided has dimension of less than 4 metres: • 5F: 2.9 metre minimum dimension; and • 7F: 3.1 metre minimum dimension.	Communal open space provided has areas on 7F with a dimension of less than 4 metres.
Visual Privacy		
Acceptable Outcome	**Approved**	**Proposal**

<table>
<tr>
<td>R Codes Volume 2 – Element 3.5

Visual privacy setbacks to adjoining side and rear boundaries are provided in accordance with:

<u>Northern boundary (RAC-3)</u>
<table>
<tr><th>Floor</th><th>Room</th><th>Setback</th></tr>
<tr><td rowspan="3">GF – 3F</td><td>Bedroom</td><td>3 metres</td></tr>
<tr><td>Habitable Room</td><td>4.5 metres</td></tr>
<tr><td>Balcony</td><td>6 metres</td></tr>
<tr><td>4F – 7F</td><td colspan="2">As per Building Separation</td></tr>
</table>
<u>Eastern boundary (R30)</u>
<table>
<tr><th>Floor</th><th>Room</th><th>Setback</th></tr>
<tr><td rowspan="3">GF – 3F</td><td>Bedroom</td><td>4.5 metres</td></tr>
<tr><td>Habitable Room</td><td>6 metres</td></tr>
<tr><td>Balcony</td><td>7.5 metres</td></tr>
<tr><td>4F – 7F</td><td colspan="2">See Building Separation</td></tr>
</table>
</td>
<td><u>Northern Boundary</u>
<table>
<tr><th>Floor</th><th>Room</th><th>Setback</th></tr>
<tr><td rowspan="2">4F</td><td>Bed</td><td>5.7 metres</td></tr>
<tr><td>Balcony</td><td>5.7 metres</td></tr>
<tr><td rowspan="3">5F & 6F</td><td>Bed</td><td>5.9 metres</td></tr>
<tr><td>Living</td><td>5.9 metres</td></tr>
<tr><td>Balcony</td><td>2.7 metres to 5.9 metres</td></tr>
<tr><td>7F</td><td>Balcony</td><td>7.7 metres</td></tr>
</table>
<u>Eastern boundary</u>
<table>
<tr><th>Floor</th><th>Room</th><th>Setback</th></tr>
<tr><td rowspan="2">4F</td><td>Bed</td><td>6.9 metres</td></tr>
<tr><td>Living</td><td>6.5 metres</td></tr>
<tr><td>5F</td><td>Communal amenity</td><td>6.3 metres</td></tr>
</table>
</td>
<td><u>Northern Boundary</u>
<table>
<tr><th>Floor</th><th>Room</th><th>Setback</th></tr>
<tr><td>4F – 6F</td><td colspan="2">See Building Separation section above</td></tr>
</table>
<u>Eastern boundary</u>
<table>
<tr><th>Floor</th><th>Room</th><th>Setback</th></tr>
<tr><td>1F</td><td>Balcony</td><td>7.2 metres</td></tr>
<tr><td rowspan="2">2F – 3F</td><td>Living / Dining</td><td>5.6 metres</td></tr>
<tr><td>Balcony</td><td>5.8 metres</td></tr>
<tr><td>4F – 6F</td><td colspan="2">See Building Separation section above</td></tr>
</table>
</td>
</tr>
<tr><th colspan="3">Pedestrian Access and Entries</th></tr>
<tr><th>Acceptable Outcome</th><th>Approved</th><th>Proposal</th></tr>
<tr><td>R Codes Volume 2 – Element 3.7

Developments shall distinguish residential entries from retail and other commercial entries.</td><td>Commercial entry provided from Oxford Street.

Residential entry provided from Anzac Street.</td><td>Residential and Commercial entry is shared.</td></tr>
</table>

Vehicle Access		
Acceptable Outcome	**Approved**	**Proposal**
R Codes Volume 2 – Element 3.8 Walls, fences and other structures truncated or reduced to no higher than 0.75 metre within 1.5 metre of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street and where two streets intersect.	A 1 metre x 0.5 metre truncation is provided to the western side of the driveway, with the 'Gas Meter' located within the truncation area.	A 1.2 metre x 1.3 metre truncation is provided to the eastern side of the driveway A 0.4 metre x 0.4 metre truncation is provided to the western side of the driveway.
Built Form Policy – Clause 1.6 Maximum width of a double crossover is 5 metres.	Double crossover width of 5.5 metres.	Double crossover width provided is 5.5 metres.
Car and Bicycle Parking		
Acceptable Outcome	**Approved**	**Proposal**
R Codes Volume 2 – Element 3.9 41 Resident car parking bays. Eight dedicated visitor car parking bays. Five motorcycle parking bays. Four dedicated visitor bicycle parking bays.	50 Resident car parking bays. No dedicated visitor car parking bays. Five motorcycle parking bays. Four dedicated visitor bicycle parking bays on Anzac Street. Six bays proposed in reciprocal arrangement with non-residential parking.	24 Resident car parking bays. Four dedicated visitor car parking bays. Nil motorcycle parking bays. Nil dedicated visitor bicycle parking bays.
Non-Residential Parking Policy One Short Term bicycle parking bay. One Long Term bicycle parking bay.	Eight long term commercial bicycle parking bays.	Nil short term bicycle parking bay. Nil long term bicycle parking bay.

Solar and Daylight Access		
Acceptable Outcome	**Approved**	**Proposal**
R Codes Volume 2 – Element 4.1 A maximum of 15 per cent of dwellings (seven apartments) in a building receiving no direct sunlight between 9am and 3pm on 21 June.	11 per cent of dwellings (four apartments) receive no direct sunlight between 9am and 3pm on 21 June.	20 per cent of dwellings (10 apartments) receive no direct sunlight between 9am and 3pm on 21 June.
Façade Design		
Acceptable Outcome	**Approved**	**Proposal**
Built Form Policy – Clause 1.8 Where provided, stall risers shall be a minimum height of 0.45 metres.	Stall risers vary between 0.3 metres and 0.6 metres along Anzac Road.	Stall risers vary between 0.2 metres and 0.4 metres along Anzac Road. Stall risers vary between 0.2 metres and 1.2 metres along Oxford Street.
Commercial Development shall provide a protective continuous awning over the pedestrian footpath, which shall: • Be minimum height of 3.5m and a maximum height of 4m from finished floor level to the underside of the awning to accommodate under awning signage.	Proposed awning does not extend for the full length of Anzac Road frontage. Proposed awning height varies between: • 3.1 metres to 3.4 metres along Oxford Street; and • 2.6 metres to 3.2 metres for the portion along Anzac Road.	Proposed awning does not extend for the full length of Anzac Road frontage. Proposed awning height varies between: • 3.1 metres to 3.4 metres along Oxford Street; and • 2.9 metres to 3.2 metres for the portion along Anzac Road.

Officer Comments:

Form 2

The application is made under Regulation 17 of the DAP Regulations. The amendments include changes to the approved built form, dwelling mix, parking layout, housing model and approval timeframe.

The amended proposal does not substantially change the development approved by the DAP. It remains:

- an eight-storey mixed use development;

- with Multiple Dwellings as the primary land use;
- with a ground-floor non-residential component;
- with vehicle access from Anzac Road; and
- with a broadly similar built form presentation to Oxford Street and Anzac Road.

The amendments do not alter the essential character of the approved development.

Extension of Time

The existing DAP approval was granted on 28 September 2022 and is due to lapse on 28 September 2026 if the development is not substantially commenced. The Form 2 application seeks to extend the substantial commencement period for a further four years from the date of the amended approval.

The DAP Regulations do not prescribe a fixed test for whether an extension of time should be granted. However, the State Administrative Tribunal has identified relevant considerations for the exercise of discretion, including in *Georgiou Property 2 Pty Ltd and Presiding Member of the Metro West Joint Development Assessment Panel* [2017] WASAT 138, *ALH Group Property Holdings Pty Ltd and Presiding Member of the Metro Central Joint Development Assessment Panel* [2018] WASAT 63 and. Those considerations are commonly applied in Form 2 extension of time applications.

The relevant considerations for an extension of time include whether:
- the planning framework has substantially changed since approval;
- the development would likely receive approval now;
- the approval holder has actively and relatively conscientiously pursued implementation;
- the original approval period was reasonable and adequate; and
- the request would result in the warehousing of an approval.

These matters are addressed below.

Planning framework – The planning framework has not changed in a way that would make the development unacceptable.

The site remains within the District Centre zone and Town Centre built form area.

The planning framework continues to support mixed use development, housing diversity and higher density residential development in activity centres and locations with access to services and public transport.

The proposal has been assessed against the current framework, including LPS2, the R Codes Volume 2, SPP4.2 and the City's relevant local planning policies.

Capable of approval now – The amended proposal seeks discretion for various planning matters, including land use permissibility, building height, plot ratio, setbacks, landscaping, car and bicycle parking, solar access and façade design.

These matters are assessed in detail further below in the Officer Comments section. Subject to the recommended amended and new conditions, the development remains capable of approval under the current planning framework.

Conscientious pursuit – The approval has not been substantially commenced. However, the relevant consideration is broader than physical works alone.

The current landowner / housing provider first contacted the City in 2024 to flag its intention to progress with changes to the development outcome for the site, acquired the site and lodged this Form 2 application before the approval lapses.

The application seeks to modify the approved development to make it suitable for delivery as social and affordable housing. This demonstrates steps toward progressing a revised delivery model rather than abandoning the approval.

Adequacy of original period – The original four-year period was reasonable when imposed. The current request arises in the context of a revised delivery model and a new housing provider seeking to deliver the development as social and affordable housing.

The extent of redesign and supporting information required to adapt the approval to that model provides a reasonable planning basis for considering a further approval period.

Warehousing – The request does not appear to be for the purpose of simply holding an unused approval. The application was lodged before the approval lapses and is accompanied by amended plans and supporting information directed to delivering a revised development.

The amendments reduce overall height and plot ratio, remove the basement, reconfigure parking and update the housing model. These matters indicate an intention to progress a deliverable form of development, rather than preserve the approval indefinitely.

On balance, the requested extension of time is supported. The development remains capable of approval under the current planning framework, and the amended proposal demonstrates a genuine revised delivery pathway for the site. The approval should therefore be extended for four years from the date of the amended approval.

Land Use

Housing Model

The application proposes to change the ground-floor non-residential component from Shop to Office and deliver the residential component as social and affordable housing.

Social and affordable housing are not separate land use classifications under LPS2. The residential component remains Multiple Dwellings.

Submissions received during the consultation periods outlined concerns that the development may not be appropriately managed and could therefore result in adverse amenity impacts and anti-social behaviour.

The City's planning assessment focuses on how the development would operate, not assumptions about future residents.

Concerns about anti-social behaviour or amenity impacts need to be assessed by reference to the proposed land use and its operational characteristics. In this case, the applicant has provided additional information contained in **Attachment 17** that

the dwellings would operate as conventional long-term residential accommodation and CHL's usual tenancy and property management processes. No crisis, transitional, short-stay or supported accommodation model is proposed. Eligibility criteria for residency is based on income and parking demand, and the ground-floor office would be used by CHL for tenancy and property management.

The proposal does rely on social and affordable housing in support of a reduction in on-site vehicle parking. This is dealt with under the Car Parking section in the Officer Comments. All other aspects of the development would be consistent with a Multiple Dwelling development.

The proposed housing model does not alter the land use classification and is not expected to generate amenity impacts beyond those ordinarily associated with long-term Multiple Dwellings.

District Centre Objectives

Multiple Dwelling and Office are both discretionary "D" uses in the District Centre zone.

The proposed Multiple Dwelling and Office uses have been assessed against the objectives of the District Centre zone. The uses are acceptable for the following reasons:

- Residential interface – The development is compatible with the adjoining residential context to the east. The building is articulated and setback from the eastern boundary, with upper levels stepped back to manage bulk and scale. Deep soil and on-structure landscaping are also concentrated toward this interface to soften the built form. The adjoining eastern property is currently approved as a Medical Centre, and overlooking from the proposed openings and balconies would generally fall to uncovered parking areas and roofed areas, rather than sensitive residential outdoor living areas.
- Orientation and activation – The development provides an active and legible interface to Oxford Street and Anzac Road. The ground floor includes glazing, operable openings, communal amenity areas and the CHL office, with the most active spaces focused toward Oxford Street and the Anzac Road intersection. While the proposal reduces the extent of shopfront activation compared with the existing approval, it still maintains street interaction and passive surveillance through its façade design, ground-floor layout and upper-level balconies.
- Ground floor use and adaptability – The ground floor Office is linked to the management of the residential component and would support the operation of the development, rather than operate as an unrelated standalone office. The site has historically included office and shop uses, and office uses are also present within the surrounding Oxford Street commercial context. The ground floor layout and façade retain a commercial presentation, allowing for future adaptation to other active uses if required and subject to any further approvals.
- Housing diversity – The proposal provides 48 one and two-bedroom apartments in the Mount Hawthorn town centre. This would increase housing choice in a location close to shops, services, public transport and employment opportunities. The proposed social and affordable housing model would also contribute to the District Centre objective of providing a wider range of housing types and accommodation options for the community.
- Activity centre function – The proposal supports the role of Mount Hawthorn as a District Centre under SPP4.2. Additional residents within the centre would support local businesses, increase pedestrian activity and make efficient use of

existing services and public transport. The ground floor non-residential component also maintains a mixed use outcome and supports future employment and activity at street level.
- Sustainability – The proposal incorporates sustainability measures including rooftop solar PV, high efficiency fixtures and fittings, passive solar design principles, cross ventilation and improved thermal performance. The Sustainable Design Assessment Report identifies that the development would exceed the Built Form Policy targets for global warming potential and freshwater use savings.

Ground Floor Office

The Office is proposed at ground floor, which does not satisfy Clause 32(1) of LPS2.

The ground floor Office is acceptable for the following reasons:
- Operational function – It would support CHL's tenancy and property management associated with the residential component. It provides a local point for routine tenancy and property matters, and reduces the need for residents to travel to CHL's Subiaco office.
- Street activation – The Office is supported by communal amenity areas, glazing, openings and façade treatments to Oxford Street and Anzac Road. These elements maintain visual connection, passive surveillance and street interaction.
- Surrounding context – Office uses are not unusual in the surrounding Oxford Street commercial context, and the subject site has historically included office use. The proposed Office would be compatible with the existing and emerging mixed use character of the Mount Hawthorn town centre.
- Adaptability – The ground floor space retains a commercial form and street-facing presentation. This means the space could be adapted to alternative active uses in the future, subject to any required approvals.
- Amenity – The office is not expected to create noise, servicing, traffic or visitor patterns materially different from a conventional apartment development with a small management office.

Building Height and Plot Ratio

The Built Form Policy identifies a five-storey height standard, to a maximum of 17.4 metres, for the subject site. The R-Codes Volume 2 acceptable outcome identifies a plot ratio of 2.0, equivalent to 2,414 square metres.

The amended development remains eight storeys, with a concealed roof height of 24.3 metres. The proposed plot ratio is 2.9, equivalent to 3,579.7 square metres.

Community Consultation Outcomes

Submissions raised concern that the proposed height and density would be inconsistent with the Built Form Policy, the existing Oxford Street streetscape and the lower-scale residential context east of Anzac Road. Concerns were also raised about bulk, scale and overshadowing.

Submissions in support considered the height and density appropriate for Oxford Street and noted that the proposal includes design measures to manage built form impacts.

City's Assessment

The proposed building height and plot ratio has been considered against the element objectives of the R-Codes Volume 2 and does not satisfy all of the element objectives.

Due to the shortfall of deep soil area and on-structure landscaping proposed, the development does not provide sufficient landscaping to soften the building bulk and scale of the development and provide an appropriate visual transition to the lower scale residential development to the east.

Assessment against the element objectives is provided below:

- Existing approval – The site already has approval for an eight-storey mixed use development. The amended proposal reduces the approved building height from 26.48 metres to 24.3 metres and reduces plot ratio from 3.33 to 2.9. This means the amended development would have less overall built form intensity than the current approval.
- Desired future character – Oxford Street is identified as an urban corridor connecting the Leederville and Mount Hawthorn town centres. Higher density mixed use development is expected in this location to support housing diversity, employment choice and activity centre growth. The proposal provides 48 apartments and 41.8 square metres of office floorspace in a well-serviced town centre location.
- Existing streetscape – The current Oxford Street streetscape is mostly one to two storeys, with some three (Nos. 356 and 401-403 Oxford Street), four (Nos. 359, 389 and 405 Oxford Street) and five (No. 333 Oxford Street) storey buildings nearby. The proposal would be higher than the existing built form, but this is consistent with the intended transition of the area under LPS2, SPP4.2 and the Built Form Policy.
- Transition to Anzac Road – The proposal locates the greatest height and mass toward Oxford Street and Anzac Road, with increased upper-level setbacks to the east. The fifth and sixth floors are setback from 8.5 metres, and the seventh floor is setback 19.8 metres from the eastern boundary. This assists the transition to the lower-density Residential R30 context east of the site.
- Bulk and scale – The facades include major openings, balconies, varied materials and articulation to reduce blank walls and building mass. Materials include profiled CFC cladding, Colorbond cladding, light render and white brick, which provide contrast and visual interest.
- Northern boundary wall – A five-storey boundary wall is proposed for a 14.5 metre section of the northern boundary. The Built Form Policy allows nil setbacks to the northern boundary, and the wall would be viewed in the context of a District Centre site where adjoining redevelopment is contemplated. The use of varied finishes would reduce its visual impact in the interim.
- Eastern interface and landscaping – Landscaping is concentrated along the more sensitive eastern interface and within the fifth-floor and rooftop on-structure planting areas. While the proposal does not meet the deep soil and on-structure planting acceptable outcomes, the amended design removes the previously approved eastern parking structure and improves the lower-level interface to the adjoining property. This includes an arbour treatment, permeable paving and landscaping along the boundary. This reduces built form bulk at the adjoining property interface and provides a softer transition to the lower-scale context to the east, shown in **Figure 4** below.



Figure 4: Streetscape 3D Render from Anzac Road.

- Site levels – The site slopes approximately 4.79 metres from east to west. The amended design responds to this by aligning pedestrian and vehicle access with surrounding footpath levels and using split-level parking rather than the previously approved basement.
- Overshadowing – Overshadowing falls to the south over Anzac Road and toward the Oxford Hotel (No. 368 Oxford Street). The R-Codes Volume 2 does not include an acceptable outcome for overshadowing of non-residential properties. The additional shadow would fall mainly to the roof of the Oxford Hotel and would not have a greater impact on its existing alfresco area.
- Apartment solar access – 37 apartments, or 77 percent, would receive at least two hours of sunlight during winter. This would ensure that the apartments have an adequate level of amenity and maximise the northern orientation of the subject site while addressing each both the Oxford Street and Anzac Road frontages.
- DRP – The DRP supported the proposed built form and scale, noting the treatment of the eastern transition, materiality and articulation.

Side and Rear Setbacks, Building Separation and Visual Privacy

The proposal does not satisfy the acceptable outcomes for side setbacks, building separation and visual privacy.

The Built Form Policy identifies:

- nil setbacks to the northern boundary;
- 6.5 metre eastern setbacks for the ground to second floors; and
- 12.5 metre eastern setbacks for the third floor and above.

The R-Codes Volume 2 identifies building separation and visual privacy setbacks, including greater separation for upper floors and balconies.

Community Consultation Outcomes

Submissions raised concern that the setbacks would not adequately manage bulk, scale, transition to the Residential R30 area east of Anzac Road, or overlooking from balconies.

Submissions in support considered the setbacks and scale acceptable in the town centre context.

City's Assessment

The setback, building separation and visual privacy departures are acceptable on balance and as considered against the relevant element objectives for the reasons below.

- Oxford Street desired future streetscape – Nil setbacks to the northern boundary are consistent with the Town Centre built form area and the Built Form Policy. The proposal provides nil setbacks to parts of the ground to fourth floors, with upper levels setback between 5.4 metres and 11.2 metres. This reflects the intended future built form character of Oxford Street. These setbacks also provide for a transition between the subject site and adjoining property to the north, noting that this is currently a lower intensity development which would likely be redeveloped in the future.
- Eastern transition – The eastern interface is the more sensitive interface. The proposal provides a 7.2 metre ground-floor setback, 6.9 metres at first floor, varied setbacks of 5.6 metres to 12.5 metres at second to fourth floors, 8.5 metres to 12.6 metres at fifth and sixth floors, and 19.8 metres at seventh floor. This creates a stepped transition to the lower-density Anzac Road context and results in a staggered setback to the eastern interface, proportionate to the building height. It is noted that the properties along Anzac Road are lower intensity developments which would be unlikely to be change significantly in the future.
- Articulation and materials – The eastern elevation includes major openings, balconies, varied materials and articulation. These design measures break up building mass and reduce the perceived scale when viewed from adjoining properties.
- Landscaping – The development proposes deep soil areas at ground floor across the eastern lot boundary and on-structure planting to the eastern façade of the building at the fifth and seventh floors. The combination and location of landscaping across these levels would assist to create a sense of separation and softening of the built form between the proposed development and the adjoining properties.
- Internal amenity – Apartments are provided with major openings and balconies to support outlook, daylight and ventilation. Apartments not directly fronting Oxford Street or Anzac Road are setback from the northern and eastern lot boundaries

to ensure solar access and ventilation would be maintained even if neighbouring properties redevelop.

- Adjoining property amenity –Overshadowing falls south onto Anzac Road when measured under the R-Codes Volume 2 at winter solstice (21 June) and not onto the adjoining properties to the north or east. The proposed setbacks also maintain access to light and ventilation for adjoining sites.
- Visual privacy north – Overlooking to the north would fall to the roof of an existing commercial building and would not affect habitable rooms or outdoor living areas.
- Visual privacy east – Overlooking to the east would fall mainly to uncovered parking areas, driveway roof cover and roof areas associated with the adjoining Medical Centre. These are not sensitive residential outdoor living areas or habitable rooms.
- Communal and private open space - Each apartments has an adequately sized balcony which is oriented to provide an outlook unobstructed by screening. The 161.3 square metre rooftop communal open space provides additional resident amenity.
- DRP – The DRP supported the setbacks, materiality, open balconies and articulation as an appropriate response to the eastern transition.

Tree Canopy and Deep Soil Areas

The R-Codes Volume 2 acceptable outcomes require 10 percent deep soil area, equivalent to 120.7 square metres, and one large and three medium trees.

The proposal provides 29.1 square metres of deep soil area, equal to 2.4 percent of the site, located along the eastern boundary. The proposal includes 14 trees across the ground level and on-structure planting areas.

Where deep soil is not provided, the R-Codes Volume 2 seeks on-structure planting equivalent to two times the deep soil shortfall. This would equate to 183.2 square metres of on-structure planting with a minimum depth and dimension of 1 metre.

The proposal provides 120 square metres of on-structure planting with a minimum dimension and depth of 1 metre, and 25.5 square metres of on-structure planting with a minimum depth of 0.6 metres.

The Built Form Policy landscaping provisions have also been given regard. These provisions have not been approved by the WAPC and do not have the same statutory weight as the R-Codes Volume 2.

Community Consultation Outcomes

Submissions raised concern about the amount of landscaping, lack of deep soil, and the need for more detail about tree species and on-structure planting.

City's Assessment

The proposed landscaping would satisfy the element objectives of the R-Codes Volume 2 for the following reasons:

- Canopy coverage – There are no existing trees on the site. The proposal would provide 14 new trees at ground floor and within the on-structure planters on the seventh floor. Eight different species are proposed with a mix of evergreen and

fruiting trees. The applicant's canopy calculations indicate an average mature canopy spread of 12.6 square metres per tree, contributing approximately 176.4 square metres of canopy coverage, or 14.6 percent of the site.

- Parks comments – The City's Parks team supports the proposed tree species palette. The trees would contribute to canopy, soften the building when viewed from the east and public realm, and improve resident amenity.
- Deep soil areas– The development proposes 29.1 square metres of deep soil areas, which is located along the eastern lot boundary. The opportunity to provide meaningful deep soil areas is constrained with two street frontages, the Built Form Policy's nil setback allowance to the northern boundary and the intensity of development contemplated for the site.
- Eastern interface – The deep soil area is located along the eastern boundary, where landscaping has the greatest value in softening the interface to the adjoining lower-scale context.
- On-structure planting – On-structure planting is located at the ground floor, second floor, fifth floor and rooftop communal open space. These areas would soften the built form, improve resident amenity and contribute to a landscaped transition at the eastern interface.
- Approved development comparison – The existing approval included a parking structure along the eastern boundary, with landscaping used to soften that built form. The amended proposal removes that structure. This reduces lower-level bulk and improves the physical and visual relationship to the eastern boundary, even though total on-structure planting is reduced.
- Verge planting – There is one existing street tree within the adjoining Oxford Street verge and one within the adjoining Anzac Street verge that will be retained. One additional tree is proposed in each verge, as well as low level planting and seating. This would improve the public realm and contribute to the streetscape.
- DRP – The applicant has engaged TLD to prepare the Landscaping Plan included in **Attachment 5**, which has been reviewed by the City's DRP. The DRP sought further refinement of landscaping, including rooftop amenity, planting details and wind protection. These matters can be addressed through the recommended landscape condition.

Communal Open Space

The acceptable outcomes of the R-Codes Volume 2 identify that communal open space areas are to have a minimum dimension of 4 metres.

The proposal provides communal open space at ground floor and seventh floor. Parts of the seventh floor communal space have dimensions between 1.6 metres and 2.6 metres.

City's Assessment

The proposed communal open space would satisfy the element objectives of the R-Codes Volume 2 for the following reasons:

- Amount of space – The proposal provides 338 square metres of communal open space, exceeding the R-Codes Volume 2 acceptable outcome of 288 square metres.
- Ground-floor amenity – The ground floor communal area provides a flexible resident space capable of supporting informal activities and resident use.

- Rooftop amenity – The seventh floor communal space includes indoor and outdoor areas, weather protection, seating and communal gardening. These spaces can be used separately or together.
- Accessibility – Communal spaces are universally accessible and provide a barrier-free path of travel for residents.
- Amenity quality – The rooftop communal area is co-located with on-structure planting. Services are screened from view, and further detail on fixed furniture, planting and wind protection is secured through the recommended landscape condition.
- Resident privacy – The communal areas do not directly abut major openings of adjoining apartments in a way that would create unacceptable internal privacy impacts.
- Adjoining properties – Any overlooking from the communal areas would fall mainly to uncovered parking or roof areas associated with the adjoining Medical Centre. This would not create unacceptable amenity impacts.
- Noise – Use of communal areas remains subject to the *Environmental Protection (Noise) Regulations 1997*. This is the responsibility of future residents and CHL's housing and property management arrangements.

Pedestrian Access and Entries

The acceptable outcomes of the R-Codes Volume 2 outline a separation between commercial and residential entries to mixed use developments.

The proposal provides a shared Oxford Street entry and lobby for the residential and office components.

City's Assessment

The proposed shared entry would satisfy the element objectives of the R-Codes Volume 2 for the following reasons:

- Entry function – The office is intended to support CHL's tenancy and property management function for the residential component. It is not intended to operate as a standalone office generating unrelated customer activity.
- Safety and access – The primary Oxford Street entry is flush with the adjoining footpath and provides access to a wide internal lobby. The façade includes glazing that supports visibility and passive surveillance.
- Legibility – The entry is recessed from the street boundary, making it identifiable for residents, visitors and office users. Its design is integrated with the ground-floor façade.
- Future adaptability – The office and communal areas have direct street interfaces, and the building includes other access points from Oxford Street and Anzac Road. This provides flexibility for future separate access arrangements if the ground-floor use changes, subject to approval.

Vehicle Access

The R-Codes Volume 2 acceptable outcome seeks parking beneath or at the rear of buildings and requires appropriate sightlines where vehicle access meets a street. The Built Form Policy identifies a maximum double crossover width of 5 metres.

The proposal provides vehicle access from Anzac Road by a 5.5 metre double crossover. Parking is provided at ground and first-floor levels. The proposal includes a 1.2 metre by 1.3 metre truncation to the eastern side of the driveway and a 0.4 metre by 0.4 metre truncation to the western side.

City's Assessment

The proposed vehicle access would satisfy the element objectives of the R-Codes Volume 2 for the following reasons:

- Consolidated access – The site currently has access from both Oxford Street and Anzac Road. The proposal consolidates access to Anzac Road, removing the Oxford Street crossover and improving the Oxford Street pedestrian frontage.
- Vehicle movement – The access has been designed to allow vehicles to enter and exit in forward gear and manoeuvre within the split-level parking area.
- Pedestrian safety – The TIS, included in **Attachment 6**, notes the crossover is setback 10.1 metres from the Oxford Street intersection. Exiting vehicles would have sightlines to the west. To address reduced visibility to the east, the TIS recommends a convex mirror and warning light.
- Engineering comments – The City's Engineering team does not support reliance on a convex mirror and warning light. The preferred outcome is for the dividing fence to be reduced in height or made visually permeable to improve sightlines. This should be secured through condition.
- Streetscape – The access width is limited to what is needed for safe vehicle movement. The visually permeable gate and landscaped arbour would reduce the visual impact of the access point on Anzac Road.
- Eastern interface – The car parking areas do not extend above ground floor adjacent to the neighbouring Anzac Road property. The landscaped arbour and open treatment improve the interface compared with the approved eastern parking structure.
- Street parking – One on-street bay would be removed on Anzac Road, but removal of the Oxford Street crossover allows one new on-street bay to be provided. There would be no net loss of on-street parking along the site frontages.

Car Parking and Bicycle Parking

The acceptable outcomes of the R-Codes Volume 2 and City's Parking Policy identify the following parking standards:

- 41 resident car bays;
- Eight residential visitor car bays;
- Five motorcycle bays;
- Four residential visitor bicycle bays;
- One long term commercial bicycle bay; and
- One short term commercial bicycle bay.

The proposal provides:

- 24 resident parking bays;
- Four dedicated visitor parking bays;
- One office car bay;
- Nil motorcycle parking bays;
- Nil residential visitor bicycle parking bays; and

- Nil commercial bicycle parking bays.

Community Consultation Outcomes

Submissions raised concern that the parking supply would be inadequate for residents and visitors and would increase demand for on-street parking on Oxford Street, Anzac Road and nearby streets.

On-Street Car Parking Context

- Oxford Street north – There are 91 on-street parking bays on Oxford Street between Anzac Road and Scarborough Beach Road which is approximately 300 metres, including one 5-minute parking bay and two 15-minute parking bays between 8am and 5:30pm Monday to Friday, and 88 1-hour parking between 8am and 5:30pm Monday to Friday and 8am to 12noon on Saturday.
- Anzac Road – There are 88 on-street bays on Anzac Road between Oxford Street and Scarborough Beach Road which is an approximate 620 metre distance, including three 1-hour parking between 8am and 5:30pm Monday to Friday and 8am to 12 noon on Saturday, 19 2-hour parking between 8am to 5:30pm Monday to Friday, and 66 2-hour parking during this period with residential permit holders excepted.
- 2018 survey data – The City's 2018 survey indicates Oxford Street experienced higher occupancy than Anzac Road, with Oxford Street reaching up to 85.7 percent occupancy and Anzac Road reaching up to 52.2 percent occupancy during surveyed periods. Survey data results are shown below.

Location	Capacity	9:00am – 11:00am	12:00am – 2:00pm	3:00pm – 5:00pm	6:00pm – 8:00pm
	Wednesday 28 November 2018				
Oxford Street	Total Spaces Occupied	71	68	73	62
	Occupancy Rate (%)	78%	74.7%	80.2%	68.1%
Anzac Road	Total Spaces Occupied	15	23	38	33
	Occupancy Rate (%)	17%	26.1%	43.1%	37.5%
	Friday 30 November 2018				
Oxford Street	Total Spaces Occupied	65	78	51	40
	Occupancy Rate (%)	71.4%	85.7%	56%	43.9%
Anzac Road	Total Spaces Occupied	21	31	31	16
	Occupancy Rate (%)	23.8%	35.2%	35.2%	18.1%
	Saturday 1 December 2018				
Oxford Street	Total Spaces Occupied	52	50	64	50
	Occupancy Rate (%)	57.1%	54.9%	70.3%	54.9%
Anzac Road	Total Spaces Occupied	29	43	46	28

	Occupancy Rate (%)	32.9%	48.8%	52.2%	31.8%

- Oxford Street south – Additionally, there are 31 bays located along Oxford Street to the south of the site between Anzac Road and Franklin Street, which is approximately 240 metres. While the City does not have parking survey data for these bays, a GIS mapping review of the 31 bays over 19 days between May 2019 and June 2022 indicates a peak occupancy of 27 bays, or 87 percent, which occurred at 1:30pm on a Thursday, and average occupancy of 13 bays, or 41.9 percent.

Applicant's Justification

The applicant has provided a TIS prepared by Transcore included as **Attachment 6**, additional parking justification included in **Attachment 11,** and further CHL parking management information included in **Attachment 17**.

The additional information provided included a review of parking demand for other social and affordable housing developments of a similar scale to the proposal.

CHL proposes to manage dwelling allocation and parking allocation together. The intended parking allocation is:
- 13 affordable dwellings with 13 bays, being one bay per dwelling;
- 35 social housing dwellings with 11 bays;
- five visitor/office bays; and
- 29 total bays.

CHL advises that:
- parking need of applicants would be considered before tenancy offers are made;
- applicants who do not own a vehicle or do not require parking would be prioritised;
- resident bays would be allocated based on demonstrated need, including employment, education, medical, caring or childcare commitments;
- prospective tenants would be told that parking is limited and not available to all dwellings before accepting an offer;
- residents would be provided with public transport, walking and cycling information;
- the ground-floor CHL office would reduce the need for residents to travel to CHL's Subiaco office for routine tenancy matters; and
- parking demand would be monitored and managed through CHL's tenancy and property management processes.

The applicant has also referred to parking provision and demand across comparable CHL developments where managed parking ratios of approximately 0.5 to 0.6 bays per dwelling have been applied.

City's Assessment

The proposed car and bicycle parking would satisfy the element objectives of the R-Codes Volume 2 for the following reasons:

- Resident parking – The proposal provides 24 resident bays in lieu of 41. This shortfall is acceptable on balance because CHL would control tenancy allocation

and parking allocation before residents move in. This is materially different from a conventional build-to-sell apartment development where future vehicle ownership cannot be managed through allocation.

- Affordable dwellings – One bay is proposed for each affordable dwelling. This reduces the risk of unmet parking demand from that component.
- Social housing dwellings – The lower parking ratio for social housing dwellings relies on CHL's ability to match tenancies to available parking and prioritise households that do not own a vehicle or do not need on-site parking.
- Demonstrated need – Resident bays would be allocated based on demonstrated need, including employment, education, medical, caring and childcare commitments. This provides a management basis for distributing limited bays.
- Visitor parking – Four visitor bays are provided in lieu of eight. This is a shortfall, but visitor demand is expected to be moderated by the long-term residential nature of the development, surrounding time-restricted parking and the Parking Management Plan. Visitor bays should be clearly marked and kept available for visitors.
- Motorcycle parking – No motorcycle bays are provided in lieu of five. This is acceptable given the reduced parking model, bicycle storage, public transport access and alternative public transport information outlined in the Parking Management Plan.
- Residential parking permits – Future residents would not be eligible for residential parking permits. This must be clearly communicated before tenancy offers are accepted and reinforced through the Parking Management Plan.
- Alternative public transport – The site is within the Mount Hawthorn town centre, 100 metres to bus route 15 on Oxford Street with services every 30 minutes and within 325 metres from bus route 990 on Scarborough Beach with services every 10 minutes. It also has access to cycling connections along Oxford Street and Scarborough Beach Road. These factors support lower private vehicle reliance.
- Ground-floor office – The CHL office supports the parking justification by reducing the need for residents to travel to CHL's Subiaco office for routine tenancy matters.
- Conditioning – A strengthened Parking Management Plan is a recommended condition of approval. It should secure the allocation process, communication with prospective tenants, visitor bay management, alternative public transport information, parking permit advice, monitoring and response measures.
- Visitor bicycle parking – The proposal provides 24 bicycle bays in a ground-floor bicycle store. Each dwelling would also have access to private storage capable of accommodating a bicycle. Oxford Street supports cycling and connects to the PSP network to the south and east-west cycling links via Scarborough Beach Road. Five public bicycle racks are also located within 100 metres of the site on Oxford Street and can accommodate occasional visitor demand.
- Commercial bicycle parking – No commercial bicycle bays is acceptable because it complies with the commercial car parking standard, providing one on site car parking bay for the Office tenancy, and is not expected to generate typical customer trips.

Solar and Daylight Access

The acceptable outcomes of the R-Codes Volume 2 outline a maximum of 15 per cent of dwellings in a building to receive no direct sunlight between 9am and 3pm on 21 June. This equates to a maximum of eight apartments.

The proposal features a maximum of 20 per cent of dwellings receiving no direct sunlight, equivalent to 10 apartments.

City's Assessment

The proposed vehicle access would satisfy the element objectives of the R-Codes Volume 2 for the following reasons:

- Reason for departure – The amended dwelling mix removes three-bedroom apartments and increases one and two-bedroom apartments. This creates additional south-facing dwellings within the reconfigured floor plates.
- Extent of departure – The proposal exceeds the acceptable outcome by two apartments. The number of dwellings without direct winter sunlight has been limited within the constraints of the amended layout.
- Overall amenity – 37 apartments, or 77 percent, receive at least two hours of winter sunlight. Apartments are also provided with balconies and access to communal open space.
- DRP – The DRP supported the dwelling amenity outcome, including the functionality of layouts, natural light to circulation areas and the quality of ground-floor and rooftop communal amenity.

Façade Design

The acceptable outcomes of the Built Form Policy outline that commercial tenancies on the ground floor should have a minimum stall riser height of 0.45 metres, and a continuous awning with a minimum height of 3.5 metres.

The development proposes stall risers which vary in height between 0.2 metres and 1.2 metres along Oxford Street and between 0.2 metres and 0.4 metres along Anzac Road.

An awning is proposed intermittently across the Oxford Street frontage and a portion of the Anzac Road frontage. The height of the proposed awning varies between 2.9 metres to 3.4 metres.

City's Assessment

The façade design would satisfy the element objectives of the R-Codes Volume 2 for the following reasons:

- Stall risers – Stall riser heights vary due to the slope of the site. The variation provides visual interest and maintains a traditional shopfront rhythm along Oxford Street.
- Ground floor interaction – The ground floor includes glazing, operable openings, communal amenity, the CHL office and screening treatments. This provides an acceptable level of street interaction for the proposed use.
- Awning – The awning height varies due to site levels. A condition is recommended to require the awning to be solid and comprising durable materials across the relevant pedestrian frontage to improve weather protection and pedestrian amenity.
- Screening – Further detail should be required to ensure ground-floor screening is visually permeable and supports passive surveillance, particularly near the bicycle store. A condition to this effect has been recommended.

Traffic

Community Consultation

Submissions raised concern that the development would increase traffic on Oxford Street, Anzac Road and the adjoining intersection, resulting in congestion.

Applicant's TIS

The applicant's amended TIS, prepared by Transcore, identifies:

- Oxford Street is classified as a District Distributor A and consists of a single lane travelling in each direction, and a footpath on either side of the road. Oxford Street carries approximately 7,000 to 8,000 vehicles per day on an average weekday based on 2023 Main Roads WA (MRWA) data.
- Anzac Road consists of a single lane travelling in each direction and a footpath on either side of the road. Anzac Road west of Buxton Street carries approximately 5,300 vehicles per day on an average weekday based on 2023 MRWA data.
- The NSW Guide to Transport Impact Assessment Guidelines (2024) provides daily peak hour trip rates for the proposed development. Based on these rates the development would generate approximately 134 total daily trips with 20 during the AM peak and 19 during the PM peak.
- A crash assessment was provided based on Main Roads data over a five year period ending 31 December 2024. This data indicated that there was a total of 10 vehicle crashes within the vicinity of the site during this period. Of the 10 crashes, one resulted in a hospital admission and no fatalities were recorded. The crash records do not indicate a pattern of particular safety concern at this intersection.
- The total trip generation in the AM and PM peak period would fall within the moderate impact category of the Transport Guidelines. The development is anticipated to have no noticeable impact on the traffic operations and safety of the surrounding road network.

City's Assessment

The City is satisfied with the findings of the TIS and that the traffic impact is acceptable for the following reasons:

- Vehicle trips – The Transport Impact Statement confirms that the amended development would generate a maximum of 20 additional vehicle trips in the AM peak period. The WAPC Transport Impact Assessment Guidelines state that an increase in traffic of less than 10 percent of a road's capacity would not normally have a material impact on that road section. The Guidelines also state that an increase of 100 vehicles per hour for any lane can be treated as approximately 10 percent of capacity. The additional 20 AM peak trips are well below this threshold and would have a low impact on the surrounding road network.
- Trip distribution – Vehicle movements would be distributed through Oxford Street and Anzac Road, with connections to the wider road network including Scarborough Beach Road, Loftus Street and Vincent Street. This is consistent with the Main Roads WA road hierarchy, which identifies District Distributor roads as accommodating higher traffic volumes between residential and

commercial areas, and Local Distributor roads as connecting local traffic between access roads and higher order distributor roads.

- Use of surrounding streets – Some vehicle movements may use surrounding local streets, particularly given the left-in / left-out access arrangements at the Loftus Street intersection. These movements are expected to be low volume and capable of being managed by the existing road network and traffic management measures, including the Safe Active Street design of Shakespeare Street.
- Oxford Street / Anzac Road intersection - The Transport Guidelines identify that an intersection would generally be materially affected where traffic flows on any road increase by more than 10 percent of capacity. The TIS estimates an increase of 20 vehicles in the AM peak and 19 vehicles in the PM peak. This is less than 10 percent of the 6,000 vehicle capacity of Anzac Road and would not materially affect the operation of the Oxford Street / Anzac Road intersection.
- Engineering review – The City's Engineering team has reviewed the TIS and advised that it is satisfied with its conclusions and acceptable from a traffic impact perspective.

Heritage Management

The Oxford Hotel at No. 368 Oxford Street is located south of the site, separated by the Anzac Road reserve. It is listed as Management Category 2 on the City's Municipal Heritage Inventory and is not on the State Register of Heritage Places.

The proposed development satisfies the element objectives of the City's Development Guidelines for Heritage Places Policy relating to development adjacent to heritage listed buildings for the following reasons:

- Separation and views – Anzac Road provides approximately 19.5 metres separation between the site and the Oxford Hotel. This maintains views to the Oxford Hotel's principal facades to Oxford Street and Anzac Road.
- Design response – The proposal is contemporary and distinguishable from the Oxford Hotel. The white brick podium/base provides a two-storey scale reference that relates to the hotel's existing built form.
- Development context – The Oxford Hotel site is zoned Commercial and has a four-storey height standard under the Built Form Policy. Its Management Category B status recommends retention but does not prevent redevelopment.
- Scale relationship – The proposed eight-storey building would be higher than the Oxford Hotel, but the separation, podium treatment and surrounding planning context provide an acceptable heritage interface.

Public Art

The proposal remains subject to the City's Percent for Art Policy, which requires one percent of the total project cost to be allocated to public art.

The existing approval required a $150,000 public art contribution, based on the previous $15 million development cost. The applicant has advised that the estimated cost of the amendments is $12 million, bringing the total estimated development cost to $27 million.

An amended condition is recommended requiring the public art contribution to be reflective of one percent of the estimated development cost. This ensures the

contribution reflects the amended proposal and can be delivered either as cash-in-lieu or an applicant-led public art project in accordance with the Policy.

Waste

The applicant has prepared a WMP which is included in **Attachment 9** and proposes the following:

- A consolidated ground-floor bin store;
- Five 240 litre general waste bins;
- Six 240 litre recycling bins;
- Three 240 litre FOGO bins;
- Bin collection from the Anzac Road verge. The waste vehicle would use an on-street parking bay during collection times. A strata manager/caretaker would transport the bins to and from the collection point.
- FOGO collection by the City through the City's residential waste service, with collection occurring twice per week.
- Private collection for general waste and recycling, with general waste collection occurring twice each week and recycling collection occurring once each week.

City's Assessment

The waste arrangements are acceptable subject to an amended Waste Management Plan condition as detailed below.

- Private collection – The City's Waste team has advised that the City does not provide partial collection where a private contractor is engaged. All waste streams must therefore be collected privately.
- Collection location – Use of an on-street bay on Anzac Road is available. If required, parking restrictions for the relevant bay can be updated to support collection. This is consistent with waste management measures of the current approval.
- Conditioning – A condition is needed to require the Waste Management Plan to be updated before building permit to confirm private collection of all waste streams.

Noise

The applicant has prepared an Acoustic Report to address the City's Policy No. 7.5.21 – Sound Attenuation (Acoustic Policy) in relation noise generated by the development, traffic noise and potential noise impacts from the Oxford Hotel. The Acoustic Report is included in **Attachment 7**.

Community Consultation Outcomes

Submissions raised concern about amenity impacts, including noise from balconies and communal rooftop areas.

City's Assessment

The City has reviewed the acoustic report and is satisfied that the development would appropriately manage general residential noise intrusion to and from the development.

The following is noted in relation the acoustic report:

- Residential noise – The development would operate as conventional long-term residential accommodation. No crisis, transitional, short-stay or supported accommodation model is proposed. On this basis, the housing model is not expected to generate noise impacts beyond those ordinarily associated with Multiple Dwellings.
- Oxford Hotel – The Acoustic Report assesses noise from the Oxford Hotel, including its outdoor area opposite the site. It concludes that future residents can be protected from venue noise through recommended acoustic treatments.
- Traffic noise – Noise from Oxford Street can be managed through thickened glazing, doors, walls and ceilings.
- Detailed design – The acoustic report identifies that a further acoustic report should be provided at detailed design stage to address mechanical services, car park noise associated with car doors closing, ventilation equipment and final ground-floor tenancy arrangements. A condition has been recommended to resolve these details.
- Communal areas – Use of balconies and communal areas remains subject to the Noise Regulations and CHL's housing and property management processes.

Environmentally Sustainable Design

The acceptable outcomes of the R-Codes Volume 2 identify for developments to provide for a minimum of one energy initiative which exceeds the minimum practice.

The Built Form Policy ESD provisions have also been given regard. These provisions seek 50 percent global warming potential and net freshwater use savings against the Perth statistical average for residences. These provisions have not been approved by the WAPC and do not have the same statutory weight as the R-Codes Volume 2.

The applicant's Sustainable Design Assessment Report is included in **Attachment 8** and identifies:

- rooftop solar PV panels. This initiative satisfies the acceptable outcomes of the R-Codes Volume 2;
- 58 percent saving in global warming potential;
- 53 percent saving in freshwater use;
- passive solar design principles;
- natural light and cross ventilation;
- shading for thermal comfort;
- minimum NatHERS rating of 6.1 stars and average rating of 7 stars, exceeding the minimum standard of 5 stars; and
- high-efficiency fixtures and fittings to reduce the use of potable water.

The ESD outcome is acceptable because the proposal provides an energy initiative exceeding minimum practice and exceeds the Built Form Policy targets for global warming potential and freshwater use. The DRP has reviewed and supported the sustainability approach.

Construction Management

The subject site is constrained from a construction perspective due to its, town centre location, and potential for construction to impact surrounding properties, public spaces and access along Oxford Street and Anzac Road.

The careful management of the construction process and associated off-site impacts is required to ensure that the development does not have an adverse impact on the amenity of the surrounding properties or use of public streets. Consideration for laydown areas and site yards need to be carefully considered and not overly rely on public land.

A condition of approval was imposed on the existing approval and is recommended to remain, requiring the submission of a construction management plan prior to the commencement of works in accordance with the City's Construction Management Policy.

This would require the developer to demonstrate how the construction process and off-site impacts would be managed, including details on construction hours and noise control, and parking and traffic management and access.

Conclusion:

The proposal has been assessed against LPS2, the R-Codes Volume 2, SPP4.2 and the City's relevant local planning policies.

The amended proposal is acceptable because:

- it remains an eight-storey mixed use development in the Mount Hawthorn District Centre;
- it reduces the approved building height and plot ratio;
- it appropriately manages building bulk and scale through an articulated façade, varied materials, landscaping and upper-level setbacks that step the built form away from the side lot boundaries;
- it removes the approved basement and eastern parking structure;
- it improves the lower-level eastern interface;
- it provides additional housing diversity in a well-serviced town centre location;
- the social and affordable housing model would operate as conventional long-term Multiple Dwellings;
- the parking shortfall is substantial but can be supported through CHL's controlled tenancy and parking allocation model;
- landscaping, communal open space, waste, noise, ESD and construction impacts can be further detailed and managed through conditions; and
- the proposal remains capable of satisfying the relevant objectives of the planning framework.

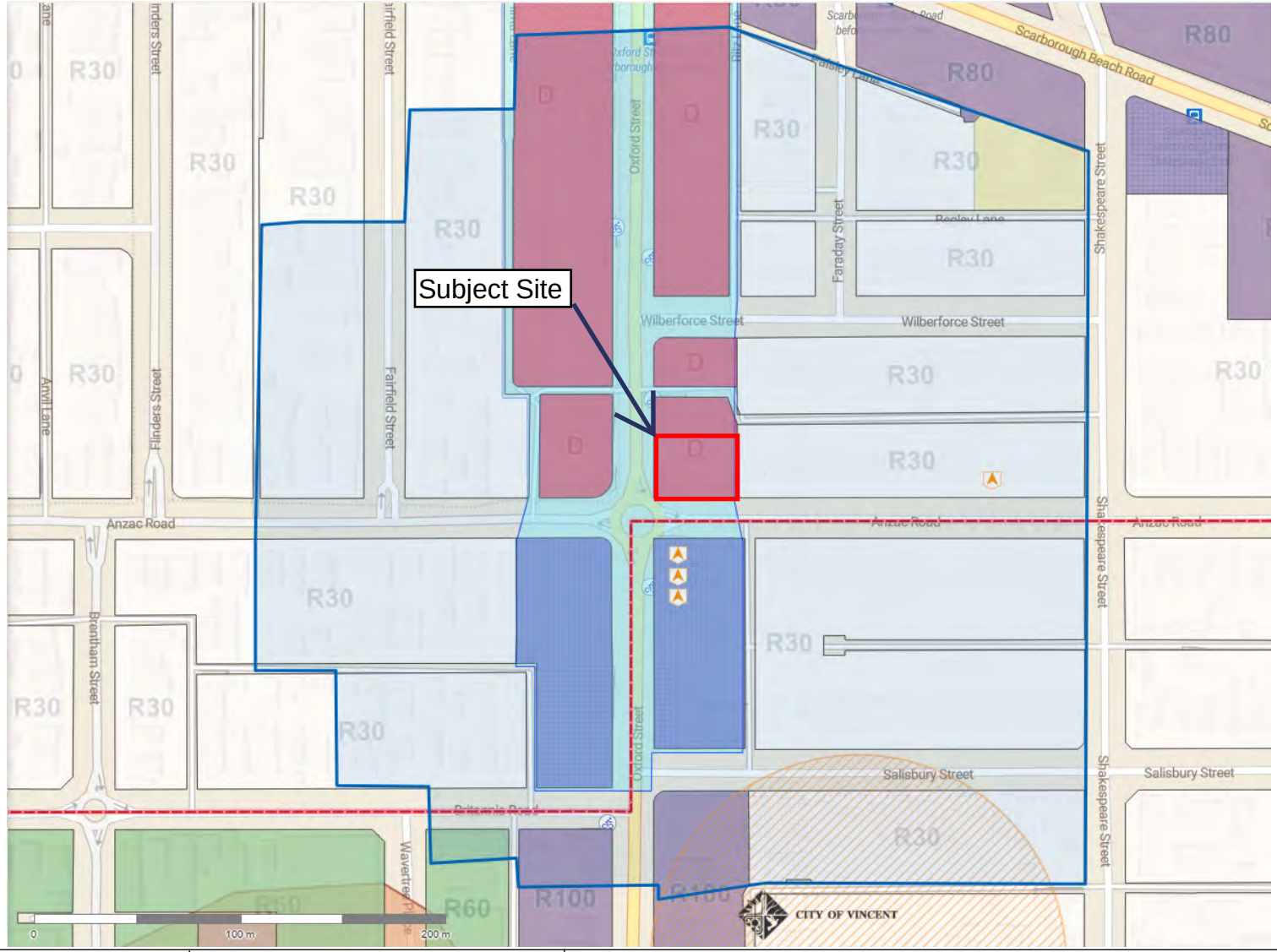
For these reasons, the application is recommended for approval, subject to the recommended amended and new conditions.

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ATTACHMENT 1

DEVELOPMENT ASSESSMENT PANEL MEETING

Location and Consultation Plan



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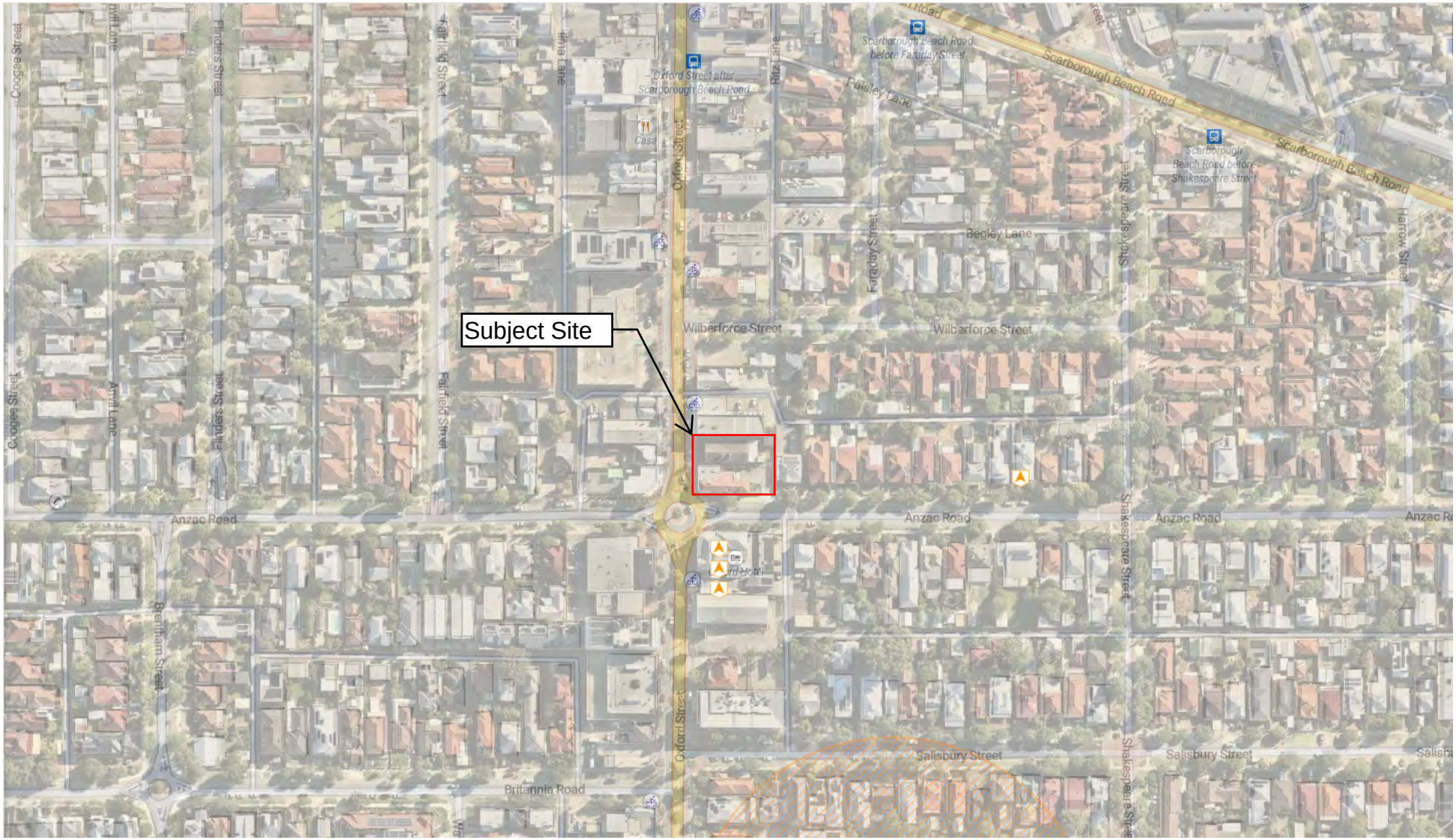
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Consultation and Location Map

370-374 Oxford Street, Mount Hawthorn

Subject site (red bold), extent of advertising (blue outline)

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370-374 Oxford Street, Mount Hawthorn

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ATTACHMENT 2

DEVELOPMENT ASSESSMENT PANEL MEETING

Development Plans

COMMUNITY HOUSING
370-374 OXFORD STREET, MOUNT HAWTHORN



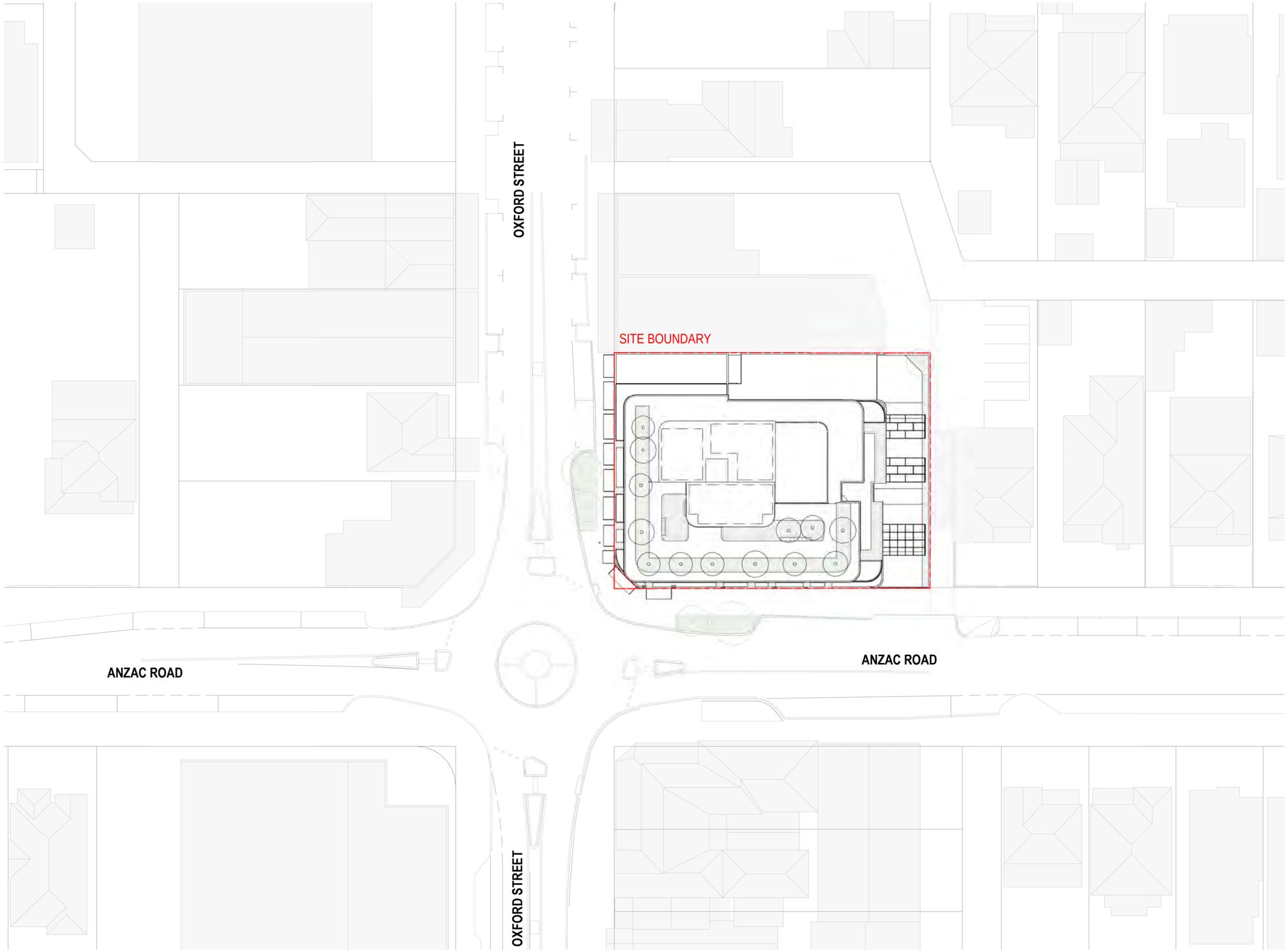
DA DRAWING LIST

DRAWING NO.	DRAWING NAME	REVISION	DATE
DA000	COVER PAGE	E	28/05/26
DA001	SITE PLAN	D	28/05/26
DA002	SITE SURVEY	C	27/02/26
DA100	FLOOR PLAN - GROUND	D	28/05/26
DA102	FLOOR PLAN - LEVEL 02	D	28/05/26
DA103	FLOOR PLAN - LEVEL 03	D	28/05/26
DA104	FLOOR PLAN - LEVEL 04	D	28/05/26
DA105	FLOOR PLAN - LEVEL 05	D	28/05/26
DA106	FLOOR PLAN - LEVEL 06	C	27/02/26
DA107	FLOOR PLAN - LEVEL 07	C	27/02/26
DA108	ROOF PLAN	D	28/05/26
DA200	EAST ELEVATION	D	28/05/26
DA201	NORTH ELEVATION	D	28/05/26
DA202	WEST ELEVATION	D	28/05/26
DA203	SOUTH ELEVATION	E	28/05/26
DA220	SECTION A	D	28/05/26
DA221	SECTION B	D	28/05/26
DA222	SECTION C	E	28/05/26
DA224	SECTION D	D	28/05/26
DA302	COLOURS AND MATERIALS SCHEDULE	C	28/05/26

DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	28/05/26	E	DA000	**COVER PAGE**	@ A3

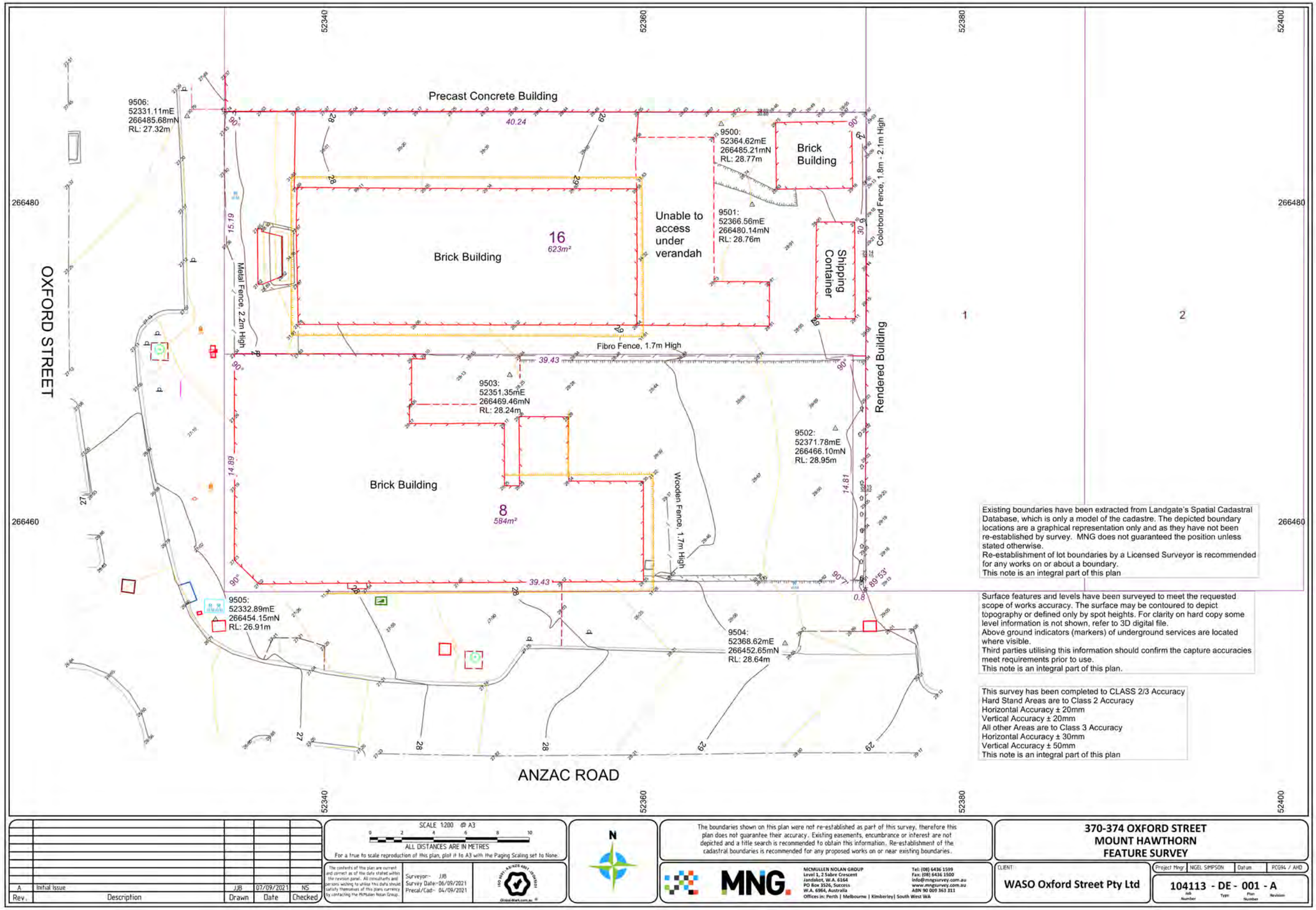
PLUS STUDIO



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	28/05/26	D	DA001	**SITE PLAN**	**1 : 500 @ A3**

PLUS STUDIO



Existing boundaries have been extracted from Landgate's Spatial Cadastral Database, which is only a model of the cadastre. The depicted boundary locations are a graphical representation only and as they have not been re-established by survey. MNG does not guaranteed the position unless stated otherwise.
Re-establishment of lot boundaries by a Licensed Surveyor is recommended for any works on or about a boundary.
This note is an integral part of this plan

Surface features and levels have been surveyed to meet the requested scope of works accuracy. The surface may be contoured to depict topography or defined only by spot heights. For clarity on hard copy some level information is not shown, refer to 3D digital file.
Above ground indicators (markers) of underground services are located where visible.
Third parties utilising this information should confirm the capture accuracies meet requirements prior to use.
This note is an integral part of this plan.

This survey has been completed to CLASS 2/3 Accuracy
Hard Stand Areas are to Class 2 Accuracy
Horizontal Accuracy ± 20mm
Vertical Accuracy ± 20mm
All other Areas are to Class 3 Accuracy
Horizontal Accuracy ± 30mm
Vertical Accuracy ± 50mm
This note is an integral part of this plan

Rev.	Description	Drawn	Date	Checked
A	Initial Issue	JJB	07/09/2021	NS

SCALE 1:200 @ A3
0 2 4 6 8 10
ALL DISTANCES ARE IN METRES
For a true to scale reproduction of this plan, plot it to A3 with the Paging Scaling set to None.

The contents of the plan are current and correct as of the date stated within the revision panel. All consultants and persons wishing to utilise this data should satisfy themselves of this plans currency by contacting the McMullen Nolan Group.

Surveyor:- JJB
Survey Date- 06/09/2021
Precal/Cad- 04/09/2021

N

The boundaries shown on this plan were not re-established as part of this survey, therefore this plan does not guarantee their accuracy. Existing easements, encumbrance or interest are not depicted and a title search is recommended to obtain this information. Re-establishment of the cadastral boundaries is recommended for any proposed works on or near existing boundaries.

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370-374 OXFORD STREET
MOUNT HAWTHORN
FEATURE SURVEY

CLIENT: WASO Oxford Street Pty Ltd

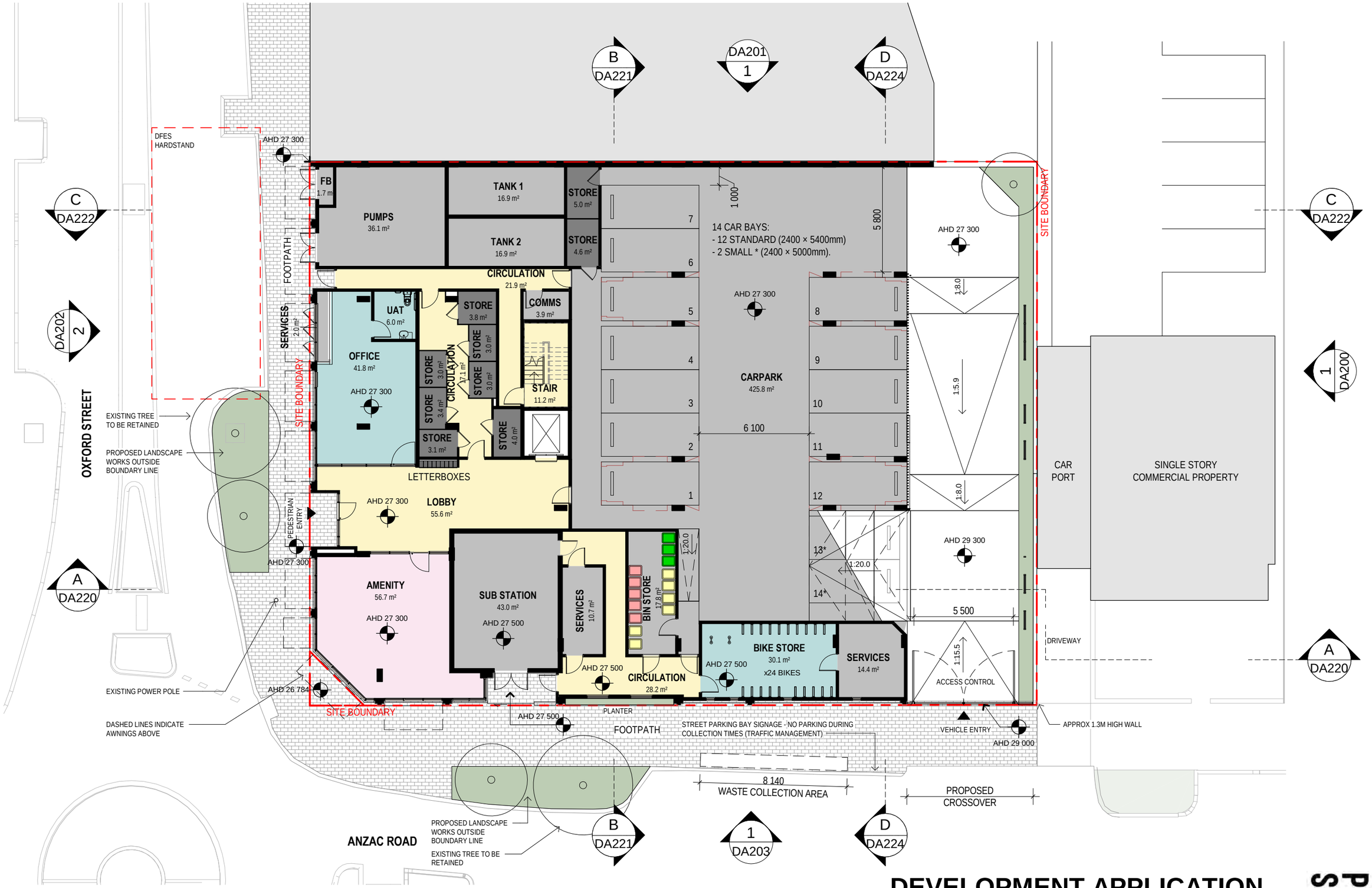
Project Mngr	NIGEL SIMPSON	Datum	PCG94 / AHD

104113 - DE - 001 - A
Job Number | Type | Plan Number | Revision

DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	27/02/26	C	DA002	**SITE SURVEY**	@ A3

PLUS STUDIO



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	28/05/26	D	DA100	**FLOOR PLAN - GROUND**	**1 : 200 @ A3**

PLUS STUDIO



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	28/05/26	D	DA101	**FLOOR PLAN - LEVEL 01**	**1 : 200 @ A3**

PLUS STUDIO



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	28/05/26	D	DA102	**FLOOR PLAN - LEVEL 02**	**1 : 200 @ A3**

PLUS STUDIO



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	28/05/26	D	DA103	**FLOOR PLAN - LEVEL 03**	**1 : 200 @ A3**

PLUS STUDIO



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
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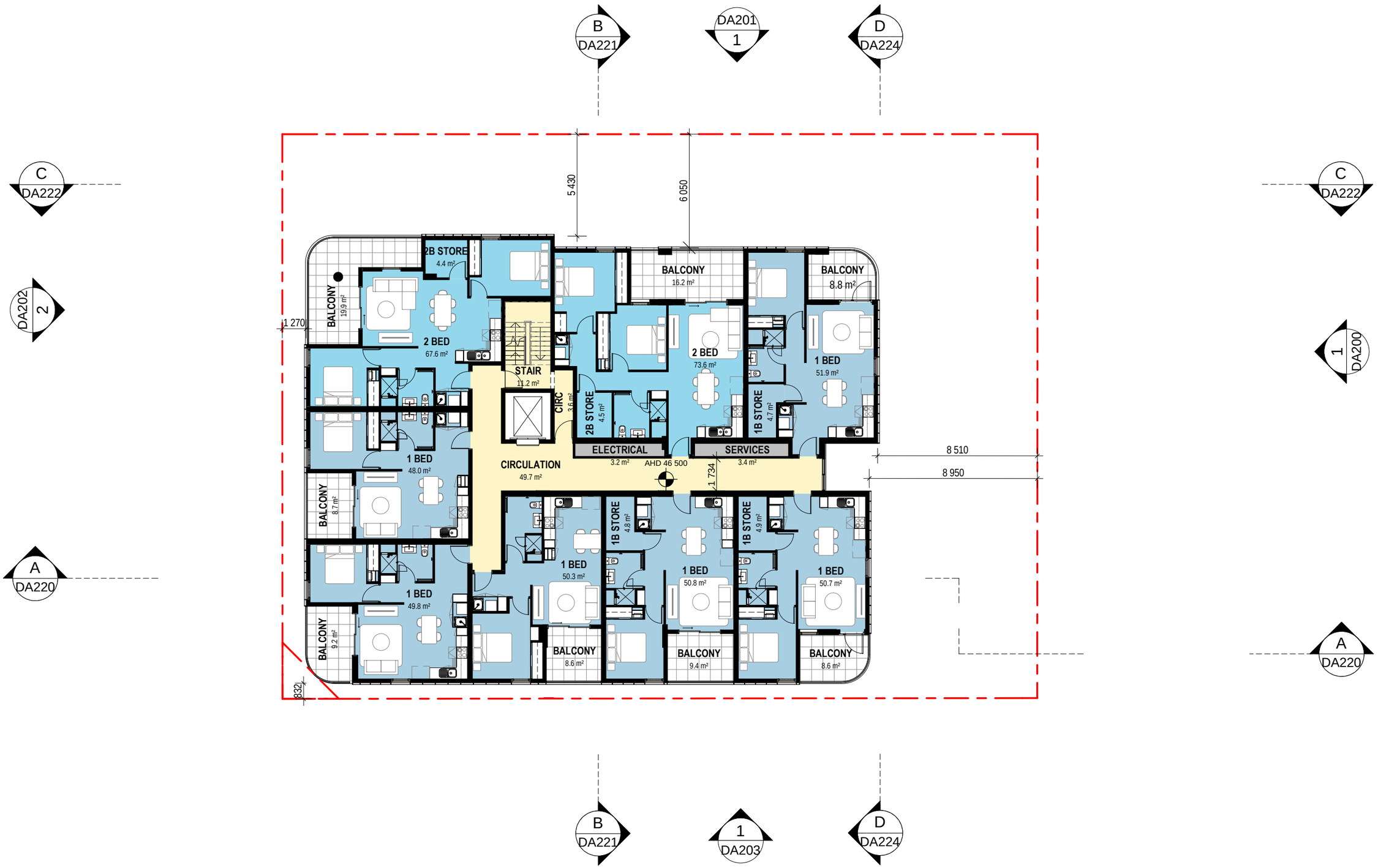
PLUS STUDIO



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
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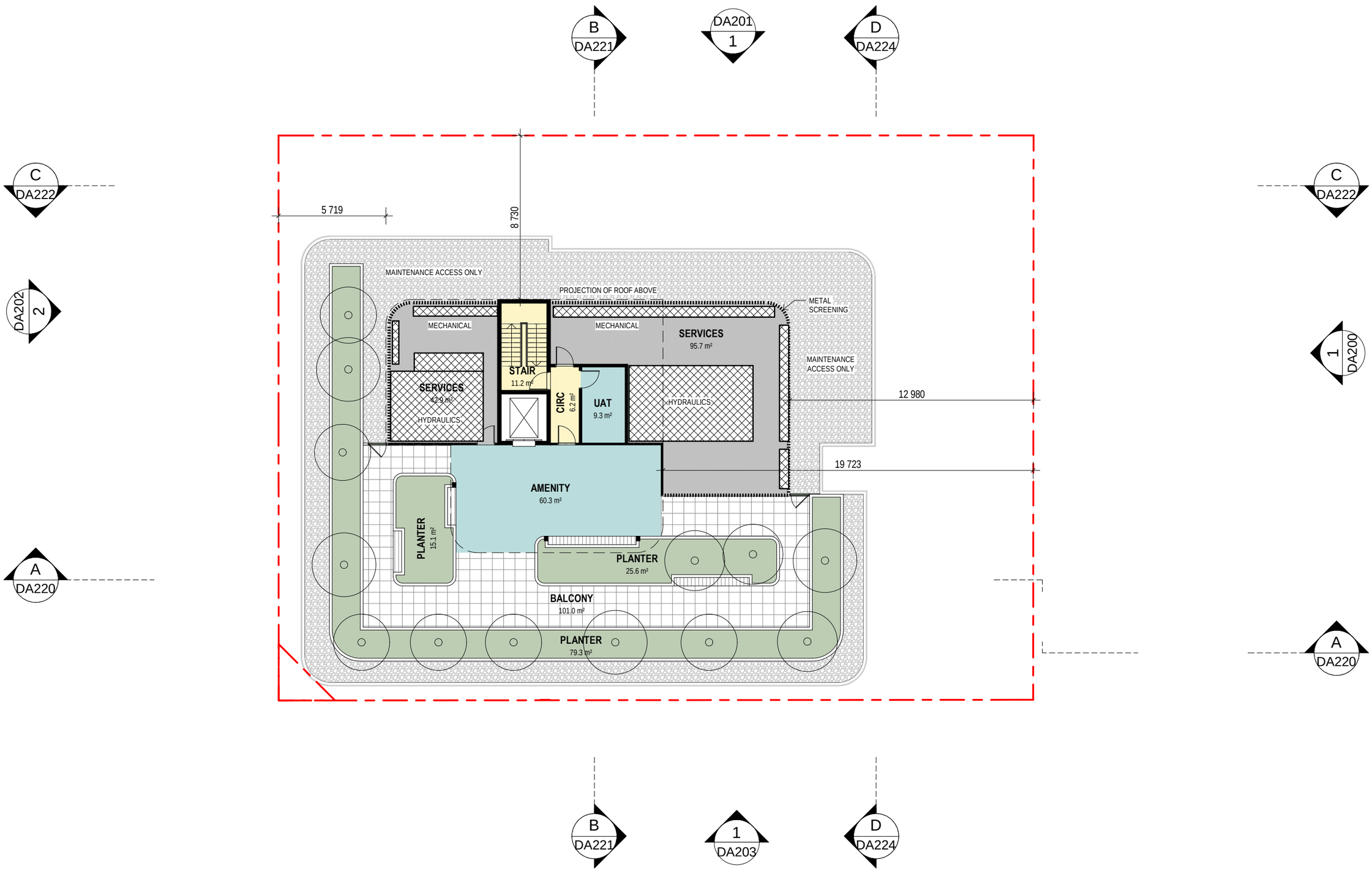
PLUS STUDIO



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
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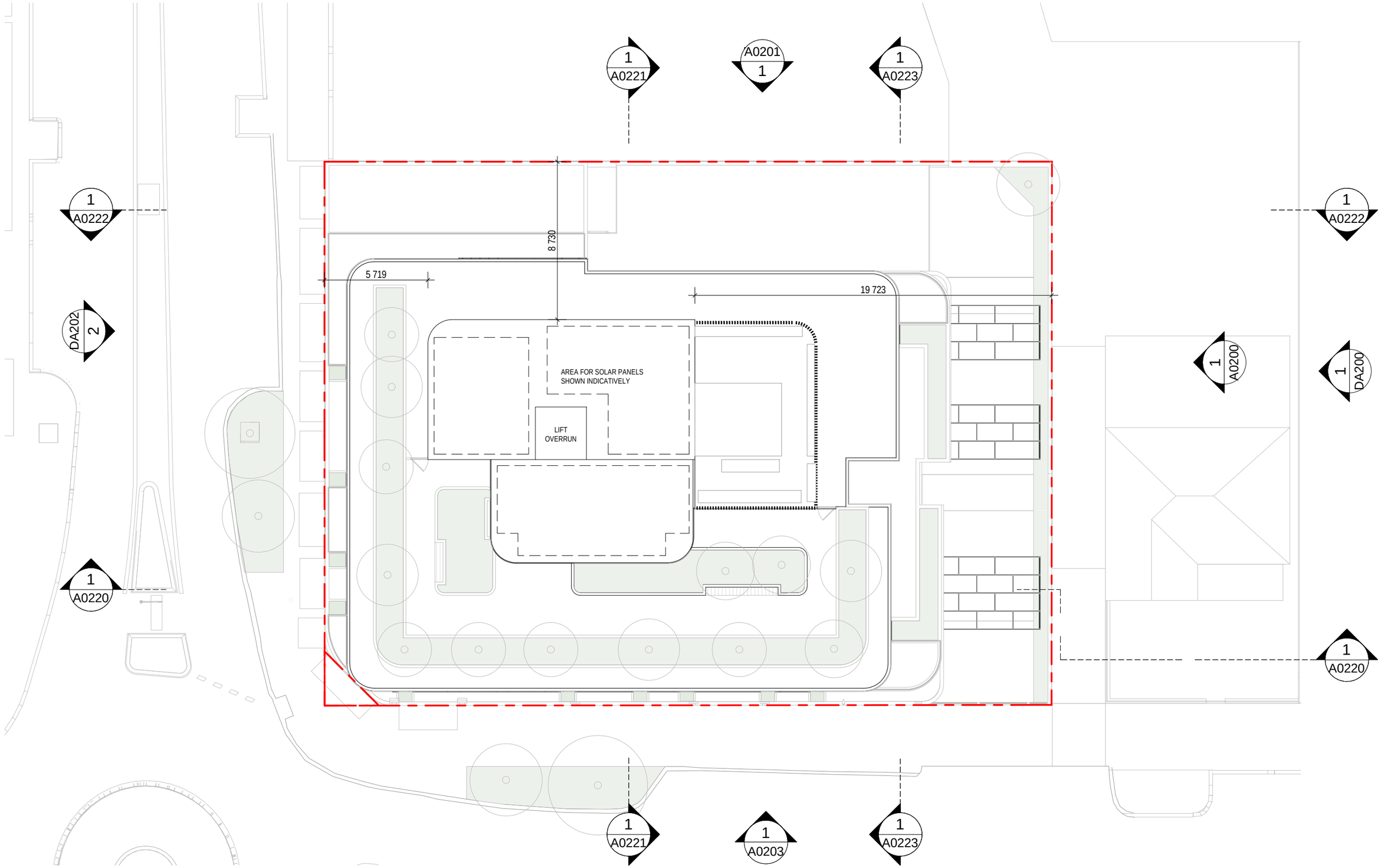
PLUS STUDIO



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	27/02/26	C	DA107	**FLOOR PLAN - LEVEL 07**	**1 : 200 @ A3**

PLUS STUDIO



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	28/05/26	D	DA108	**ROOF PLAN**	**1 : 200 @ A3**

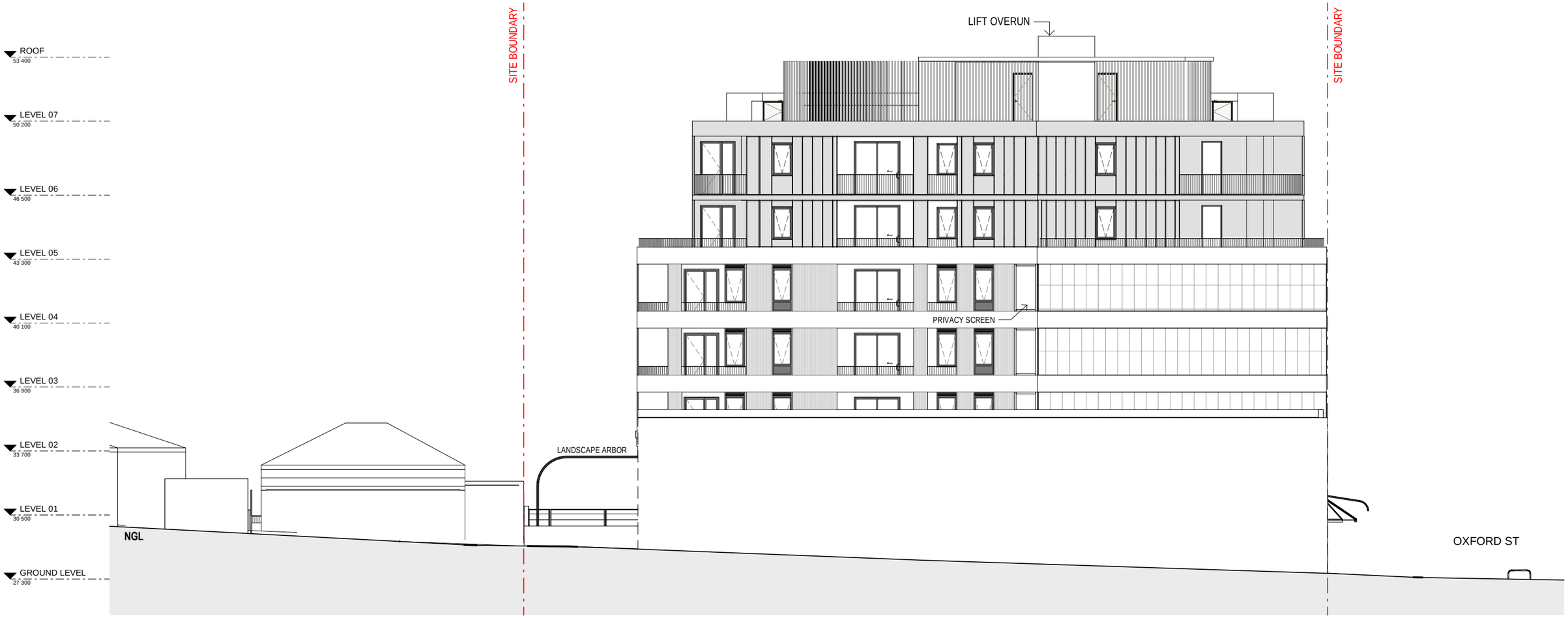
PLUS STUDIO



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	28/05/26	D	DA200	**EAST ELEVATION**	**1 : 200 @ A3**

PLUS STUDIO



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	28/05/26	D	DA201	**NORTH ELEVATION**	**1 : 200 @ A3**

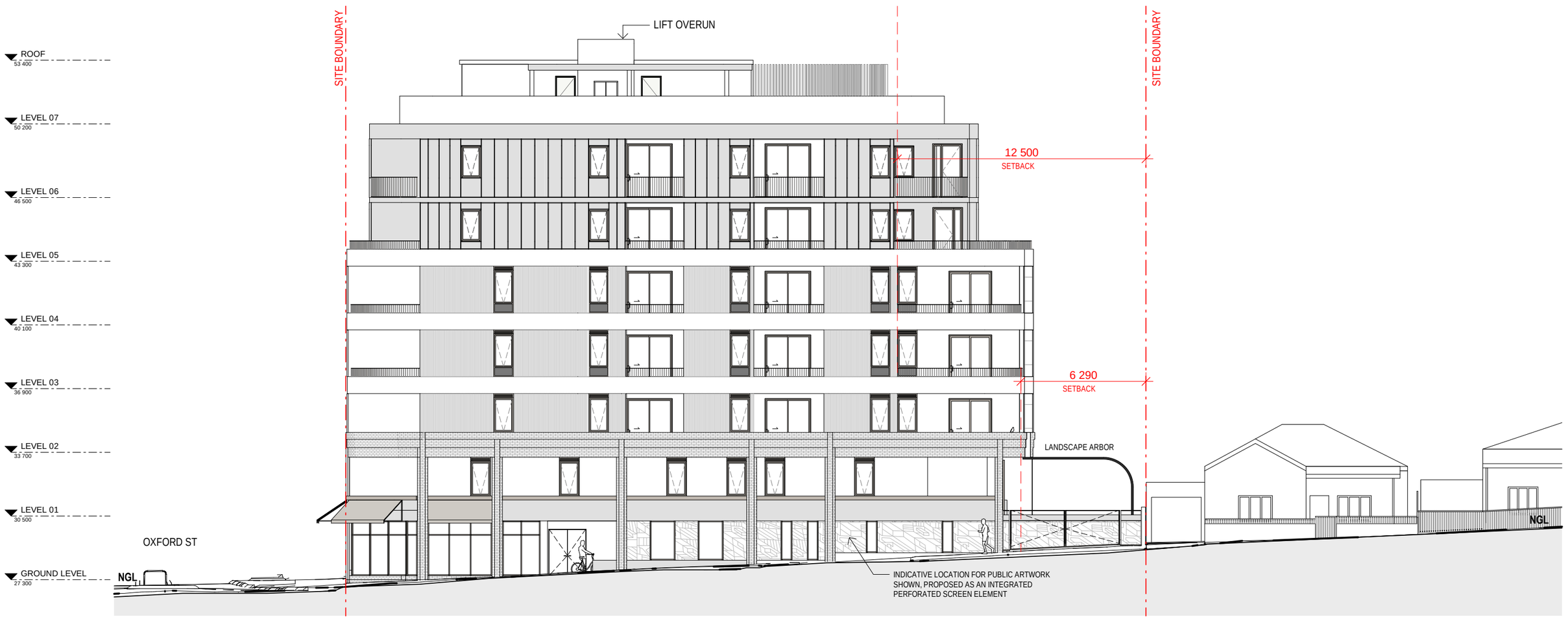
PLUS STUDIO



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	28/05/26	D	DA202	**WEST ELEVATION**	**1 : 200 @ A3**

PLUS STUDIO



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	28/05/26	E	DA203	**SOUTH ELEVATION**	**1 : 200 @ A3**

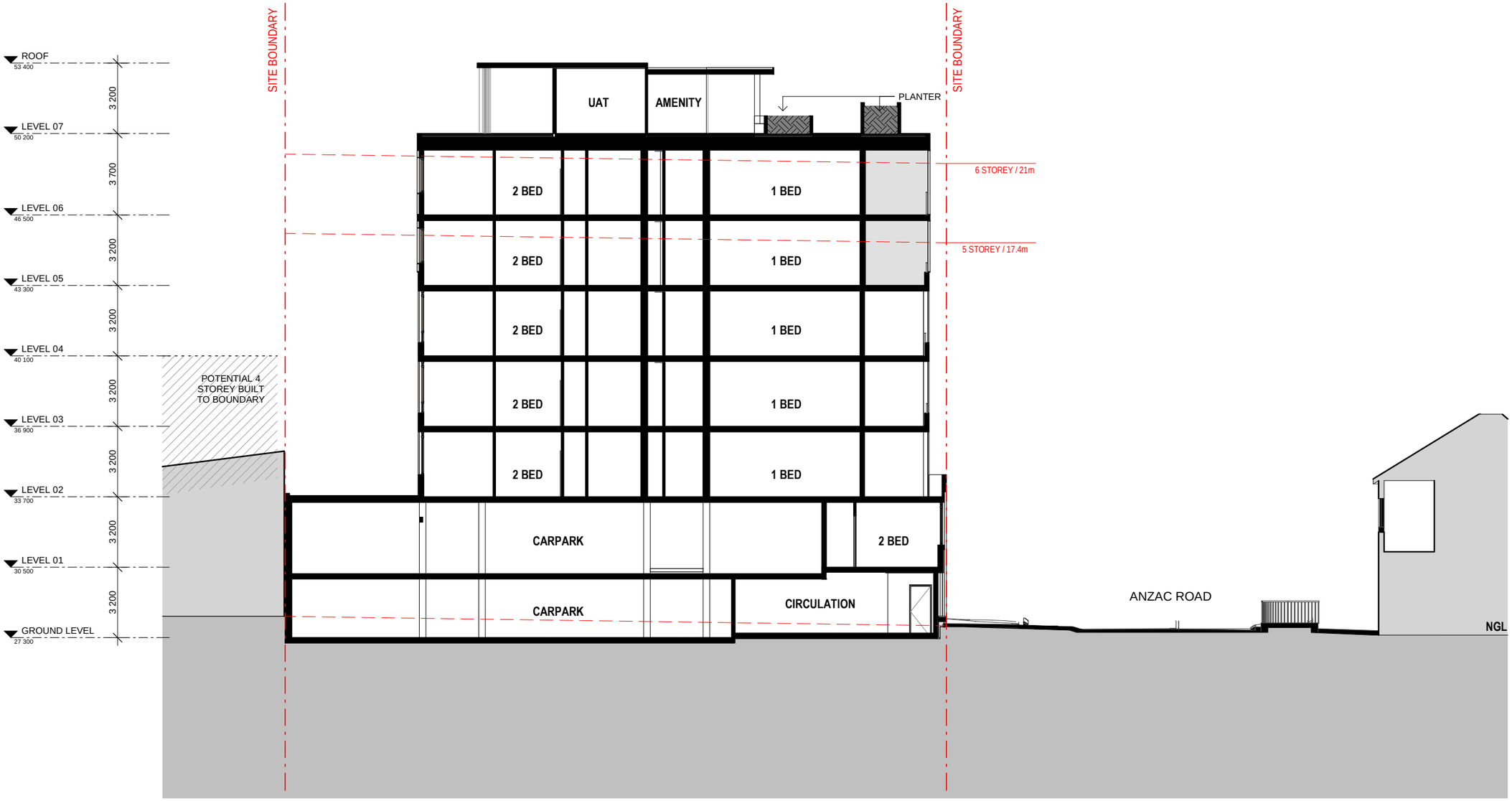
PLUS STUDIO



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	28/05/26	D	DA220	**SECTION A**	**1 : 200 @ A3**

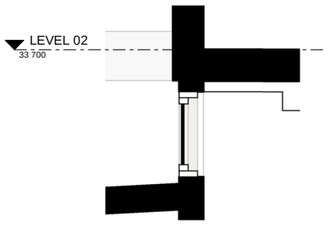
PLUS STUDIO



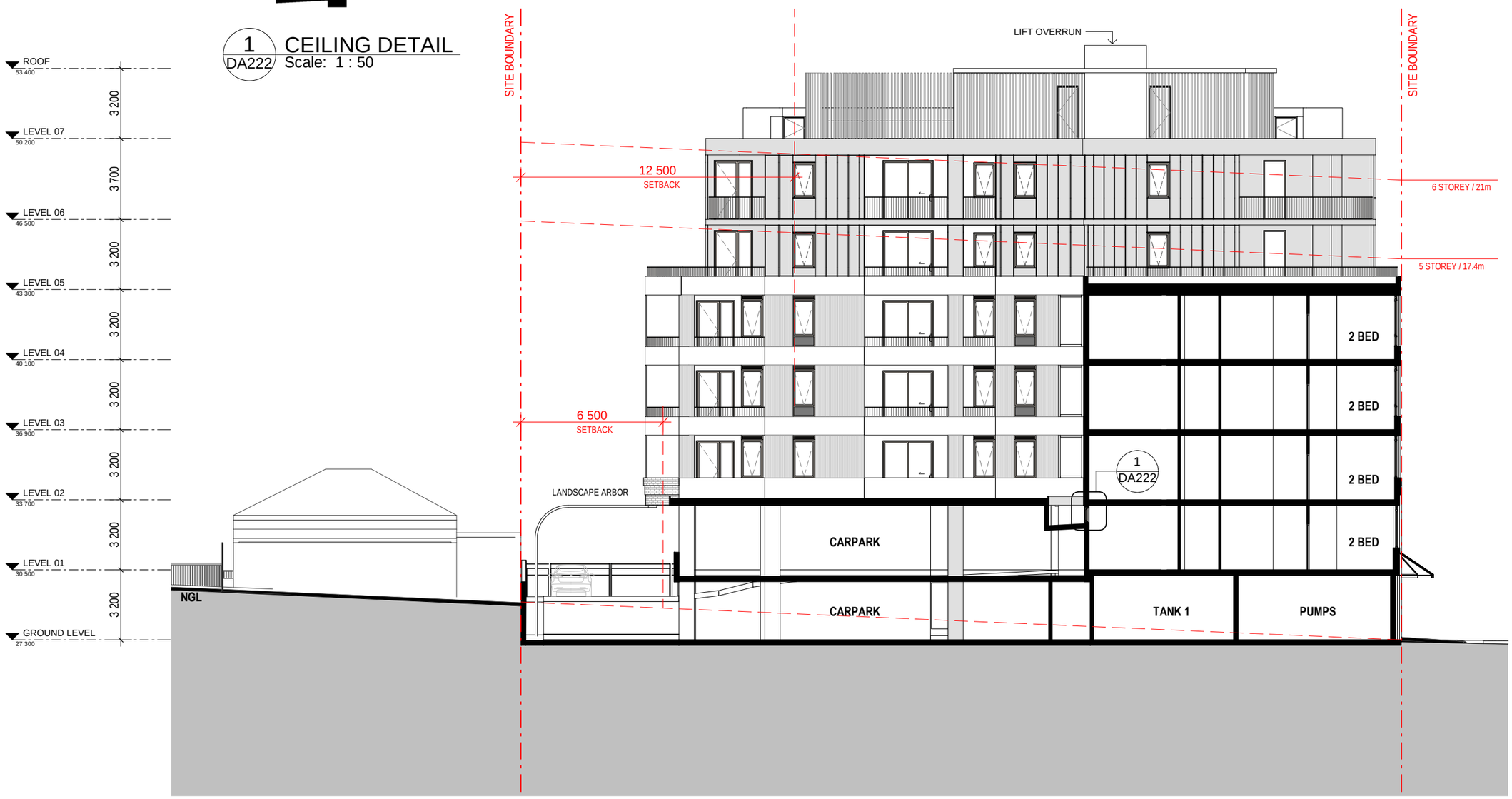
DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	28/05/26	D	DA221	**SECTION B**	**1 : 200 @ A3**

PLUS STUDIO



1 DA222 CEILING DETAIL
Scale: 1 : 50

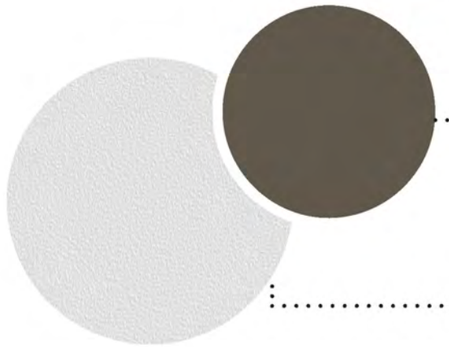


DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	28/05/26	E	DA222	**SECTION C**	**As indicated @ A3**

PLUS STUDIO

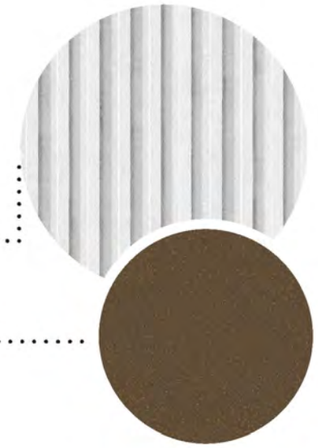
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BANDING/PLANTER

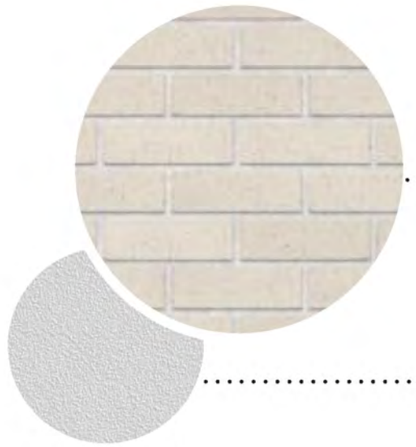


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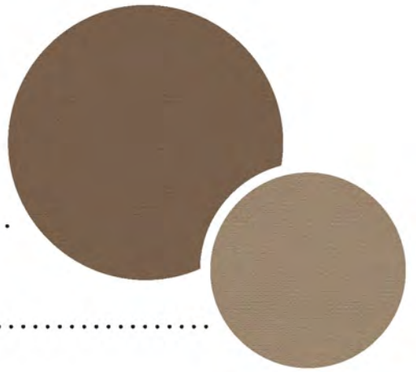
POWDER COAT WINDOW FRAME

WHITE BRICK PODIUM



LIGHT RENDER

DARK CANVAS AWNING



CANVAS AWNING

DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	28/05/26	C	DA302	**COLOURS AND MATERIALS SCHEDULE**	@ A3

PLUS STUDIO

CITY OF VINCENT

ATTACHMENT 3

DEVELOPMENT ASSESSMENT PANEL MEETING

Applicant's Planning Report

Application for Development Approval

Mixed Use Development

Lot 8 & 16 (No. 370 & 374) Oxford Street, Mount Hawthorn, 6016



LATERAL PLANNING

Document Control

Reference	0502
Location	Lot 8 & 16 (No. 370 & 374) Oxford Street, Mount Hawthorn
Client	Community Housing Investment (WA) Limited
Document Title	Application for Development Approval
Document File Name	0502 260112 Planning Statement
Document Date	27 February 2026
Document Version	v1.0
Author	Áine McCarthy and Daniel Hollingworth

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1.0 Introduction

Lateral Planning acts on behalf of Community Housing Investment (WA) Limited (**Client**), the proponent and landowner for the proposed development of Lots 8 & 16 (No. 370 & 374) Oxford Street, Mount Hawthorn (**site**).

This Town Planning Statement has been prepared in support of an Application for Development Approval (**Application**) which proposes to amend the existing development approval granted for the Site (ref: DAP 22/02241). The Application proposes to amend the dwelling typology mix, reduce overall height, reduce site works and vehicle parking, and amend façade materiality and colours (**Proposed Development**). The Application is submitted pursuant to r 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011* (WA), for determination by the Metro Inner Development Assessment Panel.

This report provides the background to the application and outlines the Site context. This planning statement provides a comprehensive overview of the Proposed Development and assesses it against the relevant planning framework. The report is supported by a suite of technical consultant reports demonstrating that the Proposed Development achieves an appropriate planning and design outcome consistent with the objectives for the Site and the delivery of high-quality affordable and social housing.

1.1 Project Team

The project team comprises the following consultants.

DISCIPLINE	CONSULTANT
Applicant	Community Housing Investment (WA) Limited
Community Housing Provider	Community Housing Limited (**CHL**)
Development Manager	Corbel Property
Architecture	Plus Studio
Town Planning	Lateral Planning
Landscape Architecture	Tim Davies Landscaping
Acoustic Engineering	Herring Storer Acoustics
Traffic Engineering	Transcore
Waste	Talis
Sustainability	Emergen
Stakeholder Engagement and Communications	361 Degrees

2.0 Subject Site

2.1 Overview

The table below sets out the relevant high-level summary of the site, including locational and cadastral considerations.

Address	370 & 374 Oxford Street, Mount Hawthorn
Local Authority	City of Vincent
Certificates of Title	Lot 8: Volume 1345 Folio 207 Lot 16: Volume 2113 Folio 856
Registered Proprietor	Community Housing Investment (WA) Limited
Cadastral	Lot 8 on Diagram 11979 Lot 16 on Diagram 90968
Land Area	Lot 8: 584m^2 Lot 16: 623m^2
Street Frontage	30.8m on Oxford Street 39.43m on Anzac Road
Land Use / Buildings	Site contains two single storey vacant commercial buildings
Topography	Generally flat, increasing toward eastern boundary

Table 1: Location and Cadastral Information

2.2 Site Analysis

Community Housing Investment (WA) Limited is the registered proprietor of the Site. The Site is located within the City of Vincent, approximately 3km north-west of the Perth central area, at the northern end of Oxford Street. Britannia Road Reserve is located 600m west of the Site. The Site is located generally at the northern end of Oxford Street, toward Scarborough Beach Road. The Mount Hawthorn town centre is approximately 400m north-west of the Site; active uses and higher density residential development fronts Oxford Street to the north of the Site.

The Site forms a part of the street block bounded by Oxford Street, Anzac Road, Shakespeare Street and Wilberforce Street. The street block accommodates a mix of commercial, residential, and retail land uses.

The site comprises of two allotments, being:

- Lot 8 on Diagram 11979 and Certificate of Title Volume 1345 and Folio 207; and
- Lot 16 on Diagram 90968 and Certificate of Title Volume 2113 and Folio 856.

The Site is accessible via existing crossover to Oxford Street and Anzac Road. The Site has a total area of 1,207m^2 (Lot 8: 584m^2 and Lot 16: 623m^2) and is generally flat along Oxford Street, increasing in height by approximately 2.6m to the eastern lot boundary.

There is currently a single storey vacant commercial premises on site. The adjacent uses consist of two storey mixed commercial property (northern boundary) and single storey residential property (eastern boundary).

The site is well serviced by public transport with several bus routes servicing Oxford Street and Scarborough Beach Road, connecting the Site to the Perth, Glendalough and Stirling railway stations. Bus stop no. 12583 is located approximately 260m north of the Site and is serviced by route 990 which provides high-frequency service.



Figure 1: Site Location - Site outlined in red

3.0 Background to Application

3.1 Previous Approvals

The subject site (Lots 8 and 16, 370–374 Oxford Street, Mount Hawthorn) has been the subject of several previous development approvals for mixed-use redevelopment.

3.1.1 2016 JDAP Approval

On 1 February 2016, the then Metro-West Joint Development Assessment Panel approved a five-storey mixed-use development comprising approximately 289m² of commercial floorspace and 36 apartments at the Site. Vehicle access was taken from Oxford Street, and comprised two basement parking levels.

Subsequent minor amendments were approved in 2016 and 2018, including extensions to the substantial commencement period and changes to the approved ground floor use.

That approval lapsed after the extended substantial commencement period expired.

3.1.2 2022 Metro Inner-North JDAP Approval (DAP/22/02241)

On 16 September 2022, the Metro Inner-North JDAP approved DAP Application DAP/22/02241 for an eight-storey mixed-use development at the Site (**2022 Approval**).

The approved development comprised:

- 36 multiple dwellings (13 one-bedroom, 17 two-bedroom and six three-bedroom apartments);
- 285m² of ground floor commercial floorspace;
- vehicle access from Anzac Road; and
- 60 on-site parking bays (33 resident, six visitor and 10 non-residential bays, with shared arrangements).

The 2022 Approval proposed variations to the City of Vincent Built Form Policy and R-Codes Volume 2 provisions, including height, plot ratio, setbacks, deep soil and visitor parking arrangements.

The JDAP resolved to grant development approval for the 2022 Approval subject to conditions. The City's assessment recognised the:

- that the Site is within the Mount Hawthorn District Centre which (through SPP 4.2) seeks to increase housing density and diversity;
- stepped transition to the lower-scale residential land use to the east;
- contribution to housing diversity; and
- architectural refinement achieved through the Design Review Panel process.

The Application proposes to amend the 2022 Approval. In our view, the 2022 approval establishes the planning context for the Application, demonstrating that a mid-rise mixed-use redevelopment is capable of support where design quality and massing are appropriately addressed.

3.2 Community Housing Limited

Community Housing Limited is a national not-for-profit community housing provider and Australia's largest regulated Community Housing Provider (CHP), delivering safe, secure, and affordable homes across all Australian states and territories. CHL manages more than 12,000 properties, providing housing for over 20,000 residents, and operates through more than 30 offices nationwide. The organisation has more than 30 years' experience in the community and social housing sector and has developed a strong reputation for large-scale tenancy and property management, asset and facilities management, community engagement and development, and partnerships with government and development stakeholders to deliver housing solutions that support customer wellbeing and community stability. CHL's operations are underpinned by a customer-centric approach and a mission to create long-term housing security and strengthen community connections for people on low to moderate incomes who are unable to secure suitable housing in the private market.

CHL provides end-to-end delivery, operation and oversight of affordable and social housing. CHL works collaboratively with governments, industry partners and local communities to scale housing impact and address housing needs in a range of contexts. The broad CHL portfolio and development experience include collaborative projects with state and territory governments and industry partners to deliver accessible housing that aligns with broader affordability, inclusion and community outcomes.

3.3 Design Review Panel Consideration

An early development concept was presented to the City's Design Review Panel on 16 April 2025. Summarised feedback from the Design Review Panel is provided in the table below.

DESIGN PRINCIPLE	SUMAMRISED FEEDBACK	EVALUATION
Context and Character	Further refine façade and shopfront design consistent with approved scheme; strengthen contextual response; enhance Anzac Road interface through balcony activation and improved ground-level fenestration.	
Landscape Quality	Include landscape strategy; increase planter depth and soil volumes to improve canopy; resolve maintenance access; review species selection and deep soil opportunities.	
Built Form and Scale	Reduce eastern bulk by reconsidering roofed ramp access and ensure built form presentation mediates the residential interface.	

DESIGN PRINCIPLE	SUMAMRISED FEEDBACK	EVALUATION
Functionality and Build Quality	Improve internal planning and usability; ensure rooftop amenity is flexible; confirm access to landscaped areas; ensure awnings are functional.	
Sustainability	Engage with ESD to strengthen and inform sustainability initiatives.	
Amenity	Improve apartment layouts to enhance liveability (co-locate bedrooms in 2-bed units, consider ensuite arrangement in 1-bed units, improve cross-ventilation and access to light).	
Legibility	Enhance circulation clarity and wayfinding by reviewing corridor integration and stair/lift configuration to improve prominence and entry legibility.	
Safety	Strengthen passive surveillance and activation at ground level; review sightlines at access and parklets; incorporate additional fenestration and balcony activation to improve streetscape oversight.	
Community	Social housing component is supported; refine rooftop amenity enabling concurrent resident use.	
Aesthetics	Refine façade detailing and awning treatment to improve visual quality and activation; explore panelised construction.	

Table 2: Design Response to DRP Feedback

The project team has carefully reviewed and considered the Design Review Panel feedback and has incorporated the Panel's recommendations into the evolution of the Proposed Development. The amended design responds directly to the matters raised, resulting in refined massing and improved presentation to the eastern interface, enhanced façade articulation and material expression, and improved internal layout and amenity outcomes. Changes made strengthens the architectural quality of the Proposed Development and reinforce its responsiveness to context, functionality and user experience.

4.0 Description of Proposed Development

The Proposed Development proposes to amend the 2022 Approval as follows:

- Reduce building height from 8 to 7 storeys;
- Adjust the dwelling mix to:
  - Remove all 3 bedroom dwellings; and
  - Increase provision of 1 and 2 bedroom dwellings.
- Increase overall dwelling yield from 36 to 48;
  - Note: this proposes a minor increase in total bedroom numbers from 65 to 67.
- Amend the vehicle parking configuration to reduce inefficient ramping;
- Reduce vehicle parking provision from 60 bays to 29 bays. Vehicle parking provision includes:
  - 24 resident bays;
  - 4 visitor bays; and
  - 1 office bay.
- Increase bike parking provision;
- Minor reconfiguration to:
  - service and back-of-house areas;
  - pedestrian access;
  - ground level land uses.

Architectural plans identifying the proposed amendment are attached.

The development will deliver 48 residential dwellings, comprising a mix of one and two-bedroom typologies together with a ground floor office tenancy and resident amenities.

The ground floor is designed to provide an active and legible interface to Oxford Street. A small office tenancy is positioned on Oxford Street, directly addressing the primary street frontage and contributing to activation and passive surveillance of the public realm. The residential lobby is clearly expressed and accessed from Oxford Street.

The built form presents as seven storeys to Oxford Street, with upper levels articulated and recessed to reduce perceived bulk, responding to the evolving mid-rise character of the centre. The massing strategy incorporates stepped upper levels and increased setbacks to the eastern boundary, providing a transition in scale toward the adjoining lower-density context. This works to reduce visual impact, improves boundary interface outcomes, and enhances solar access and outlook.

Vehicle access to resident parking is provided from Anzac Road via a controlled access point, ensuring separation between pedestrian and vehicular movements and maintaining the continuity of the Oxford Street streetscape. The amended development includes increased secure bike

storage and maintenance areas, supporting a transit-oriented living model. Proximity to high-frequency public transport, including nearby bus routes and Leederville Station, underpins reduced reliance on private vehicles.

A range of communal amenities are provided to support resident wellbeing and community interaction, including landscaped rooftop terrace and indoor amenity areas. Deep soil areas are consolidated along the eastern boundary to provide a landscaped buffer to adjoining properties, softening the interface and improving massing outcomes. Street-level planting and layered vegetation soften the building edge and contribute to the public realm. The planting palette emphasises native and drought-tolerant species and incorporates water-sensitive urban design principles.

Façade design draws on the historic character of Mount Hawthorn through a contemporary interpretation of traditional materials, including brick, light-toned render and metal detailing. Façade articulation is achieved through recessed balconies, vertical elements and modulation in material expression, creating rhythm and depth along both street frontages.

The modified proposal remains substantially the same as compared to the 2022 Approval. While refinements have been made to building height, setbacks, dwelling typology, access arrangements and façade articulation, these changes reduce massing, improve boundary interfaces and enhance streetscape outcomes without increasing impacts on surrounding properties. The amendments do not give rise to additional overshadowing, traffic generation or adverse amenity impacts beyond those previously contemplated. Rather, the revised scheme represents a design evolution that improves the built form response while maintaining the essential character, scale and intent of the 2022 Approval.

5.0 Town Planning Considerations

5.1 Metropolitan Region Scheme

The site and surrounding area are included within the 'Urban' zone pursuant to the Metropolitan Region Scheme (**MRS**). The land uses proposed are consistent with the intent of the 'Urban' zone. The site is not within or affected by any MRS reserves.

5.2 State Planning Policies

5.2.1 State Planning Policy No. 4.2 – Activity Centres

State Planning Policy No. 4.2 – Activity Centres (**SPP4.2**) establishes the planning framework for the development and management of activity centres. The policy promotes a network of centres that are well located, reduce reliance on car-based travel, and support employment, housing diversity, public transport, and community services. SPP4.2 sets out principles relating to centre hierarchy, urban design, land use mix, and the preparation of activity centre structure plans, all with the objective of encouraging a more sustainable and compact urban form.

Section 7.4.2 of SPP4.2 states that medium- and high-density housing should be incorporated within activity centres to support non-residential uses. In addition, SPP4.2 states that a diversity of land uses in activity centres is essential to their vitality and viability, and promotes a more equitable distribution of services, activities and employment for the community, including at different times of the day. The Proposed Development satisfies the intent of SPP4.2 through the provision of higher density living options and ground floor activation through non-residential uses.

5.2.2 State Planning Policy No. 7.0 – Design of the Built Environment

State Planning Policy No. 7.0 – Design of the Built Environment (**SPP7.0**) seeks to achieve 'good design' through the application of ten (10) Design Principles. Consideration has been given to the Design Principles set out in SPP7.0, as summarised below.

CONTEXT AND CHARACTER	
	The proposal responds to the prominent gateway location of the Site at Oxford Street and Anzac Road by reinforcing the established nil street setback and transitioning appropriately to the lower-scale residential interface to the east. Façade articulation, durable materials and activated frontages reflect the rhythm and character of Mount Hawthorn while expressing a contemporary design outcome.
LANDSCAPE QUALITY	
	A coordinated landscape strategy integrates deep soil opportunities and on-structure planting to soften bulk and enhance the eastern interface. Increased planter depths and canopy planting provide meaningful greening, while communal landscaped areas deliver functional and maintainable outdoor spaces for residents.
BUILT FORM AND SCALE	

	The seven-storey form is appropriate to the District Centre context and steps back to the east to reduce bulk and manage transition to adjoining residential land. Upper-level setbacks and refined eastern presentation moderate visual impact and overshadowing.
FUNCTIONALITY AND BUILD QUALITY	
	The development provides a clear mix of residential and office uses with efficient internal planning. Apartment layouts meet R-Codes standards and have been refined to improve usability, circulation and flexibility, including adaptable rooftop amenity.
SUSTAINABILITY	
	Passive solar design, cross-ventilation and daylight optimisation underpin the proposal. An ESD assessment has informed energy, water and material efficiency measures to ensure compliance and improved environmental performance.
AMENITY	
	Dwellings achieve compliant solar access, natural ventilation and private outdoor space. Communal ground and rooftop amenity areas provide high-quality shared spaces that enhance resident wellbeing and usability.
LEGIBILITY	
	Pedestrian and vehicle entries are clearly defined and logically separated. Vertical circulation is centrally located and legible, ensuring intuitive movement through the building.
SAFETY	
	Active ground-floor frontages and overlooking balconies provide passive surveillance to Oxford Street and Anzac Road. Sightlines at vehicle access points have been considered to ensure safe movement and visibility.
COMMUNITY	
	The development strengthens District Centre activation and supports housing diversity, including social housing provision. Communal spaces are designed to foster interaction and inclusive resident use.
AESTHETICS	
	The façade incorporates articulated brickwork, refined detailing and integrated landscaping to create visual depth and interest. The material palette and built form respond appropriately to the local character while delivering a contemporary architectural outcome.

Table 3: Design Principles Assessment

5.3 City of Vincent Local Planning Scheme No. 2

5.3.1 Zoning

Pursuant to the City of Vincent Local Planning Scheme No. 2 (**LPS2**) the zoning on the site is 'District Centre', as seen in **Figure 3**.

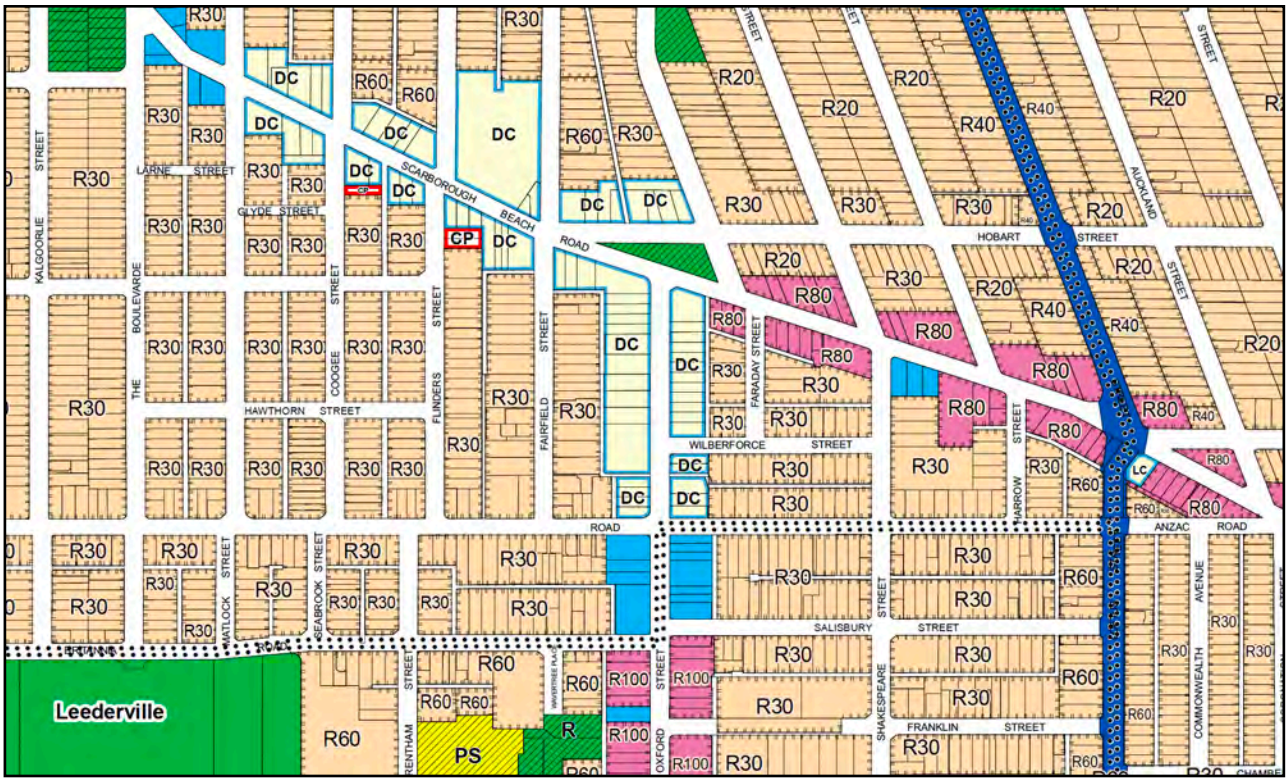


Figure 2: Zoning Map as per LPS2

Section 16 of LPS2 sets out the objectives for each zone. The objectives for the District Centre zone are as follows:

- *To provide a community focus point for people, services, employment and leisure that are highly accessible and do not expand into or adversely impact on adjoining residential areas.*
- *To encourage high quality, pedestrian-friendly, street-orientated development that responds to and enhances the key elements of each District Centre, and to develop areas for public interaction.*
- *To ensure levels of activity, accessibility and diversity of uses and density is sufficient to sustain public transport and enable casual surveillance of public spaces.*
- *To ensure development design incorporates sustainability principles, with particular regard to waste management and recycling and including but not limited to solar passive design, energy efficiency and water conservation.*
- *To ensure the provision of a wide range of different types of residential accommodation, including affordable, social and special needs, high density residential and tourist accommodation, to meet the diverse needs of the community.*
- *To provide a broad range of employment opportunities to encourage diversity and self-sufficiency within the Centre.*

- *To encourage the retention and promotion of uses including but not limited to specialty shopping, restaurants, cafes and entertainment.*
- *To ensure that the City's District Centres are developed with due regard to State Planning Policy 4.2 - Activity Centres for Perth and Peel.*

Noting the 2022 Approval, the Proposed Development remains consistent with the objectives of the District Centre zone as it consolidates density within a highly accessible activity node, reinforcing the role of Mount Hawthorn as a community focus for services, employment and leisure.

The Proposed Development delivers active, pedestrian-oriented engagement with Oxford Street and Anzac Road, incorporates passive surveillance through increased residential activity, and embed sustainability principles (e.g., solar design, energy efficiency and integrated waste management). Building massing and landscape design provides an appropriate transition to adjoining properties, while diverse dwelling typologies enhances housing choice, economic activity and consistency with SPP 4.2.

5.3.2 Land Use Permissibility

The Proposed Development includes ground floor office use and amenity space and residential uses on the upper floors. These land uses are consistent with the following land uses defined in LPS2:

> ***Office*** *– means premises used for administration, clerical, technical, professional or similar business activities;*
>
> ***Dwelling (Multiple)*** *– a dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but:*
>
> - *does not include a grouped dwelling; and*
> - *includes any dwellings above the ground floor in a mixed use development.*

The permissibility of the above land uses at the Site is summarised in the table below.

LAND USE	PERMISSIBILITY
Office	D – Discretionary
Dwelling (Multiple)	P – Permitted

Table 4: Land Use Permissibility

Clause 32 of LPS2 states that the 'Dwellings (Multiple)' and 'Office' land uses are not permitted at the ground level. Clause 34(2) provides the local government with discretion to approve an application for a development approval that does not comply with cl 32.

The ground floor uses and spatial layout has been designed to provide office space that will aid in the activation of Oxford Street and Anzac Road, while providing onsite resident management

services. The ground level residents' amenity space that will provide an area of informal recreation which promotes interaction between public and private spaces. Both proposed ground floor uses provide significant streetscape activation, in a similar configuration to the 2022 Approval.

5.4 Planning and Development (Local Planning Scheme) Regulations 2015

Deemed Provision Clause 67 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (**Planning Regulations**) sets out a range of matters that a decision-maker is required to consider in determining this Application. The table below explains how the Application addresses each of the matters in Clause 67.

Deemed Provision Clause 67		Response
(a)	Local Planning Scheme	The application satisfies the provision of LPS2 and is capable of approval.
(b)	Orderly and proper planning	In preparing this the Proposed Development, consideration has been given to the applicable planning framework. The assessment of the proposal has been comprehensively set out within this statement.
(c)	State Planning Policies	Relevant State planning policies have been used to guide the preparation of the development concept with a detailed assessment set out in this report.
(d)	Environmental Protection Policies	Not applicable
(e)	Any policy of the WAPC	Not applicable
(f)	Any policy of the State	Not applicable
(g)	Local Planning Policies	Consideration has been given to the local planning policy framework (BFP). Assessment of the Proposed Development against the policy framework is set out in this statement.
(h)	Structure Plans, Centre Plans and Local Development Plans	Mount Hawthorn Town Centre Planning Framework
(i)	Review of Local Planning Scheme	Not applicable
(j)	Reserved land	Not applicable
(k)	Built heritage conservation of any place of cultural significance	The site is not entered on the Municipal Inventory, the LPS2 heritage List or the State Register.
(l)	Cultural heritage significance	The development does not have an effect on the cultural heritage significance of the area. The site is not within a place of Aboriginal heritage significance.
(m)	Compatibility with setting	The site has been identified within the Mount Hawthorn Town Centre Place Plan (**MHTCP**). The Application is an amendment to the 2022 Approval, seeking to reduce building height, increase setback and provide a façade design which is in better keeping with the locality.

Deemed Provision Clause 67		Response
(n)	Amenity of the locality:	
	(i) Environmental impacts	The proposal will not have any environmental impacts.
	(ii) Character of locality	The design and architecture of the building is consistent with the character of the locality, while being aligned with local policies.
	(iii) Social impacts	The development will not have any adverse social impacts, it will improve the currently underuse lot and streetscape amenity of Oxford Street and Anzac Road by creating an active use on site.
(o)	Effect on natural environment	The development will not have an adverse effect on the natural environment.
(p)	Landscaping and tree retention	Not applicable, as the site does not contain any existing landscaping or trees. The development proposes to create amenity areas on the ground and roof levels, which will allow for new landscaping measures to be introduced and help support biodiversity.
(q)	Environmental risks	Not applicable
(r)	Risk to human health or safety	Not applicable
(s)	Access and parking	A total of 29 parking spaces are being provided as part of the proposed development. This will contain the following breakdown: Residential Parking: 28 spaces (incl. 4 visitor) Office: 1 space All vehicle access to the site will be via Anzac Road.
(t)	Traffic impacts	The proposed development will provide a total of 29 parking spaces, vehicle movements generated by the development are expected to have a low impact on local traffic conditions.
(u)	Availability and adequacy of:	
	(i) public transport	The site is highly accessible to public transport, as outlined in the report. There are several bus stops located on Oxford Street and Scarborough Beach Road. The site is also within 1.7km from the Leederville Train Station.
	(ii) public utilities	All utilities required to service the development are available.
	(iii) waste management	Waste collection is proposed via an on-street collection area on Anzac Road. Bins will be stored in a dedicated store and moved onto the presentation pad by a caretaker.
	(iv) pedestrian & cyclist access	Accessible from Oxford Street.
	(v) elderly & disability access	Accessible from Oxford Street.
(v)	Loss of community benefit or service	There won't be a loss of community benefit or service.
(w)	History of the site	No relevant history.
(x)	Impact on the community	The development will not have an adverse impact on the community as a whole and will improve the overall setting and amenity available on Oxford Street and Anzac Road.

Deemed Provision Clause 67		Response
(y)	Submissions on the proposal	To be determined.
(za)	Comments from agencies	To be determined.
(zb)	Other planning considerations	Not applicable.

Table 5: Clause 67 Matters to be Considered

5.5 Mount Hawthorn Town Centre Planning Framework

The City has commenced preparation of a draft planning framework for the Mt Hawthorn Town Centre intended to guide future development. In late-2024, the City advertised the Mount Hawthorn Context Report, the precursor to the Mount Hawthorn Town Centre Planning Framework, providing underlying research for the preparation of the planning framework.

The draft planning framework is expected to be presented to the Council of the City in Q2 2026 for consent to advertise. It is anticipated that the draft planning framework will look to increase building height and residential densities in targeted locations to satisfy projected population growth.

5.6 Residential Design Codes

An assessment of the Proposed Development has been undertaken against the relevant provisions of the R-Codes Volume 2 and is attached to this report.

5.7 Local Planning Policies

Development provisions which have guided the preparation of the development concept are predominantly provided through the City's suite of Local Planning Policies. The relevant policies of the City which have informed the proposal are as follows:

- Local Planning Policy No. 3.10.8 – Percent for Art.
- Local Planning Policy No. 7.1.1 – Built Form.
- Local Planning Policy No. 7.7.1 – Non-Residential Parking Requirements.

The following section of this Report provides a summary of the assessment of the proposed development against the relevant provisions of these policies.

5.7.1 Local Planning Policy No. 3.10.8 – Percent for Art

Local Planning Policy No. 3.10.8 – Percent for Art (**LPP3.10.8**) requires mixed use development over the 'Threshold Value' to set aside a minimum of 1% of the total project cost for the provision of public art. According to the City's 2025/26 Fees and Charges, the 'Threshold Value' is currently $1,221,224.

As the value of the Proposed Development exceeds the 'Threshold Value' LPP3.10.8 applies. LPP3.10.8 allows for public art to be provided with the development or as a payment to the City for the provision of public art within the surrounding area.

It is expected that the requirement for public art will be included as a condition on any approval issued for the proposed development.

5.7.2 Local Planning Policy No. 7.1.1 – Built Form Policy

Local Planning Policy No. 7.7.1 – Built Form Policy (**BFP**) sets out amendments to the Acceptable Outcomes set out in Part 2, 3 and 4 of the R Codes Volume 2. The Element Objectives of the R Codes Volume 2 continue to apply.

As shown below, the Site is included within the Town Centre area of the BFP.

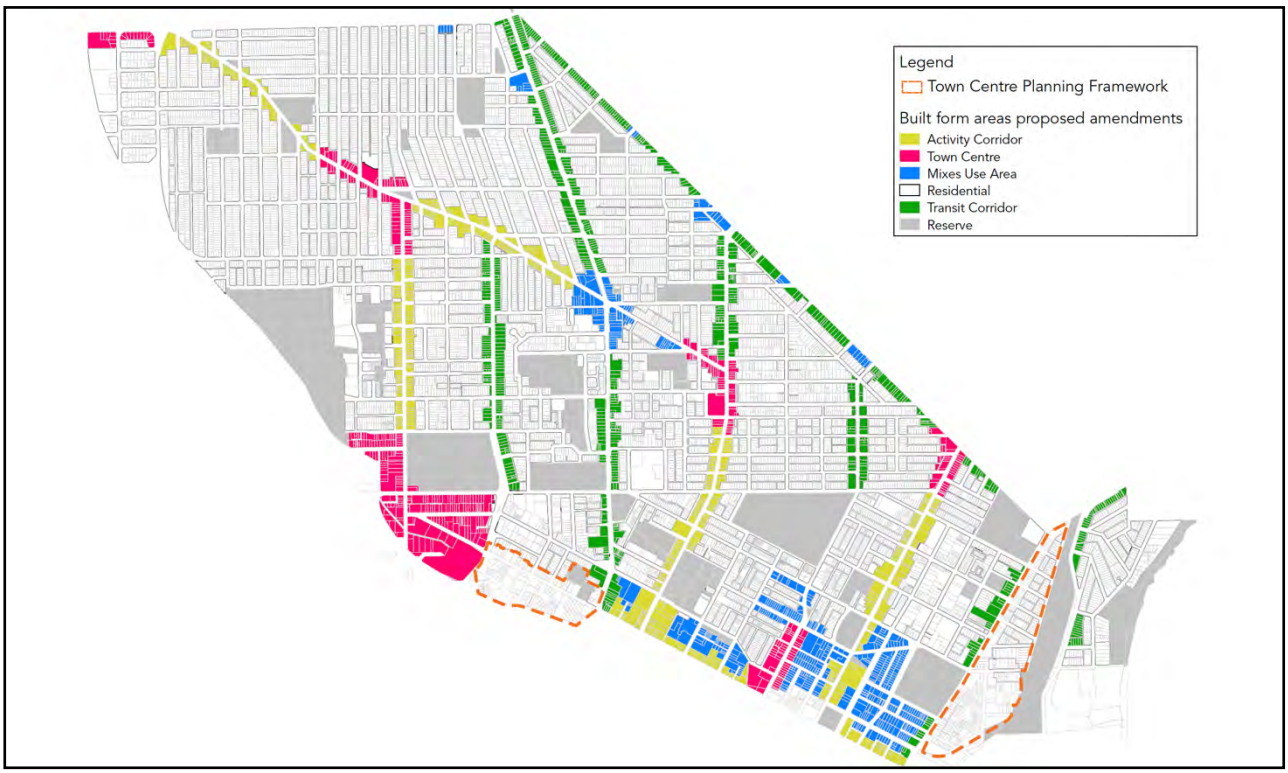


Figure 3: Built Form Areas – Site located within the Town Centre

Volume 2 of the BFP applies to 'Multiple dwellings and mixed use'. Table 8 outlines the policy's which need to be complied with. The site is designated in a Town Centre Area.

BUILT FORM POLICY	BUILT FORM POLICY	APPROVED	PROPOSED
1.1 Building Height	Oxford Street – 5 Storeys	8 storeys	7 storeys total; 1 storey reduction.
1.2 Street Setbacks	nil to primary and secondary streets.	Nil to primary and secondary streets.	Nil to primary and secondary streets.

BUILT FORM POLICY	BUILT FORM POLICY	APPROVED	PROPOSED
1.3 Side and Rear Setbacks	Side and rear setbacks in accordance with Tables 1.3a, 1.3b and 1.3c.	Eastern boundary GF – Nil 3F – 6.5 m to 13.8 m. 4F – 6.5 m to 13.8 m. 5F – 11 m to 14.7 m. 6F – 11 m to 14.7 m.	Eastern boundary GF – 6.1 m. 3F – 5.69 m. 5F – 8.65 m. 7F – 13.0 m.
1.4 Tree Canopy and Deep Soil Area	10% of Site Area	3 medium and 18 small trees.	Retain 2 street trees. propose 2 medium and 14 small street.
1.5 Pedestrian access and entries	Pedestrian access and entries as per Section 1.5 in addition to Clause A 3.7.1 to A 3.7.6	Pedestrian access via Anzac Road.	Access via Oxford Street.
1.6 Vehicle access	Vehicle Access as per Section 1.6 in addition to Clause A 3.8.1- A 3.8.7	Vehicle access via Anzac Road.	Vehicle access via Anzac Road.
1.7 Car and bicycle parking	Car and bicycle parking as per section 1.7	60 car bays. 8 bike bays.	29 bays (24 resident, 4 visitor, 1 office) 0.5 bays per dwelling. 24 bike bays and maintenance.
1.8 Façade design	As per Section 1.8	Proposed variations to commercial width and stall risers.	Commercial / amenity spaces narrowed to better reflect streetscape. Tenancy width and awning details satisfy Element Objectives.
1.9 Roof design	As per section 1.9 in	Roof level plant screened from public view.	Roof level plant screened from public view, behind screening devices.
1.10 Energy efficiency	As per section 1.10 – regard as not approved by WAPC.	Sustainable Design Strategy	Refer ESD report.

Table 6: Built Form Policy

The Proposed Development incorporates several design improvements as compared to the 2022 Approval, delivering a more refined built form outcome that reduces visual bulk, improves neighbour interface and better responds to the streetscape context. Notably, building height has been reduced from eight to seven storeys, resulting reduced massing and vertical scale when viewed from Oxford Street and adjoining properties.

Setbacks to the eastern boundary have been increased at ground and upper levels, providing greater separation to the adjoining property and materially reducing potential impacts in terms of overshadowing, visual bulk and amenity.

The amended design rationalises the building envelope, resulting in a more articulated built form. Tree canopy provision is maintained through retention of existing street trees and delivery of additional medium and small trees, ensuring continued greening outcomes.

Pedestrian access has been repositioned to Oxford Street, strengthening the primary street interface and reinforcing the activity centre character of the precinct. Car parking numbers have been reduced, with a lower parking ratio and increased bicycle provision, which in turn reduces built form intensity and hardstand requirements while promoting sustainable transport outcomes.

Façade refinements, including narrower commercial/amenity frontages and improved awning articulation, better reflects the established fine-grain character of Oxford Street and satisfies the Built Form Policy objectives.

The Proposed Development delivers a built form that is lower in scale, better setback from sensitive boundaries, less car-dominant, and more contextually responsive than the 2022 Approval. The outcome improves the overall built form, streetscape presentation and residential interface, while maintaining compliance with the relevant policy framework.

5.7.3 Amendment to the Built Form Policy

At its meeting of 12 August 2025, Council resolved to endorse amendments to the BFP for the purpose of public consultation. The amended BFP responds to amendments to the Residential Design Codes and seeks WAPC approval to modify specific development standards, including building height, lot boundary setbacks, landscaping and sightlines.

The draft policy retains the City's existing building height framework for Town Centres, reflecting the City's intent to concentrate height and density within designated centres and corridors, while maintaining appropriate transitions to adjoining lower density residential areas.

The draft BFP continues to provide development provisions which intend to facilitate intensity, active street frontages and high-quality urban design outcomes. However, note that the Mount Hawthorn Planning Framework is likely to provide precinct specific development provisions for the Site which supersede the provisions of the current and draft BFP.

Accordingly, the Proposed Development has been reviewed against the draft Built Form Policy framework noting the draft and current BFP provide broadly consistent provisions.

5.7.4 Local Planning Policy No. 7.7.1 – Non-Residential Development Parking Requirements

Local Planning Policy No. 7.7.1 – Non-Residential Development Parking Requirements (**LPP 7.7.1**) sets out the parking requirements for all non-residential uses, being limited to the office component only.

LPP 7.7.1 provides that the minimum and maximum parking rates for the office land use in the Town Centre is 1.5 bays per 100sqm and 2.5 bays per 100 sqm, respectively. Given a total area of 55sqm, the Proposed Development is required to provide approximately 0.7 office bays. A dedicated office bay is provided within the Proposed Development.

In our view, the Proposed Development incorporates sufficient vehicle parking to satisfy anticipate demand.

6.0 Technical Consultant Input

6.1 Landscape Plan

Tim Davies Landscape has prepared the attached Landscape Plan which confirms the quantity and quality of landscaping proposed as part of the Application.

The ground floor landscape strategy prioritises streetscape activation and canopy enhancement along Oxford Street and Anzac Road. Verge garden areas (including a parklet zone) are expanded to strengthen legibility, improve pedestrian amenity and increase tree canopy. Existing street trees are retained where possible, supplemented by new tree planting and in-ground deep soil zones.

A communal roof terrace garden will provide a usable outdoor space for relaxation and social interaction. The design incorporates raised edge planters, integrated planter seating, and climbing plants on trellises. Large central planters support shrubs and small trees to provide screening, shade and wind mitigation. An edible garden component is also included, comprising fruit trees, herbs and seasonal planting. Planting on structure ensure appropriate soil depths, drainage and irrigation.

The landscape design incorporates water-wise principles, including low water-use plant selection, omission of turf, mulching to reduce evaporation and irrigation systems with rain-sensor shut-off.

A minor shortfall in deep soil provision is proposed; however, this is addressed through additional on-structure planting. Tree canopy is provided through 14 small trees and 2 medium trees across the ground plane and roof terrace.

The landscape design delivers meaningful amenity outcomes within the constraints of a compact urban site, enhances the public realm interface and provides functional and attractive communal outdoor space for residents.

6.2 Waste Management Plan

An Operational Waste Management Plan (**OWMP**) has been prepared by Talis Consultants having regard to the City's waste generation guidelines. The Proposed Development is expected to generate approximately:

- 2,300 litres of general waste;
- 1,340 litres of recycling; and
- 1,340 litres of FOGO (food organics and garden organics) per week.

To accommodate these volumes, a dedicated Bin Storage Area has been provided at ground level to accommodate five 240L general waste bins, six 240L recycling bins and three 240L FOGO bins.

Each apartment will be provided with in-unit separation facilities to support recycling and FOGO participation, and all communal bins will be clearly labelled and colour coded. The Bin Storage Area has been designed to provide appropriate aisle widths, washable and graded floors, ventilation, lighting, signage and screening from the street.

Waste collection will be undertaken by the City of Vincent via its standard kerbside service from a designated Bin Presentation Area on Anzac Road. General waste and FOGO will be collected twice weekly and recycling once weekly. A strata manager or caretaker will oversee bin presentation, return, cleaning and resident education to ensure ongoing compliance.

The OWMP demonstrates that the development provides adequate waste storage capacity, compliant collection arrangements and appropriate operational management consistent with City requirements and Green Star objectives.

6.3 Acoustic Assessment

Herring Storer Acoustics has prepared the attached Acoustic Report which assess the Proposed Development against the National Construction Code, the *Environmental Protection (Noise) Regulations* 1997 and the City's Sound Attenuation Policy.

The assessment confirms that the Proposed Development is able to provide appropriate acoustic separation between apartments and between residential and non-residential areas. Walls, floors and service penetrations will be constructed to achieve the required levels of sound insulation so that normal household activities in one apartment are not unreasonably audible in adjoining dwellings.

In relation to noise emitted from the Site, the primary sources are expected to be mechanical services (e.g., air-conditioning units and car park ventilation systems). The acoustic report identifies the applicable night-time noise limits for nearby residences and confirms that mechanical plant can be selected and located to comply with those limits. A detailed review of plant specifications will be undertaken at building permit stage to ensure compliance.

The Acoustic report also considers external noise affecting future residents, including traffic along Oxford Street and noise from nearby hospitality venues. Based on measured and modelled noise levels, the building façade (including walls and glazing) will be designed to ensure that internal noise levels within bedrooms and living areas meet the City's adopted standards for residential amenity.

Overall, the Acoustic Report concludes that, with appropriate building design and plant selection, the Proposed Development will protect the amenity of future occupants and comply with noise requirements.

6.4 Traffic Impact Statement

Transcore has prepared the attached Transport Impact Statement (**TIS**) which has assessed the parking and traffic generated by the Proposed Development.

The TIS estimates that the Proposed Development will generate approximately 134 vehicle trips per day, with 20 trips in the AM peak hour and 19 trips in the PM peak hour. Estimated volume is below the 100 trips per hour threshold referenced in the WAPC Transport Impact Assessment Guidelines for a 'moderate' impact development.

Given the existing commercial uses on the Site, the net traffic increase will be lower than the gross trip generation identified. The report concludes that the development-generated traffic will not materially impact the surrounding road network, including Oxford Street and Anzac Road, which currently carry approximately 7,000–8,000 vpd and 5,300 vpd respectively.

Twenty-nine on-site car parking bays are proposed over two levels, to be accessed via Anzac Road. The existing crossover to Oxford Street will be removed and made good. The vehicle parking provision is proposed to be assessed against the corresponding Element Objectives of the R-Codes, noting a shortfall against the rates provided at Table 3.9. Twenty-four bike parking bays and dedicated bike service space is proposed.

The TIS notes that the Site is in a highly accessible Town Centre location with abundant public transport options. High-frequency bus route 15 along Oxford Street and routes 402 and 990 on Scarborough Beach Road (approximately 300m north), provide connections to train stations and Perth Busport. Established pedestrian footpaths and on-road cycling infrastructure along Oxford Street support alternate transport options.

Safety strategies are proposed for the south-eastern extent of the Site, where a full 2.0m x 2.5m visual truncation can't be implemented. Mitigation measures include installation of a convex mirror and a motion-activated flashing warning light to alert pedestrians of exiting vehicles. Crash data for the Oxford Street/Anzac Road intersection indicates no significant safety concerns over the five-year reporting period.

The TIS concludes that the Proposed Development will not have a significant impact on the surrounding transport network. The Proposed Development maintains consolidated access, promotes sustainable transport modes, and incorporates safety mitigation measures consistent with the 2022 Approval and the orderly and proper planning of the Town Centre.

6.5 Sustainability Strategy

A Sustainable Design Assessment Report has been prepared by Emergen in support of the Application. The report confirms that the proposed development satisfies the City's ESD requirements for apartments and mixed-use developments through:

- A Target-Setting Life Cycle Assessment (LCA); and
- A 5 Star Green Star Buildings v1 self-assessment (uncertified).

The LCA modelling demonstrates a 58% reduction in Global Warming Potential and a 53% reduction in Net Fresh Water Use relative to benchmark design performance. Key strategies contributing to this outcome include:

- Provision of a 30kW rooftop solar PV system;
- LED lighting and energy-efficient appliances;
- Carpark CO sensors and lighting controls;
- Energy monitoring systems; and
- Water-efficient fixtures (5-star taps and toilets, 3-star showers, 4–5 star appliances).

The project has undertaken a 5 Star Green Star Buildings self-assessment, targeting 38 points (including a buffer above the 35-point minimum for 5 Star). Credits are targeted across the Responsible, Healthy, Resilient, Positive, People and Nature categories.

Key sustainability commitments include:

- 7-star NatHERS average (minimum 5.5 stars per dwelling), with modelling demonstrating compliance with NCC 2022 Section J;
- All-electric design with no fossil fuels used on site for hot water, heating or cooking;
- 30kW solar PV installation;
- 30% reduction in life cycle impacts (cradle-to-grave);
- 90% diversion of construction and demolition waste from landfill;
- Operational waste management plan and dedicated waste separation facilities;
- High-performance glazing, insulation and building envelope design;
- Water-sensitive urban design with on-site detention/infiltration of the 1 in 100-year storm event;
- Heat island mitigation through high-SRI roof materials;
- Indoor environmental quality measures addressing ventilation, daylight, acoustic comfort and low-VOC materials; and
- Climate change risk and adaptation assessment in accordance with relevant Australian Standards.

The report concludes that the development is capable of achieving its targeted sustainability outcomes and demonstrates a robust, integrated approach to environmentally sustainable design consistent with City's policy framework.

7.0 Conclusion

This report has been prepared in support of an application to amend the 2022 Approval. The Proposed Development retains the fundamental mixed-use intent of the 2022 Approval and continues to support the role of Mount Hawthorn by delivering a well-located, higher density housing outcome with an active ground floor interface and strong access to public transport, services and employment.

Amendments proposed represent a design evolution that improves the overall development outcome. In particular, the proposal reduces height, increases setbacks, and refines the built form and façade articulation to better manage scale, reduce perceived bulk and improve interface outcomes. The pedestrian entry is repositioned to Oxford Street to strengthen street legibility and centre activation, while vehicle access continues to be taken from Anzac Road. The revised parking and servicing arrangement reduces built form associated with ramping and facilitates a more efficient basement design.

The Proposed Development has been assessed against the planning framework, including the Metropolitan Region Scheme, State Planning Policies (including SPP 4.2 and SPP 7.0), Local Planning Scheme No. 2, the Mount Hawthorn Town Centre planning context, Residential Design Codes and relevant Local Planning Policies. The amendments are consistent with the strategic intent for the site and demonstrates an appropriate, high-quality design response.

A suite of technical consultant reports accompanies the Application and confirms that the proposal can be appropriately serviced and operated, and that key matters including traffic and access, waste management, landscaping, acoustic performance and sustainability have been addressed.

Having regard to the above, the amendment are consistent with orderly and proper planning, delivers improved built form and amenity outcomes, and will make a positive contribution to housing supply and streetscape quality within the Mount Hawthorn District Centre.

CITY OF VINCENT

ATTACHMENT 4

DEVELOPMENT ASSESSMENT PANEL MEETING

Design Report

370 OXFORD STREET
MOUNT HAWTHORN, 6016

DESIGN REPORT

27.02.2026

PLUS STUDIO®



In Australia, we acknowledge the Traditional Owners of Country, whose deep relationship with this land is etched into its landscapes and passed through generations. We pay our respects to Elders past and present.

In Aotearoa, we recognise Māori as Tangata Whenua and uphold Te Tiriti o Waitangi. Their bond with land, waters, and culture is woven through whakapapa and tikanga.

With respect for the past and responsibility for the future, we design with awareness, shaping places that honour these enduring legacies.

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Community Housing Limited (CHL)

Community Housing Limited (CHL) is a Tier 1 national not-for-profit company delivering social and affordable housing for vulnerable and low to moderate income people who are unable to secure long term affordable housing in the market.

We are committed to ensuring our homes prioritise customer wellbeing, foster community inclusion and deliver high-quality, long-term housing security because access to safe, secure and affordable homes is the foundation for achieving lasting positive impact.

Our vision: To create a world without housing poverty.

We exist to create more than homes; we create a sense of place, safety and belonging that allows people to thrive.



DESIGN STATEMENT

LOCATION
WHADJUK NOONGAR BOODJAR
370 OXFORD STREET
MOUNT HAWTHORN 6016

CLIENT
COMMUNITY HOUSING LIMITED

HEIGHT
7 STOREYS

SCALE
48 APARTMENTS

The proposed development at 370 Oxford Street introduces 48 dwellings within the district centre of Mount Hawthorn, consisting of one and two bed apartments. The development benefits from transit oriented design outcomes, providing residents with convenient, sustainable, and connected housing stock. Easy access to the Yanchep Line and bus services reduces reliance on private vehicles, shortening commute times, and enhancing access to jobs, services, and community facilities within the area and broader metropolitan region. Residents will benefit from shared residential amenities, such as the communal amenity room, landscaped rooftop communal zone, and bike stores.

Positioned within the central heart of Mount Hawthorn and close to the bustling Leederville district, the development carefully engages with the public realm while prioritising resident safety by embedding CPTED principles from initial site planning through to the architectural and landscape approach.

The seven-storey built form is composed of office and resident amenity on the ground floor, transitioning into tiered levels containing apartments designed to minimise perceived bulk. Vertical breaks, recessed upper levels, and a considered massing strategy contribute to an architectural outcome that responds to the future development of adjacent lots, resulting in a design that is appropriately urban in scale and character.

Landscape plays a central role in embedding the development within the broader development. Deep soil areas are consolidated along the East Boundary, establishing a green buffer between the development and neighbouring sites. Generous tree planting and a communal upper-level terrace seeks to expand long-term urban tree canopy goals, mitigating the urban heat island effect whilst establishing biohabitats for insects and fauna .

An office anchors the ground plane of the development, directly addressing the main Oxford Street strip, providing an active, visible, and accessible frontage that enhances safety and supports legible movement.

Durable, low-maintenance materials and a cohesive palette complement the surrounding context, resulting in a high-quality, community-focused development that contributes meaningfully to the long-term renewal of the Mount Hawthorn central corridor.

DESIGN DRIVERS

CONNECTED TO COMMUNITY



Good-quality affordable housing, allowing those in need to be a part of an established community.

SENSE OF PLACE



The landscaping, built form and materials integrate the past, present and future character of the area.

STREET ACTIVATION



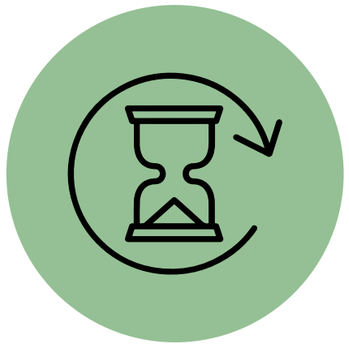
A successful interface between Oxford Street and Anzac Rd to create a new cornerstone to benefit the community.

COST EFFECTIVENESS



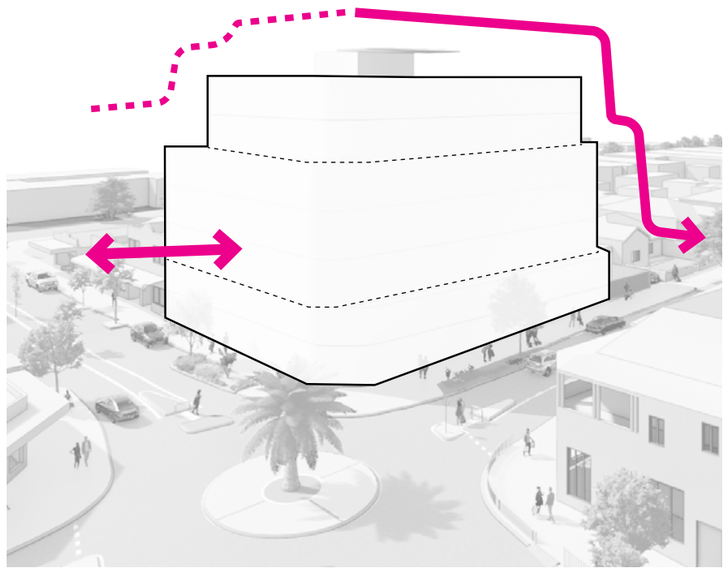
Modular, repeatable design and efficient planning that enhance buildability, reduce waste, and maximise lifecycle value.

DURABILITY

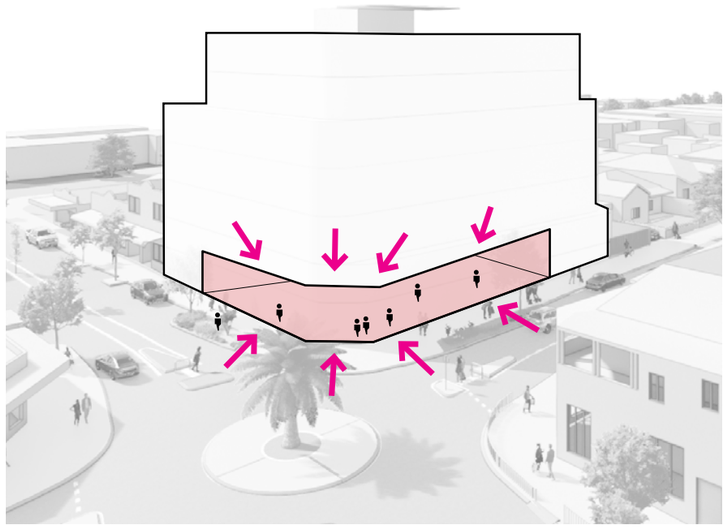


High-quality, climate-responsive construction that ensures long-term performance and minimises maintenance and resource use.

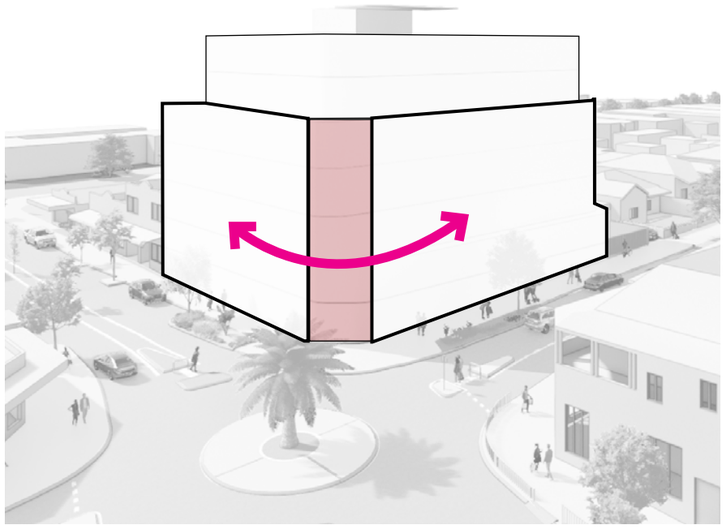
DESIGN RESPONSE



MASSING TRANSITION



GROUND FLOOR ACTIVATION



CORNERSTONE

DESIGN PRINCIPLES



PRINCIPLE 1

Context & Character

- The site occupies a key position along Oxford Street, a central spine through Mount Hawthorn and at a key intersection with Anzac Road.
- Positioned within a rapidly evolving urban area transitioning from low rise suburbia to mixed use precinct.
- The development provides 48 dwellings which responds to the City of Vincent's vision for higher density, transit oriented development that promotes walkability and a local identity.
- The material palette draws from local heritage cues, including brick, white render and metal detailing, reinterpreting them in a contemporary manner.



PRINCIPLE 2

Landscape Quality

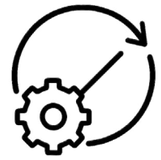
- The landscape strategy priorities deep soil zones and the creation of verge gardens along the ground plane.
- A range of open space typologies such as communal gardens, seated nodes and shaded spaces support active outdoor living and promote resident wellbeing and social interaction.
- The planting palette is prominently made up of native, drought tolerant species with water wise design in mind promoting sustainable maintenance.
- Diverse planting selections assist with creating a local biodiversity and microhabitats.
- Retaining mature trees and bio retention zones helps manage storm water runoff effectively as well as supporting the biodiversity of the local fauna.



PRINCIPLE 3

Built Form And Scale

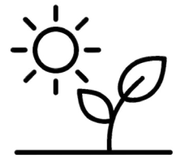
- The proposed revised scheme maintains the form and scale established by the previously approved Development Application, with a subtle redistribution of mass that improves its relationship with the surrounding context.
- The top level has been repurposed from an apartment and enclosed rooftop amenity to an open garden rooftop with shaded communal areas and service plant zones, significantly reducing the perceived bulk of the built form.
- The building steps in to provide articulation of the façade. The varied setbacks create an overall volume that is responsive to its urban setting.
- Built form aligns with the evolving mid rise character of the Mount Hawthorn district centre.



PRINCIPLE 4

Functionality & T Quality

- Apartment layouts meet silver livable housing design standards, ensuring accessibility and adaptability for residents.
- Consideration has been given to long-term durability, with material selection and construction methodology prioritising robust, low-maintenance systems and finishes.
- Building entries, lifts and corridors are designed for intuitive circulation and ease of wayfinding.
- Over 50% of dwelling receive more than two hours of direct sunlight, supporting thermal comfort and natural light penetration.
- Balcony location and dimensions balances privacy, shade and usability while contributing to overall facade articulation.



PRINCIPLE 5

Sustainability

- The building is designed for a climate zone of 5, maximising passive solar gain and encouraging cross ventilation to reduce mechanical heating and cooling demands.
- Solar infrastructure will be installed, with EV charging provided as a future provision to support long-term adaptability of the building.
- WELS rated fixtures and fitting minimise water use, supporting water efficiency throughout the building.
- Water sensitive urban design features low water use emitters, moisture sensors and drip irrigation to ensure resources efficient landscape management
- Integration of shading devices and screening elements minimises glare and heat gain while supporting energy efficiency.
- Waste management systems align with the City of Vincent's sustainability framework.
- The overall strategy delivers a climate responsive and resource efficient development that supports sustainable urban growth.

DESIGN PRINCIPLES



PRINCIPLE 6

Amenity

- Communal amenity space is designed to be a welcoming, multi-use area that balance social interaction and quiet retreat.
- An incorporation of a variety of landscape typologies, including communal gardens, a rooftop terrace and shaded seating areas allow for informal gatherings.
- Private balconies are well proportioned, offering privacy, outlook and outdoor living opportunities for every dwelling.
- Secure bicycle parking promote walkability and an active lifestyle as an amenity offering.
- The combination of private, communal and semi public spaces delivers a diverse and inclusive living environment.



PRINCIPLE 7

Legibility

- The building's primary entrance is clearly defined through an entry sequence defined by pedestrian paths, a landscaped forecourt and intuitive wayfinding.
- Internally, vertical circulation is rationalised around a central core, ensuring efficient access across floors.
- The transition between public, semi public and private areas are clearly defined spatial hierarchy, vertical seperation, landscape treatment and material expression. Circulation routes are intuitive and priotise pedestrian movement, ensuring accessible and easy navigation throughout the site.
- Externally, the massing and articulation support visual navigation by breaking the building into understandable forms.



PRINCIPLE 8

Safety

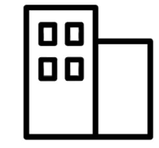
- CPTED considerations are embedded across all facets of the design.
- The public realm is designed to encourage passive surveillance through active frontages, transparent glazing and strategic landscaping. Public and private zones are clearly delineated to prevent unauthorised access.
- Vehicle access is segregated from pedestrian and communal zones, reducing conflict and enhancing safety within the development.
- Lighting, clear sight lines, and passive surveillance opportunities are integrated throughout the external spaces to support a sense of safety and ease of movement.
- Relocated services reduce blind spots along the street edge, assisting the open ground plane maintained accessibility and allowing for safe movement for all.
- At-grade amenity and office uses, along with upper-level balconies overlooking the public realm, contribute to passive surveillance and activation.



PRINCIPLE 9

Community

- The activated ground plane contributes to the vibrancy of the Oxford Street precinct, supporting both the residents and the broader urban environment by contributing to the district centre revitalisation.
- It is important that social and affordable housing is well integrated into established communities to facilitate positive inclusion and interaction. The proposed development is located in an emerging urban precinct, providing opportunities for residents to be a part of the existing and emerging communities within the area.
- An enclosed communal area, with direct sightlines and direct access to the adjacent landscape buffer facilitates community interaction amongst residents and visitors. An office tenancy has been included adjacent with direct access and passive surveillance of the building entry lobby and access route to the lifts and communal areas.



PRINCIPLE 10

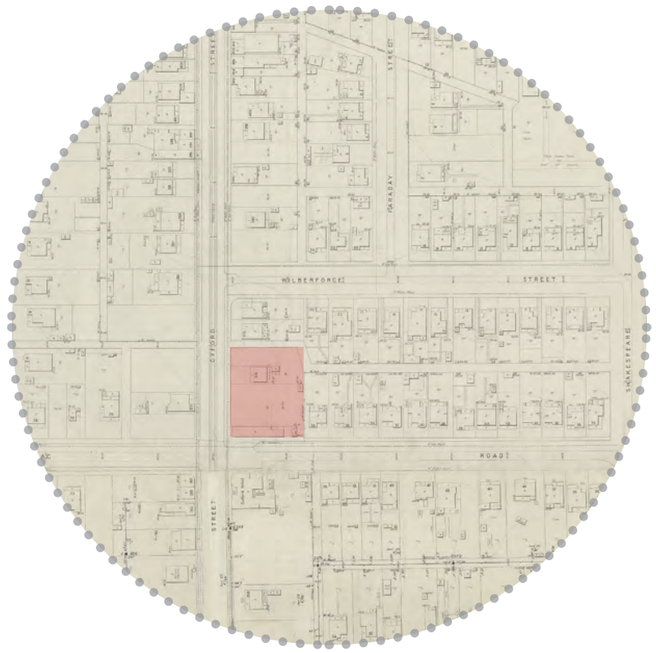
Aesthetics

- Architectural expression is defined by a balanced composition of form, texture and materiality that reflects Mount Hawthorn's historic and evolving urban character.
- Facade articulation introduces rhythm and depth through a mix of recessed balconies, vertical screening and modulated brickwork.
- Facade modulation, material variety and corner articulation create a contemporary and cohesive aesthetic.
- Recessed upper levels and defined corners contribute to a well proportioned built outcome and reduce perceived bulk.
- A refined material palette of white brick, varied render tones and metal detailing creates a cohesive identity while referencing local heritage.
- Landscaped integration softens the buildings edge through brick planters, climbers and layered planing visually connecting the architecture with the ground plane.

CONTEXT + CHARACTER

METHODOLOGY

REDISCOVER PLACE



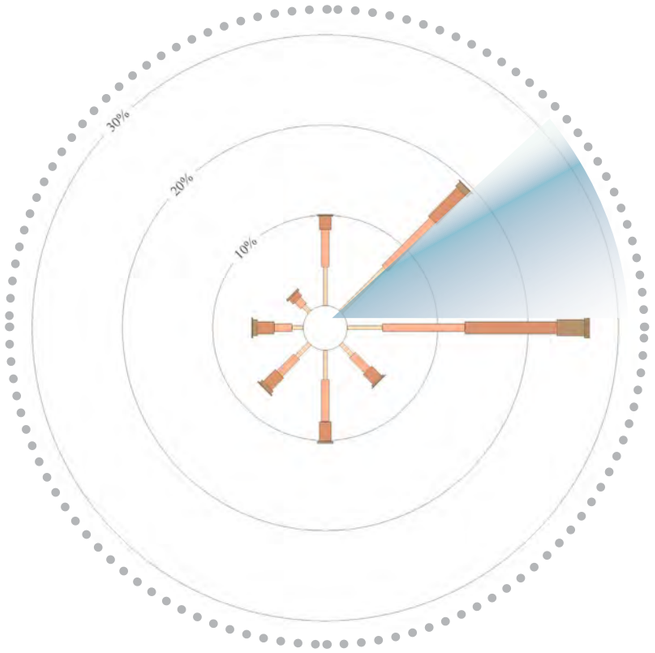
- Piece together fragmented remnants of the past to establish the history of the site and broader context.
- Analyse historic documents to uncover the lived story of Mount Hawthorn.
- The Indigenous cultural significance of the area and surrounds.
- Unique historical topography of Mount Hawthorn.

HISTORIC BUILT CONTEXT



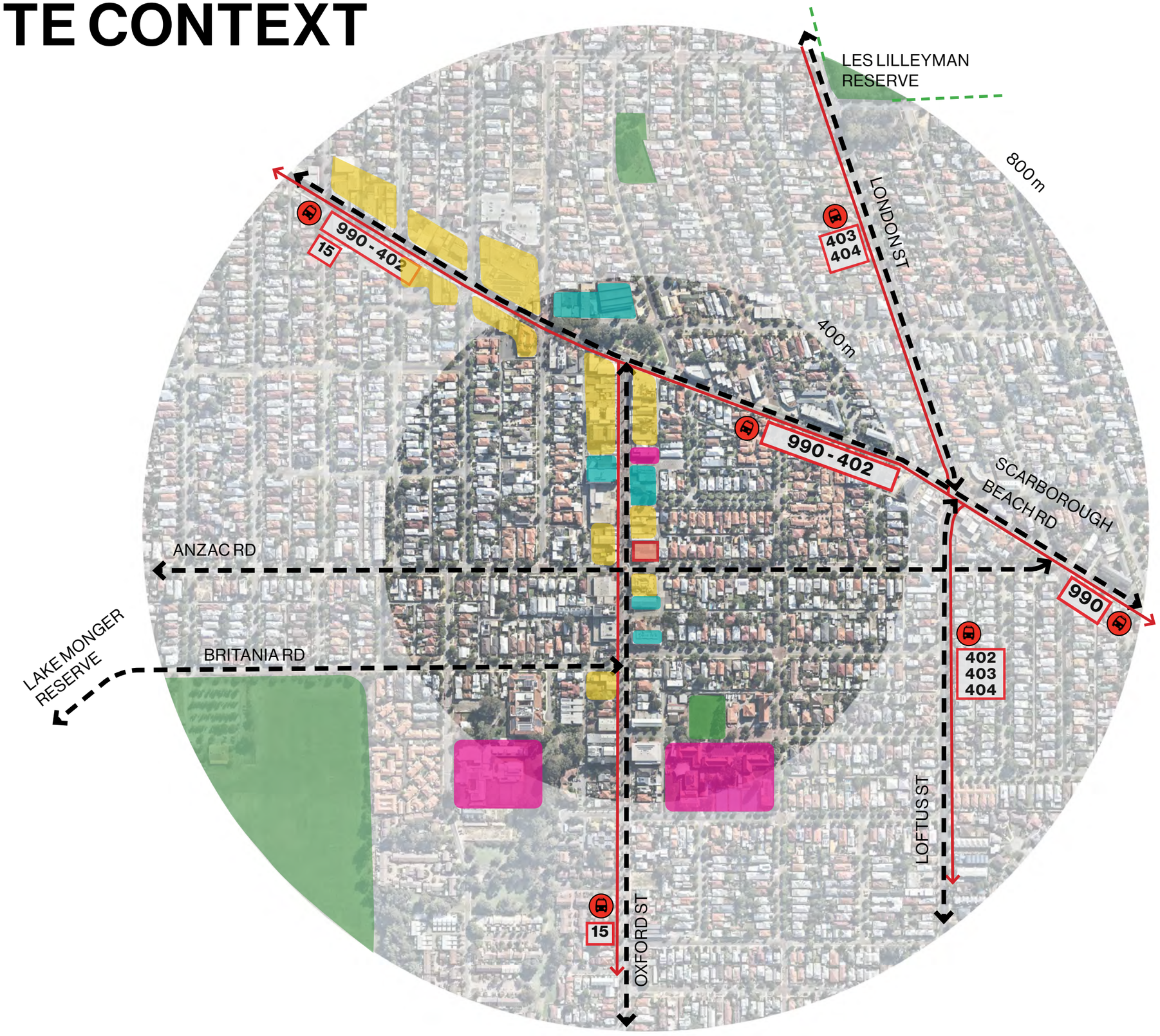
- The greater architectural story of Mount Hawthorn.
- Detailed architectural analysis of historical records to best inform the design process.
- Local planning scheme plus the sites connection and proximity to the district centre.
- Site adjacent amenity and opportunities.
- Critically observe the nature and state of the existing street interface.

ENVIRONMENTAL ANALYSIS



- Technical analysis of site climactic conditions.
- Interactions and boundary conditions with the surrounding physical context.
- Establish and respond to the ecology of the area.
- Evaluate physical constraints of the existing site and identify opportunities to overcome.

SITE CONTEXT



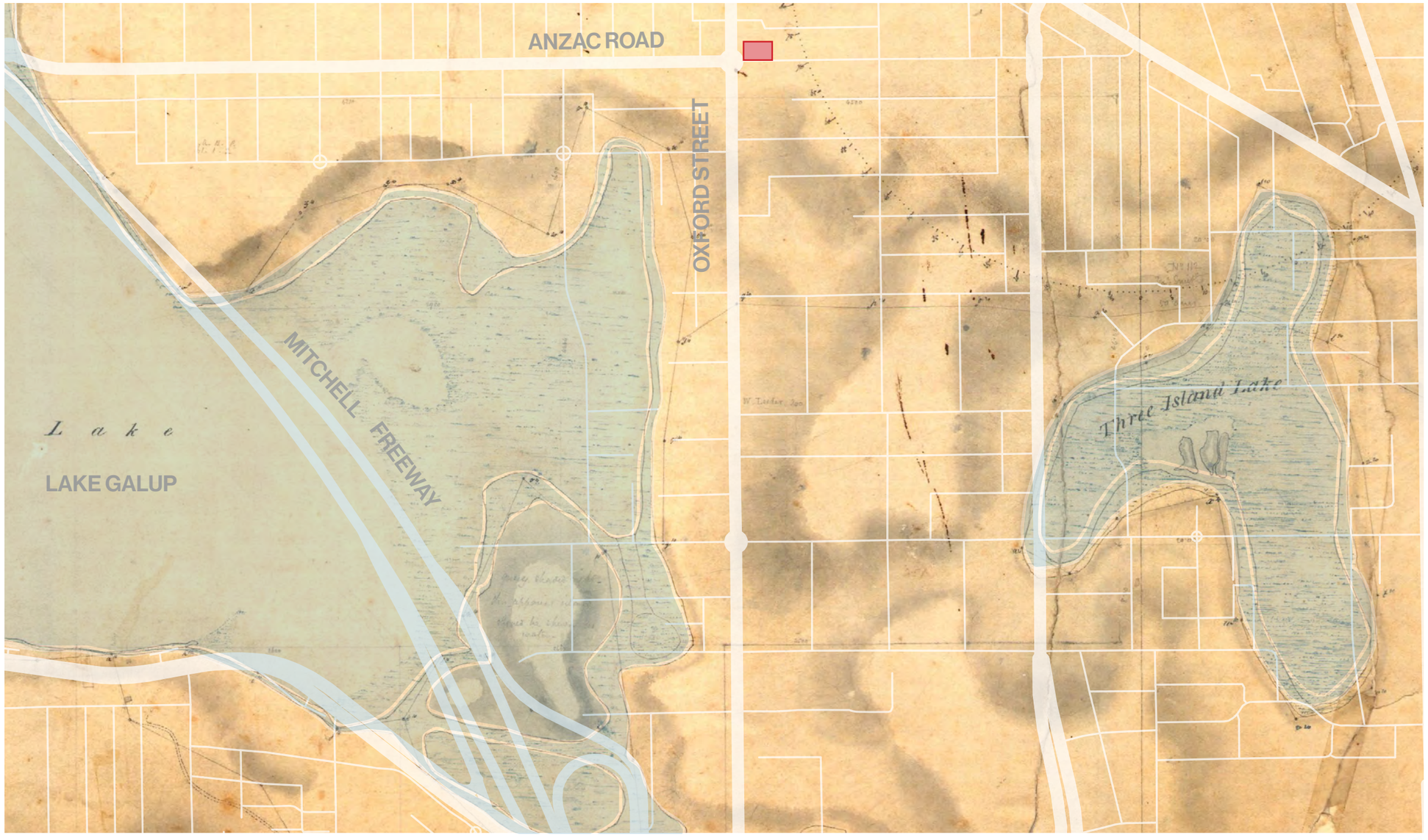
The City of Vincent envisions a leafy, vibrant 24-hour city defined by quality design, sustainability and strong neighbourhood character.

Located within Mount Hawthorn's district centre, the site is integrated among predominantly retail and food and beverage uses, with some commercial activity, and benefits from strong public transport connections.

LEGEND:

- Site
- Retail / F&B
- Commercial
- Educational
- Green Space

WETLANDS CONTEXT



Lakes behind Perth

Surveyor-General's Department c.1870

Before European settlement, the plain featured an extensive pattern of lakes and wetlands. The city of Perth emerged between the river and an interconnected network of wetlands to the north.

Over time, much of the area of the lakes and wetlands was reclaimed for residential development.

LEGEND:

- Site
- Former Wetland Extents

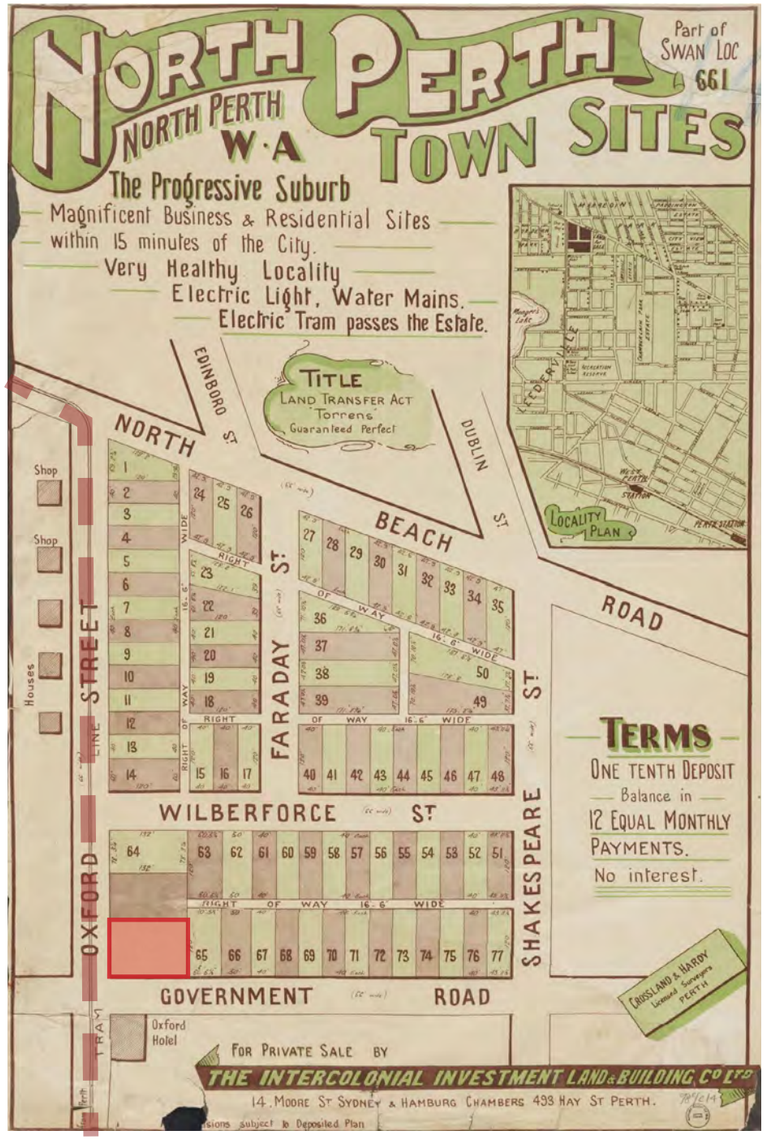
PROGRESSIVE SUBURB



Cnr Oxford Street and Anzac Road, Mount Hawthorn. 1936 (*)



Carting the building material for ANZAC Cottage. 1916 (*)



North Perth Town Site - Intercolonial Investment Company c. 1908 (*)

Early Development & Community Growth

The gold boom of the 1890's injected resources into the area. This led to more later builds.

The tram network was essential to the growth and prosperity of local businesses.

In 1907 the Progress Association rallied against "brick only" zones. Promoting greater diversity for who could build in the area.

Anzac Cottage was built at a staggering pace in 1916. This is one of the Progress Associations most notable achievements and united the community.

LEGEND:

Tram Line

Site

* Images from the City of Vincent Local History Collection

MOUNT HAWTHORN HAS LOCAL PEOPLE AT ITS HEART



363 Oxford Street, Mount Hawthorn (*)



ANZAC Cottage, Mount Hawthorn (*)



Corner of Oxford Street and ANZAC Road, Mount Hawthorn.
Eva and Roy Brookes, outside the family's business. 1936, (*)



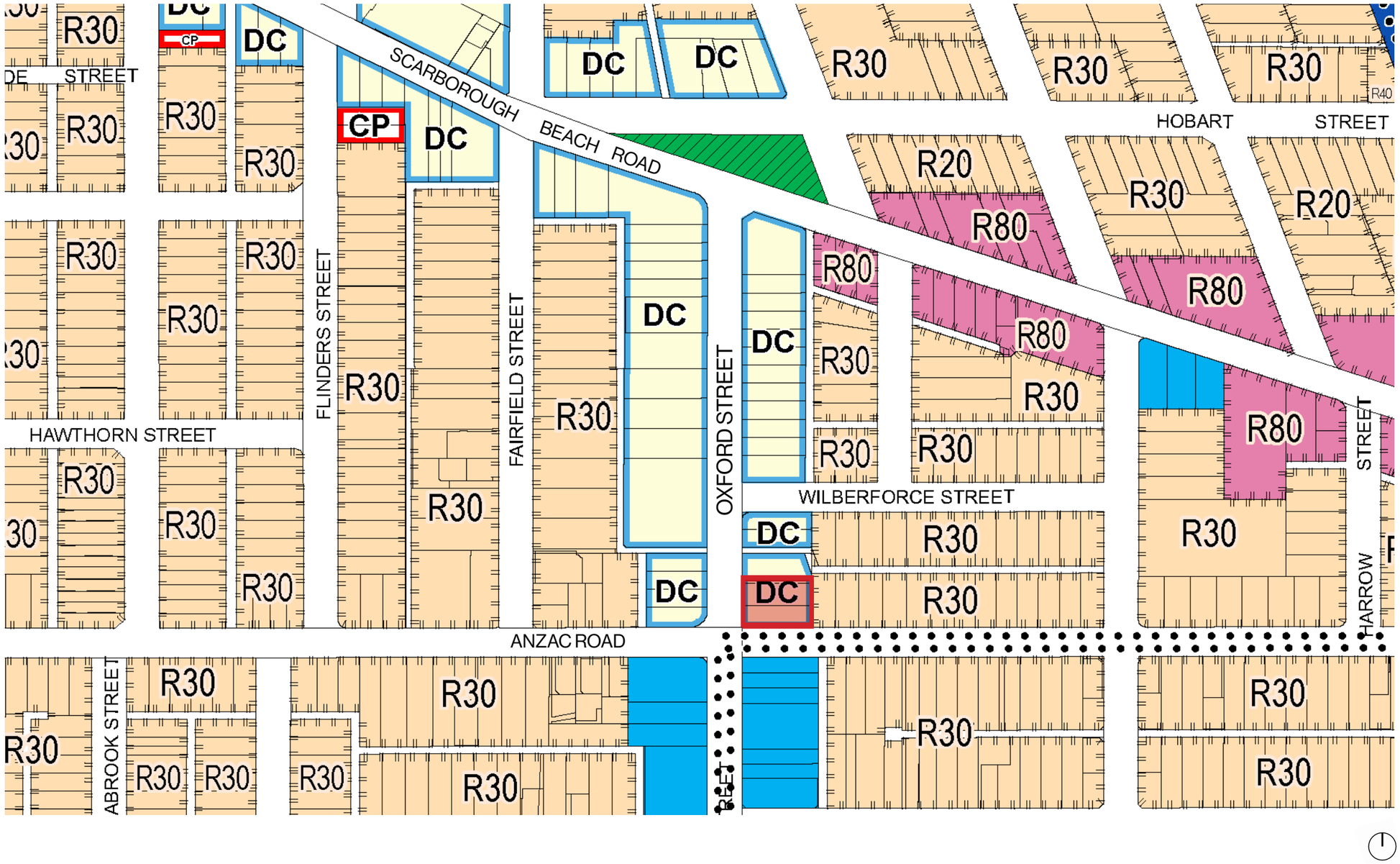
376 Oxford Street, Mount Hawthorn (*)



406 Oxford Street, Mount Hawthorn (*)

* Images from the City of Vincent Local History Collection

LOCAL PLANNING SCHEME



Local Planning Scheme No. 2

City of Vincent

The City of Vincent's updated planning Scheme establishes a clear framework for future growth, maintaining lower densities in established residential neighbourhoods while directing higher-density urban infill to town centres and along main roads.

This approach supports increased housing diversity, vibrancy and economic activity within key activity areas, including the district centre, as important inner-city hubs. The approach is consistent with the City's broader vision for sustainable, transit-oriented development.

LEGEND:

- Site
- District Centre
- Mixed Used
- Residential
- Commercial
- Public Open Space
- Precinct Boundary

SURROUNDING USES



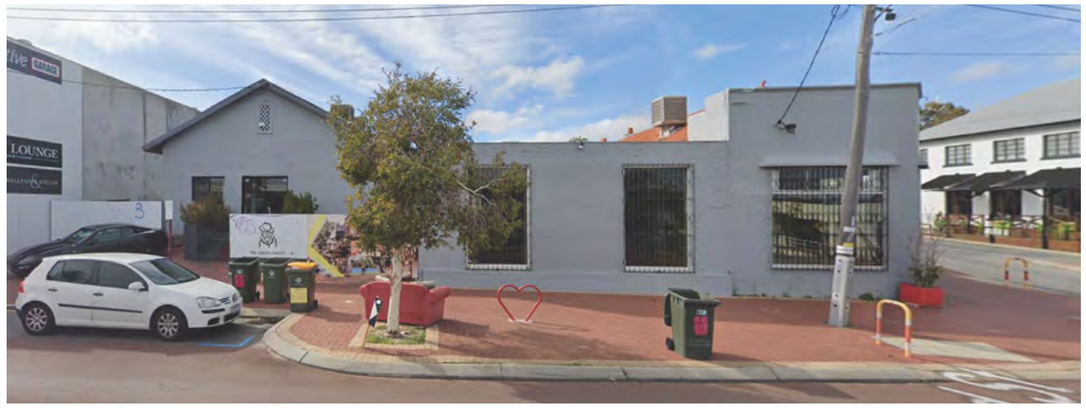
The site is surrounded by established commercial buildings, reflecting the vibrant character of the Mount Hawthorn district centre.

The area aims to develop into a dynamic mixed-use hub, with active street frontages and a walkable urban environment that supports both local businesses and community activity.

LEGEND:

- Site
- Commercial

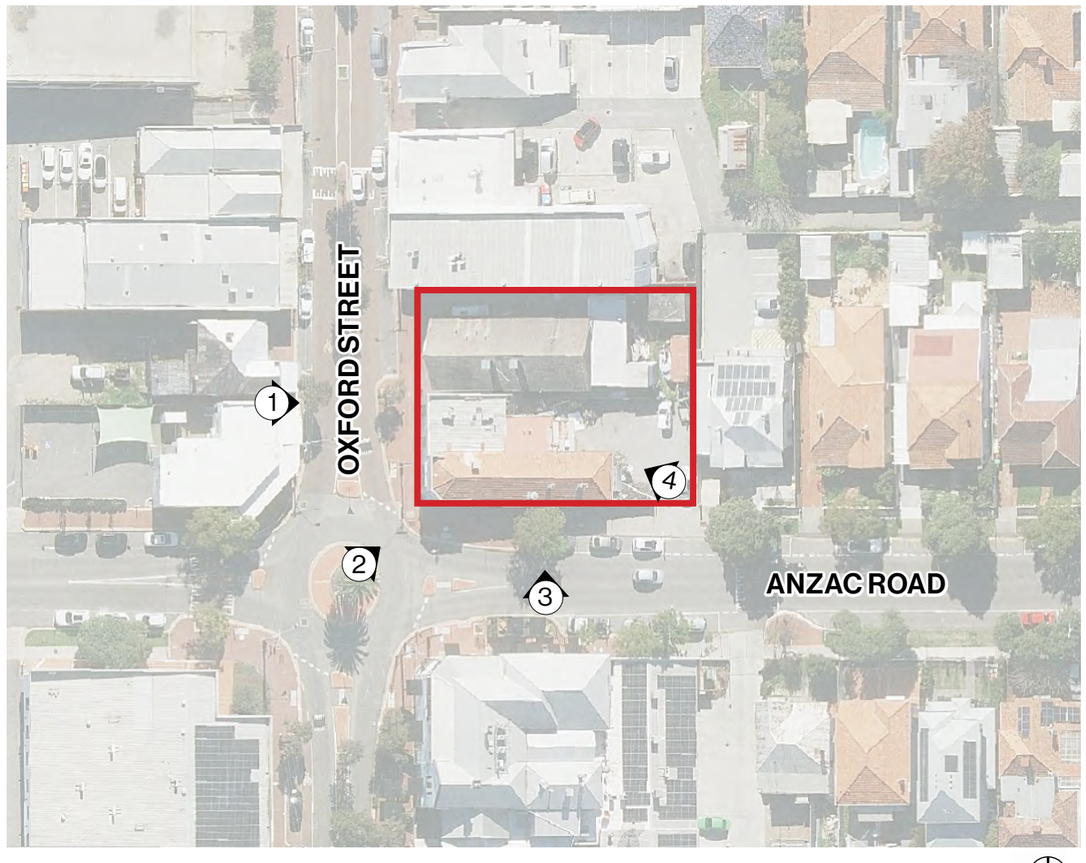
EXISTING SITE CONDITIONS

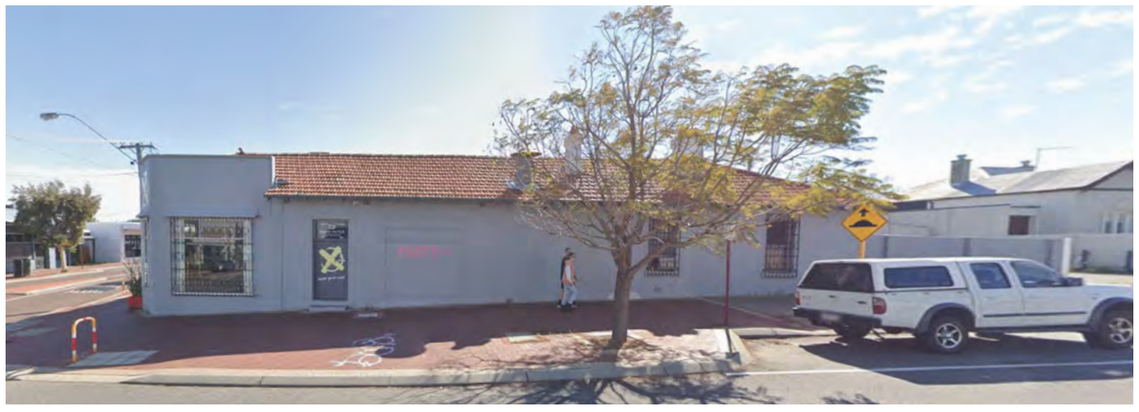


View 1 from Oxford Street



View 2 from the Street Corner





View 3 from Anzac Road



View 4 from the Car Park

RESIDENTIAL CHARACTER









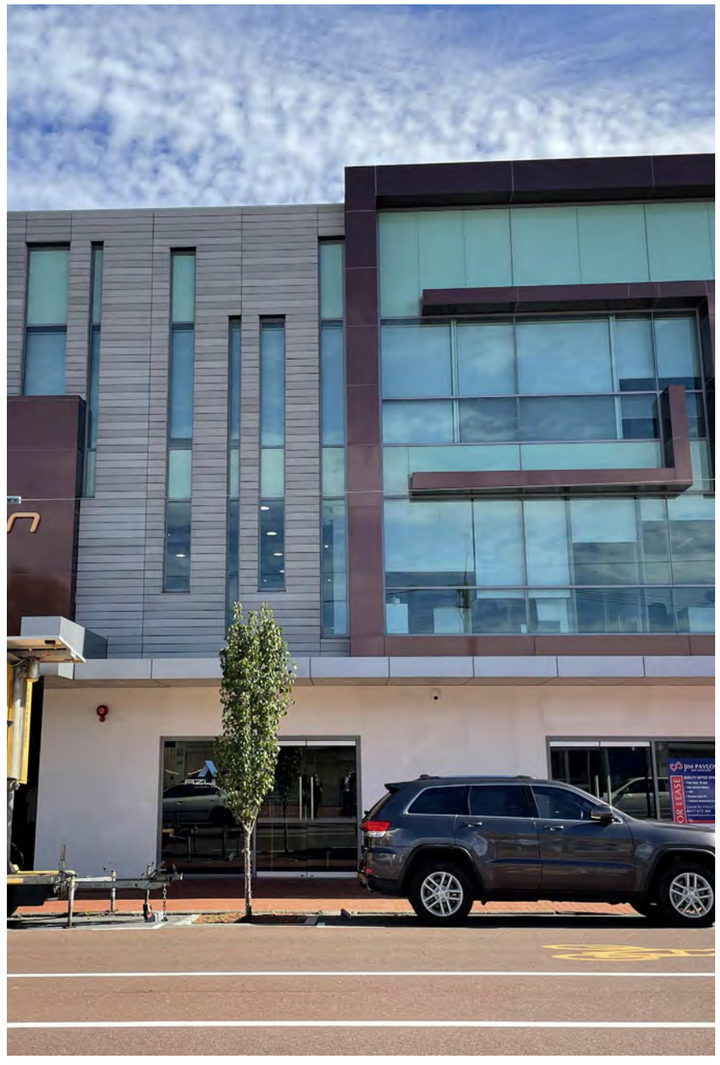
- The surrounding residential context is primarily single story detached dwellings.
- Earlier builds are characterised by high levels of ornamentation and craft.
- Later builds tend to be less decorative in nature.
- A typical residential street frontage consists of a well-kept formal garden and pathway that leads to a generously sized porch.

- A typical residential street frontage consists of a well-kept formal garden and pathway that leads to a generously sized porch.
- Narrow lots do not accommodate driveways or garages.
- Vehicles park on street or in discrete carports via rear laneway.
- The many layers of Mount Hawthorn's history is expressed by the diversity of its housing stock.

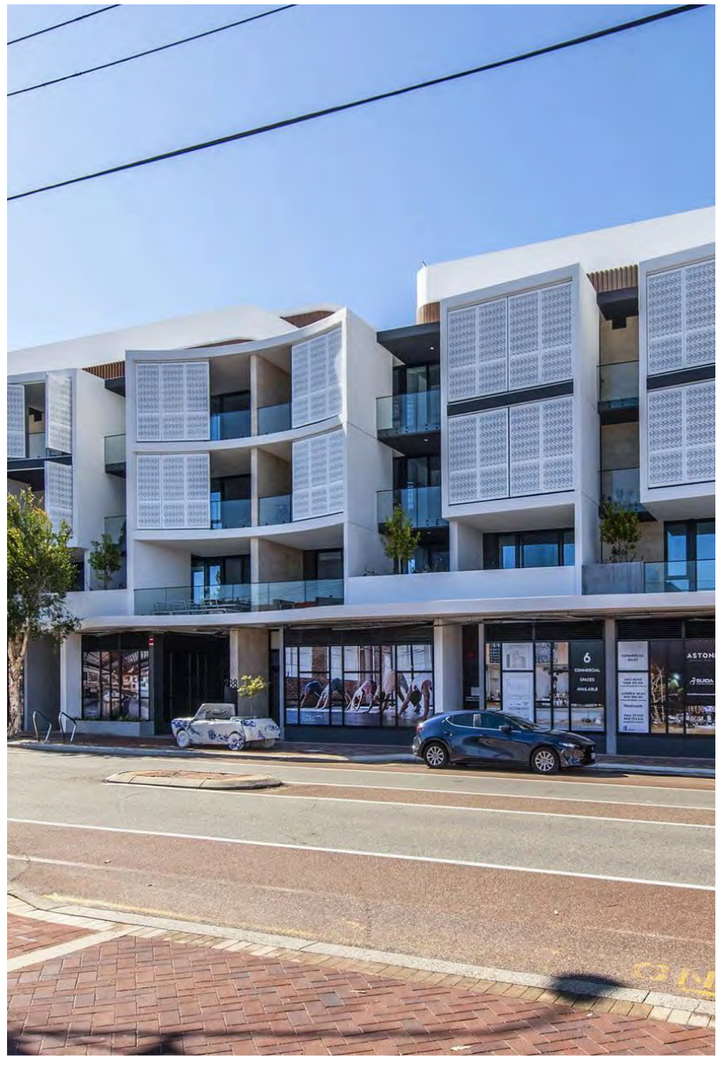
RECENT MULTI-STOREY DEVELOPMENT



- Higher density developments in the area are confined to Oxford Street and are typically mixed-use.
- Visually prominent service cupboards detract at the level of public engagement.

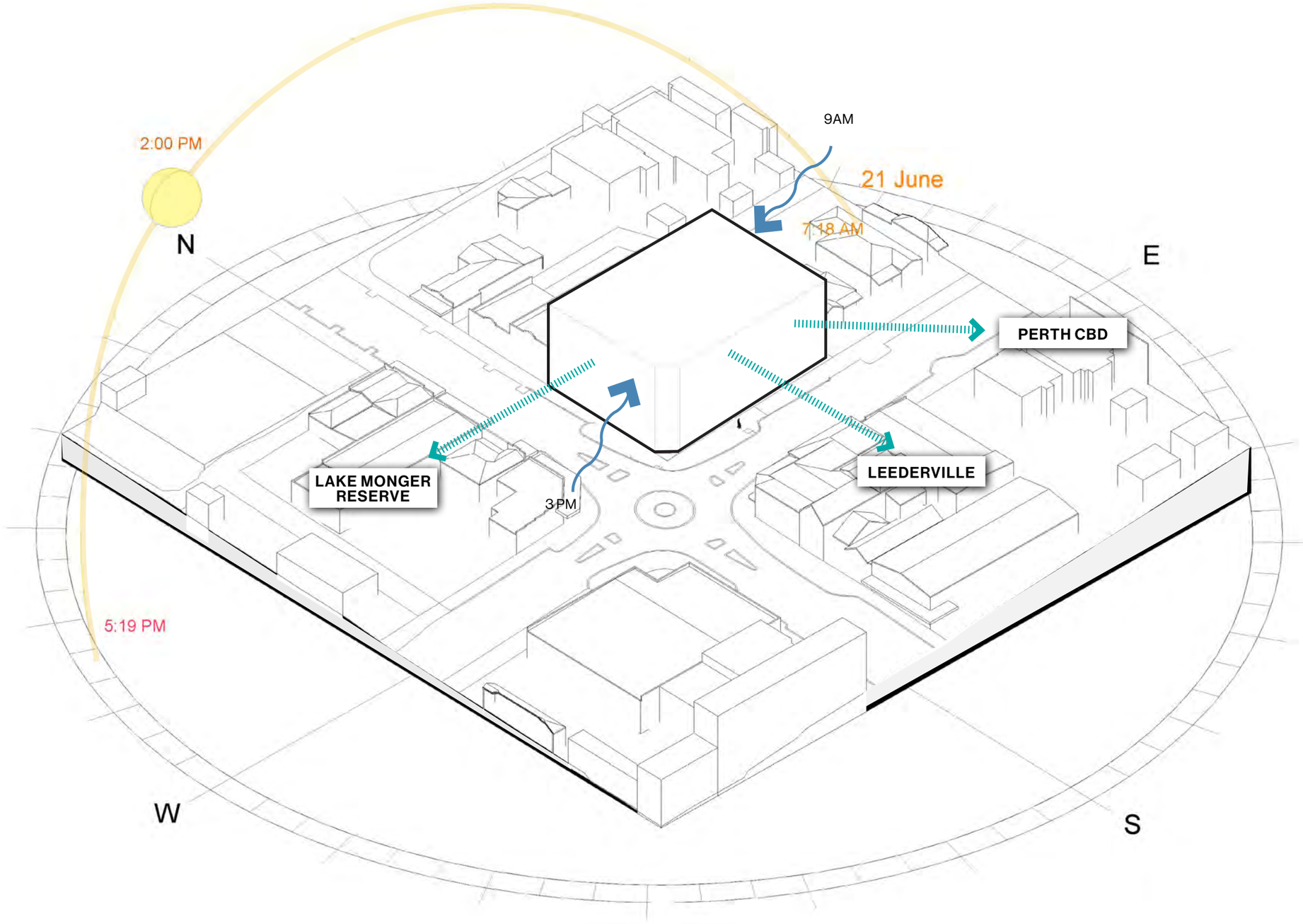


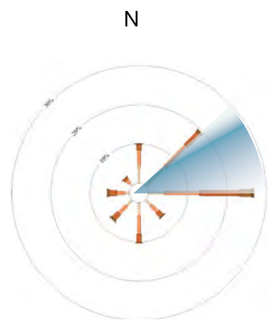
- Constrained sites have required service cupboards to be located on street.
- New commercial spaces at street level are not always in keeping with the historic fabric of Oxford Street.
- The size and depth of retail at ground floor determines their success.



- Successful elements of multi-use developments along Oxford Street focus on passive surveillance at the residential level.
- A considered and engaging public level will attract passive surveillance at the street level through increased activity.
- West facing apartments require screening which conflicts with the passive surveillance strategy.

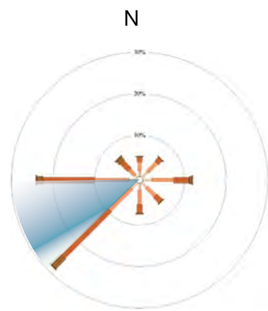
SITE ENVIRONMENT





9am

Light Morning Breeze



3pm

Cool Afternoon Breeze

Can be used to purge the building

STRATEGIC SITES + PLACE DEVELOPMENT



The site sits at a strategic intersection to signal the increase in density and scale on the approach to Mount Hawthorn district centre.

There are significant strategic sites and developments in close proximity to the proposed development. These will contribute to Oxford Street becoming further established as an activity corridor leading into the district centre of Mount Hawthorn.

These strategic sites and developments along Oxford Street will activate the district centre and provide a high level of amenity to the surrounding residential areas.









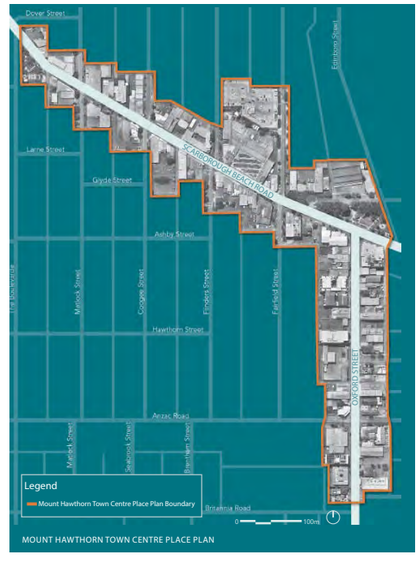


FUTURE BUILT FORM CHARACTER



Future built form will comprise multiple sites of varying scale and influence in the development of the Mt Hawthorn district centre.

The strategic sites identified will have a vital role in the success and place creation outcomes.



LANDSCAPE QUALITY

Landscape Quality

CONTENTS



01. The Site
- Neighbourhood Character
- Existing Trees

02. Concept Diagrams
- Landscape Design Strategy
- Landscape Masterplan - Groundfloor
- Landscape Masterplan - Roof Terrace
- Landscape Sections

03. Schedules
- Material Palette
- Plant Palette
- Landscape compliance (Deep Soil and Tree Canopy)

We acknowledge the Traditional Custodians of this land, the Noongar Whadjuk people and honour their Elders past and present.

We respect their deep enduring connection to their lands, waterways and surrounding clan groups since time immemorial. We cherish the richness of First Nations Peoples' artistic and cultural expressions.

Landscape Quality

THE SITE - NEIGHBOURHOOD CHARACTER

Legend

- The Site
- Main Road
- Commercial Area
- Reserve
- Education

The site is located on Oxford Street within an established commercic precinct characterised by active street frontages, mixed-use development, and a strong pedestrian presence. The surrounding streetscape supports a vibrant urban environment, with retail, hospitality, and community-oriented uses contributing to a highly walkable setting.

Key Opportunities

- Strong streetscape interface
- Urban Greening contribution

Key Constraints

- Deep soil restriction
- Long-term management consideration



Landscape Quality

THE SITE - EXISTING TREES

Legend

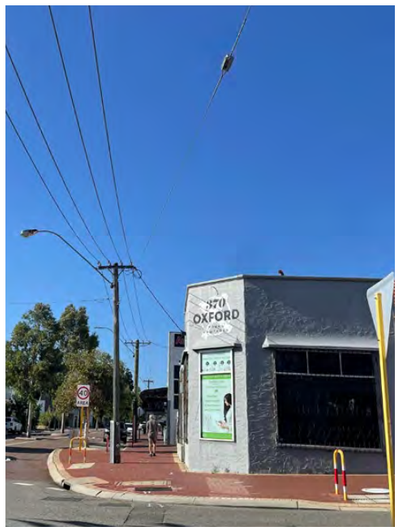
Existing Street Tree

- Jacaranda
- Melaleuca
- Pyrus
- Eucalyptus
- Lophostemon confertus
- Phoenix canariensis



Site photo





LANDSCAPE STRATEGY

KEY DESIGN MOVES

The landscape is a curated response to the project brief. The external spaces balance the need for green amenity and social activation for residents, whilst bearing in mind the ongoing running costs and maintenance requirements of the project for the operators.

STREET SCAPE ACTIVATION
Two verge planting areas are expanded along the street frontages to maximise canopy provision, reinforce a sense of address, increase environmental comfort and strengthen urban greening outcomes.

COMMUNAL ROOF TERRACE GARDEN
The communal roof terrace provides an outdoor environment for relaxation, informal gathering, and daily use. On-structure edge planters with sufficient soil depth to support a mix of shrubs and small trees will provide screening, wind mitigation, and shade. Large central planters with intergrated seating will enable residents mingle, and to grow their own edibles.

LOW MAINTENANCE, HIGH AMENITY
Planting areas have been allocated in zones to maximise amenity for residents, whilst ensuring access for ongoing maintenance is possible via clear pathways, easy-to-reach interfaces.










LANDSCAPE MASTER PLAN - GROUND FLOOR

Legend

- Site Boundary
- 01 Verge Garden (Parklet)
- 02 Existing Street Tree
- 03 Proposed New Tree
- 04 Existing brick paving to be retained
- 05 Proposed new brick paving
- 06 Bike rack
- 07 Landscape Arbor
- 08 Inground Planting (Deep Soil)
- 09 Bench Seat
- 10 Permeable Paving
- 11 New Line Marking to Parallel Parking

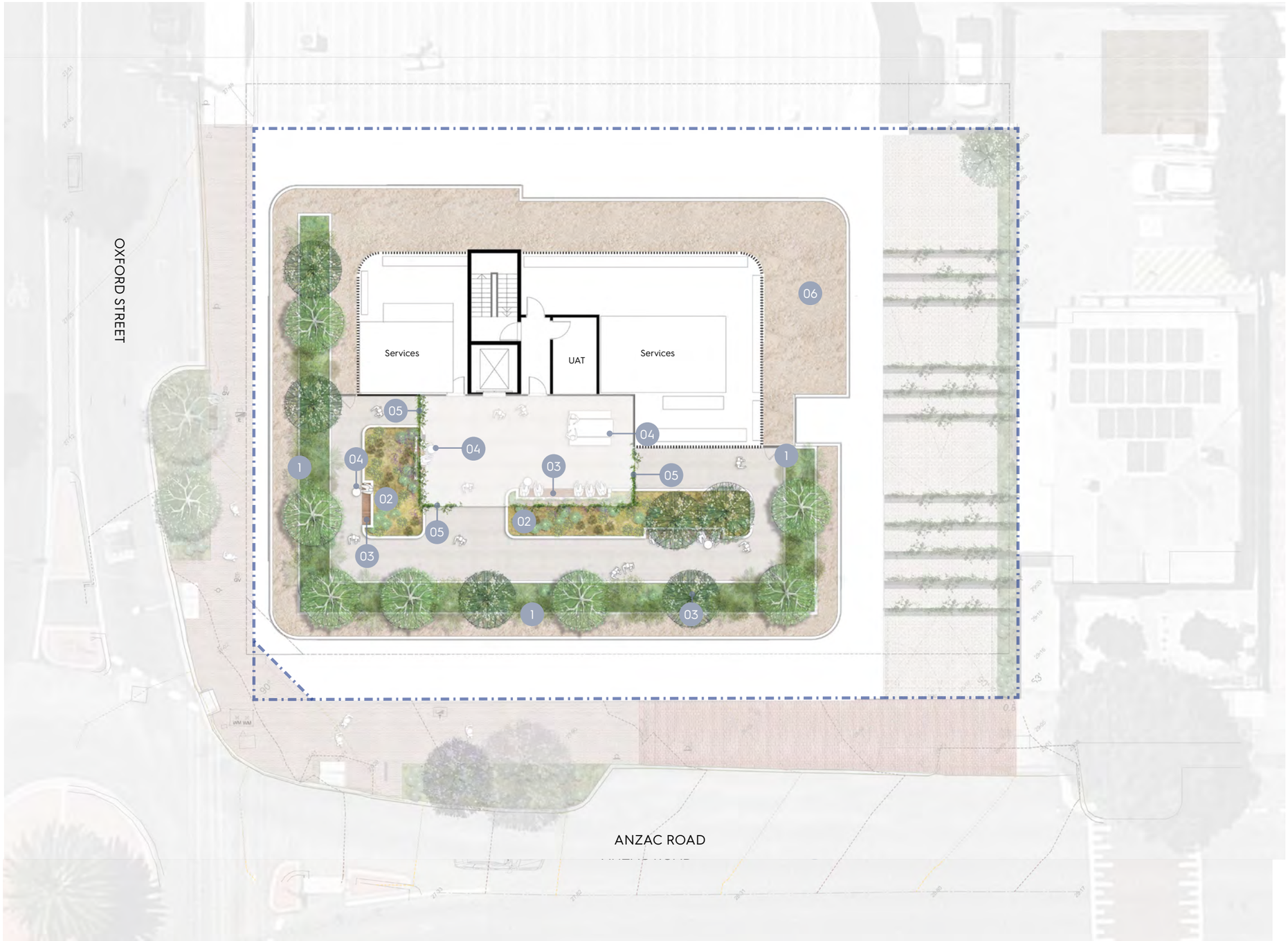


!@

LANDSCAPE MASTER PLAN - ROOF TERRACE

Legend

- Site Boundary
- 01 Raised Edge Planter
- 02 Raised Edible Garden Planter
- 03 Integrated Planter Seating
- 04 Fixed Furniture
- 05 Climbing Plants on Trellis
- 06 Graval Roof Maintenance Access Only



LANDSCAPE SECTION



ANZAC ROAD SITE SECTION



OXFORD STREET ELEVATION ANZAC ROAD

LANDSCAPE DETAILS

Landscape Notes

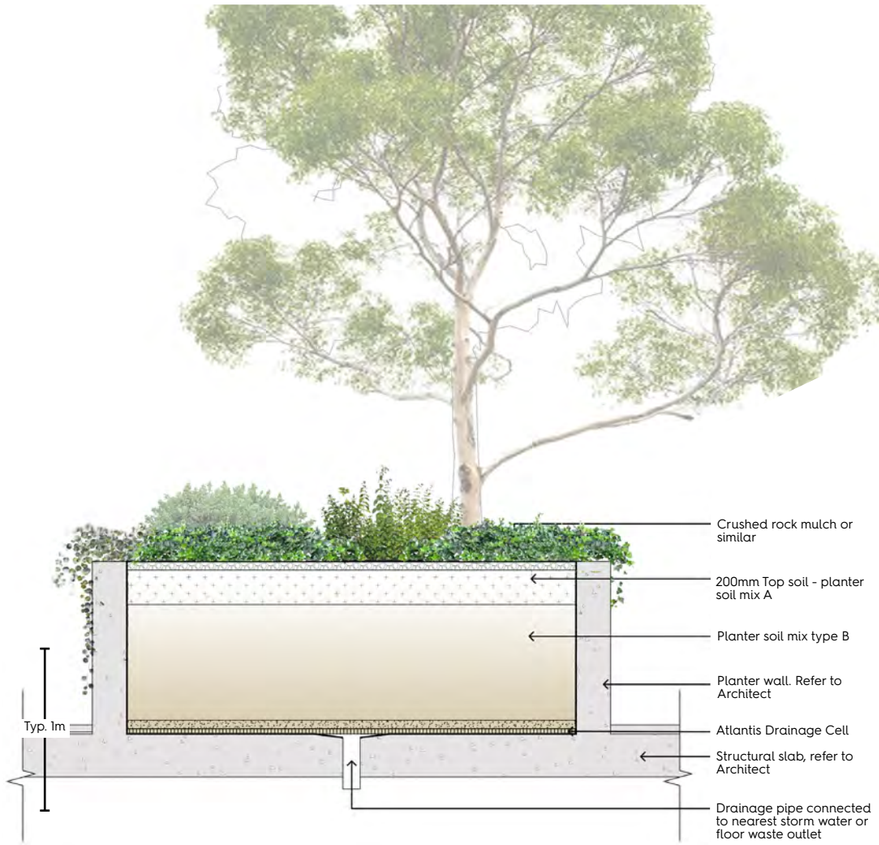
All planting beds are to be fully irrigated and operated off a timed controller with rain sensor shut-off.

Irrigation design to comply with water-wise design principles and the City's tree policy. Detailed irrigation plan to be provided at building license stage.

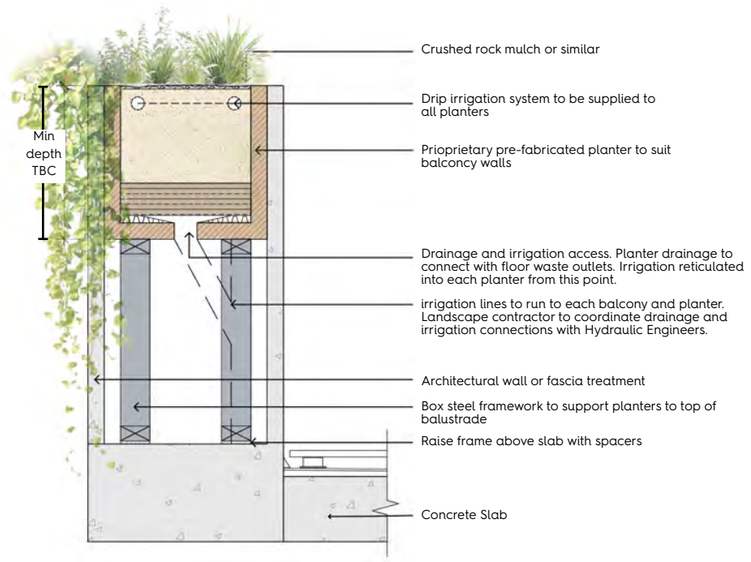
Water efficient irrigation system to be installed to best WSUD practice, using hydro-zoning and water harvesting principals where appropriate.

Additional water-wise design principles employed:
- Low water use plant selection suited to the local soil complex.
- Complete omission of water intensive turf areas.
- Water retention soil preparation.
- Reduction in soil water loss through prescribing course mulch.

Proposed plant distribution rate 4 per m2.
Proposed minimum plant pot sizes:
- Small Tree 100L
- Shrubs/ground covers 140mm-200mm



RAISED PLANTER ON STRUCTURE



REDUCED DEPTH PLANTER DETAIL

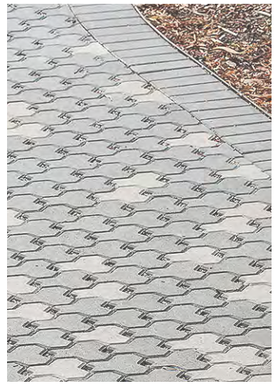
Landscape Quality

MATERIAL PALETTE

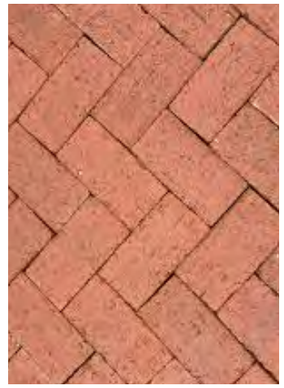
HAR SURFACES



Exposed Aggregate Concrete



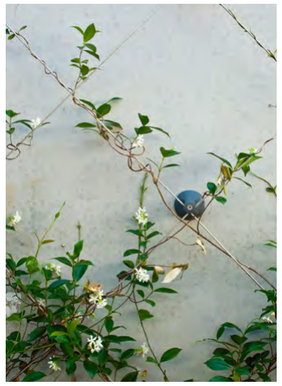
Permeable Paving



Red Brick Pavers



Rendered Garden Walls



Trellis for climbing plants

FURNITURE



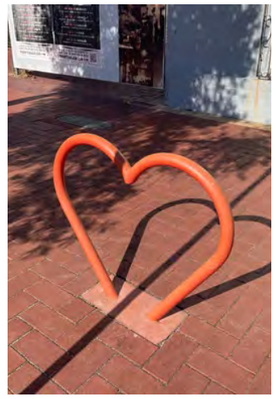
BenchSeat - Verge



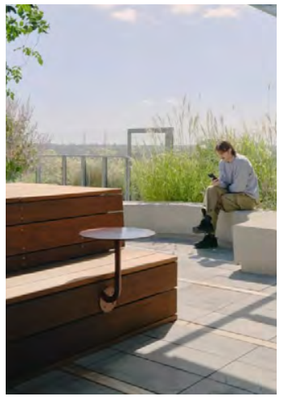
Fixed Furniture



Fixed Furniture



Heart-Shaped Bike Rack - Reinstate on Oxford Street



Seating built into planters

Landscape Quality
PLANT PALETTE

Prior to final selections, all plant species to be checked against the current edition of
'Western Australian Euwallacea fornicatus, Polyphagous Shot-Hole Borer (PSHB) Host List'

VERGE GARDEN



Jacaranda mimosifolia
Jacaranda



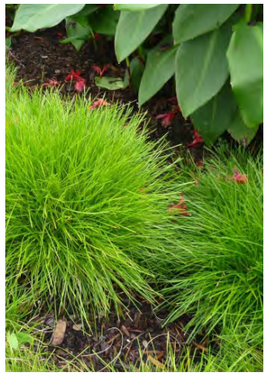
Melaleuca viridiflora
Broad Leafed Paperbark



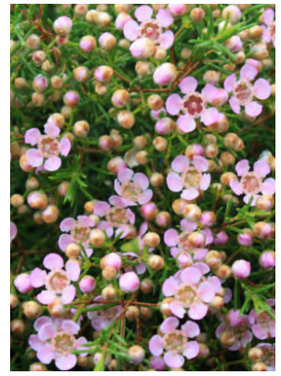
Myoprum parvifolium
Ground Cover Myopurum



Hemiandra pungens
Snakebush



Lomandra tanika
Lomandra



Chamelaucium Local Hero
Wax flower



Enchulaena tomentosa
Ruby Saltbush



Kennedia prostrata
Running Postman



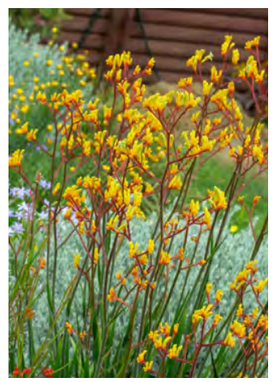
Conostylus candicans
Cotton Heads



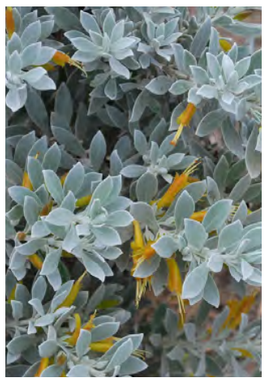
Correa Backhouseana
Variegata Coriacea
West Australian Correa



Callistemon viminalis
Bottlebrush



Anigozanthos Yellow Gem
Kangaroo Paw



Eremophila 'Kalbarri Carpet'
Emu Bush



Westringia fruticosa
Coastal Rosemary



Ficinina nodosa
Knobby Club Rush

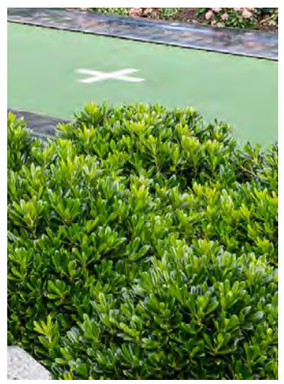


Chrysocephalum apiculatum
Clustered Everlasting

DRIVEWAY MIX



Hymenosporum flavum
Native Frangipani



Pittosporum tobira 'Miss
Muffett' Dwarf Pittosporum



Rhaphiolepis indica
Indian hawthorn



Liriope muscari Just Right
Liriope



Hardenbergia comptoniana
Native Wisteria



Trachelospermum jasminoides
Chinese Star Jasmine

Landscape Quality

PLANT PALETTE

ROOF TERRACE M



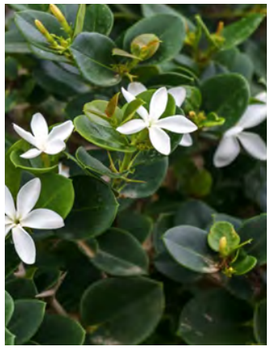
Lagerstroemia indica x fauriei 'Natchez' Crepe Myrtle



Cupaniopsis anacardioides
Tuckeroo



Olea europaea
Swan Hill Olive



Carissa 'Desert Star'
Carissa



Festuca glauca
Blue Fescue



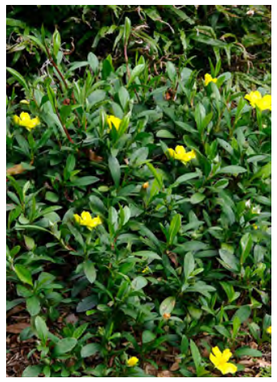
Rhaphiolepis indica
Indian hawthorn



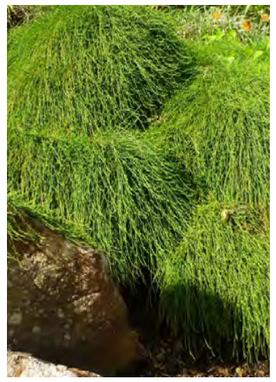
Hemiandra pungens
Snakebush



Senecio serpens
Blue Chalk Sticks



Hibbertia scandens
Snake Vine



Casuarina glauca
'Cousin It '



Hardenbergia comptoniana
Native Wisteria



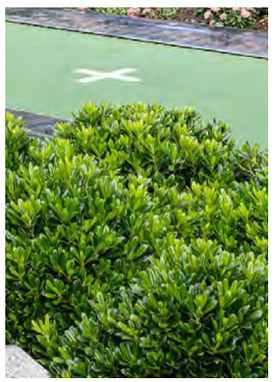
Trachelospermum jasminoides
Chinese Star Jasmine



Dampiera diversifolia
Blue Dampiera



Rosmarinus officinalis
Prostrate Rosemary



Pittosporum tobira 'Miss Muffett' Dwarf Pittosporum



Zamia Furfuracea
Cardboard Palm

EDIBLE GARDEN



Citrus limon
Lemon Tree



Citrus sinensis
Orange Tree



Punica granatum
Pomegranite



Feijoa sellowiana
Fejoa



Solanum lycopersicum
Tomato



Passiflora edulis
Passionfruit Black



Thymusvulgaris
Thyme



Fragaria ananassa
Strawberry

LANDSCAPE COMPLIANCE

Legend

- Lot Boundary
- Deep soil area - 28.8 m²
- Verge Garden (Parklet) - 24.7 m²
- Planting on Structure - 60m²
- Existing trees - 2 — To be retained — Not Part of Calculation
- Small Tree - 14 — 3-8m Height x 2-6m Spread — (Median Area per canopy: 12.6m²)
- Medium Tree - 2 — 8-12m Height x 6-9m Spread — (Median Area per canopy: 44.2m²) — Not part of Calculation
- Large Tree - 0 — >9m Height x >12m Spread — (Median Area per canopy: 113.1m²) — Not part of Calculation



GROUND LEVEL

In-Lot

Deep Soil: 28.8 m²

Small Trees: 1

Verge Garden (Parklet)

Deep Soil: 23.7 m²

Medium Trees: 2

Existing Trees to be Retained: 2



ROOF TERRACE

Deep Soil: N/A

Planting on Structure: 120m²

Planter Area x 0.5 (50%)= 60m²

Small Trees: 13

TREE CANOPY AND DEEP SOIL

CRITERIA	SPP7.3 REQUIREMENT	DEVELOPMENT PROPOSAL
Site Area	>1,000m2	1,207m²
DSA	10% Site area or DSA + 2 times the Shortfall in DSA Provision	DSA: 28.8m² (2.4%) Shortfall: 91.7m² (7.6%) + Planting on Structure: 60m² (5%) Total Planting: 7.4% Planning Requirement: 2.6% shortfall in planting area
Tree Canopy	1 large tree for each Additional 900m² in excess of 1,000m² AND small trees to suit area =1.23 Large Trees or 139.1m²	14 Small trees (proposed) Equivalent to 14 x 12.6m² =176.4 m² Total Canopy Planning Requirement: Tree Canopy Satisfied

SPP7.3 COMPLIANCE CRITERIA

ACCEPTABLE OUTCOMES

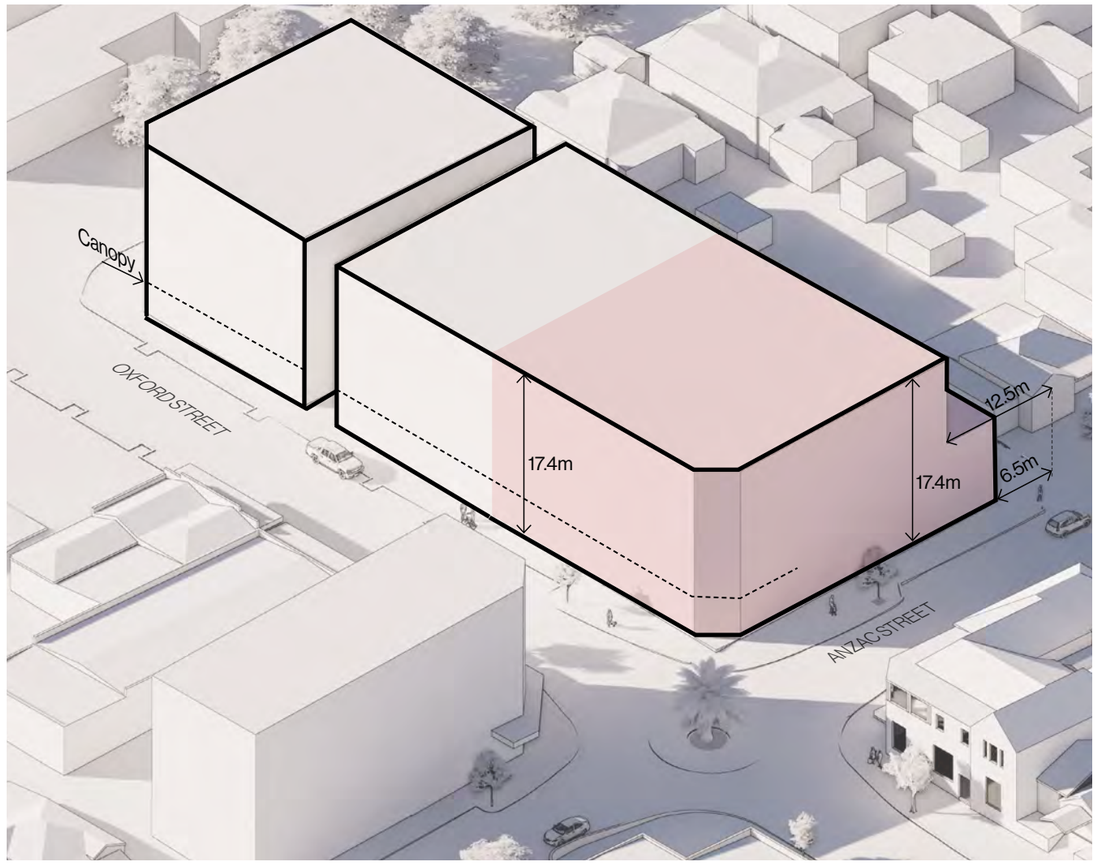
A 3.3.7 Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided.

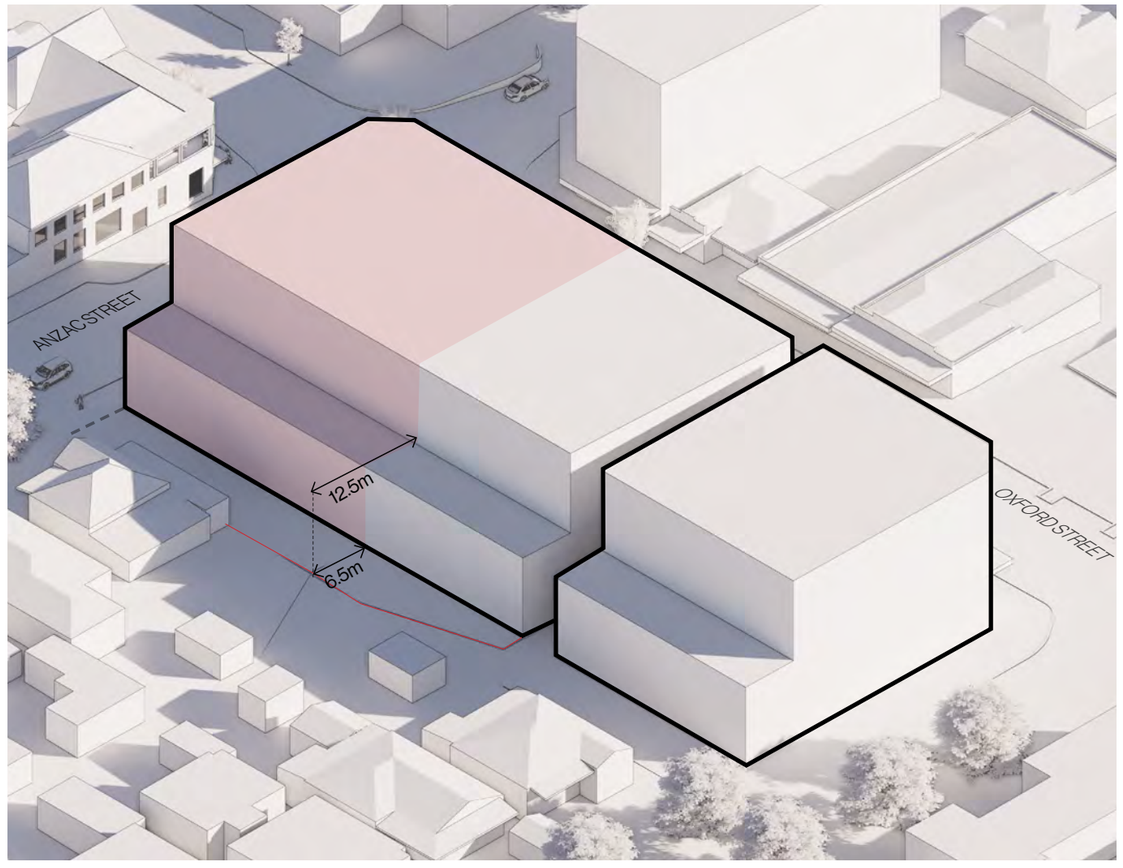
SHORTFALL

The project seeks a dispensation for the 2.6% shortfall in planting area across the site. Additional planting areas have been explored by the design team, however, due to the nature of the project, we have elected to focus on other forms of amenity; such as increased tree canopy and provision of furniture in the verge.

BUILT FOR SCALE

BASE PLANNING SCHEME





Building Height Limit 17.4m (5 storeys)

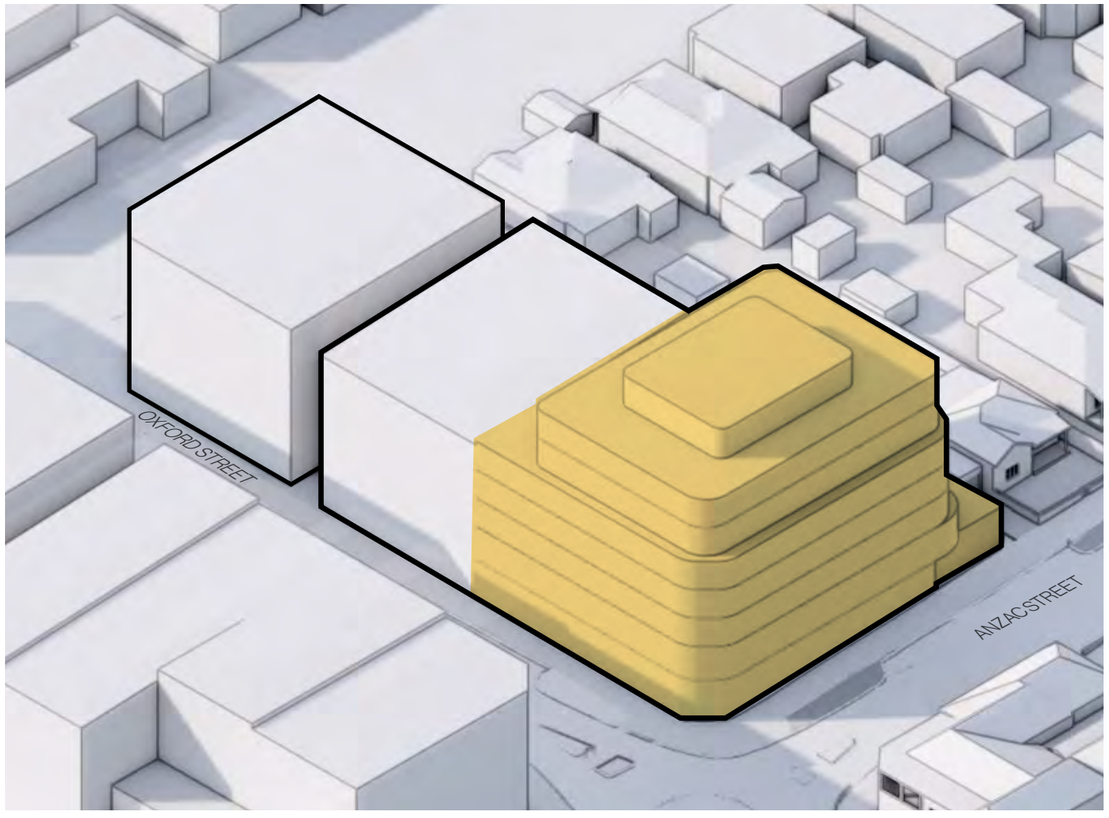
Oxford Street Nil Setback

Anzac Street Nil Setback

Lot Botundary 6.5m setback (Ground Floor to Level 03)
12.5m setback (Level 04 to Level 05)

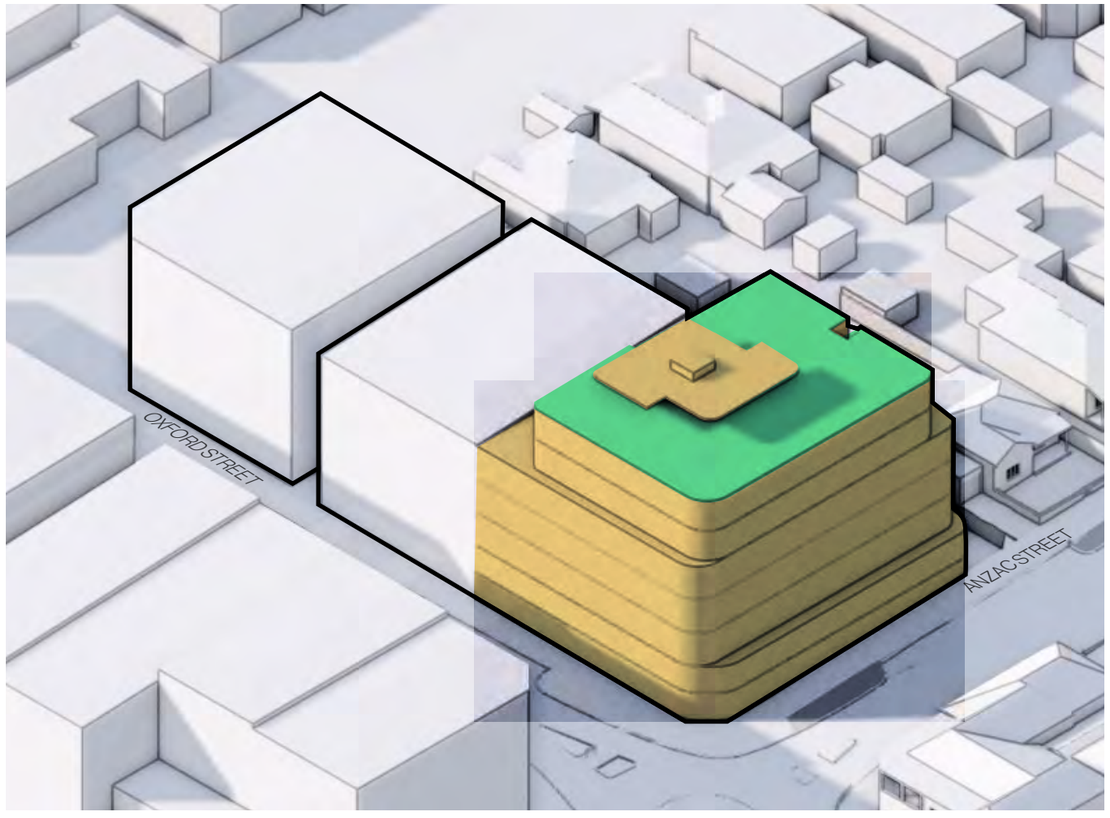
APPROVED SCHEME & REVISED SCHEME

Showing potential future developments under LPS
SOUTH EAST VIEW



APPROVED SCHEME

— 36 dwellings distributed over **7 levels.**
— Top level included a residential apartment and rooftop amenity comprising both enclosed and open areas.
— Mass aligned along the eastern boundary, incorporating on-structure landscaped elements at the interface.

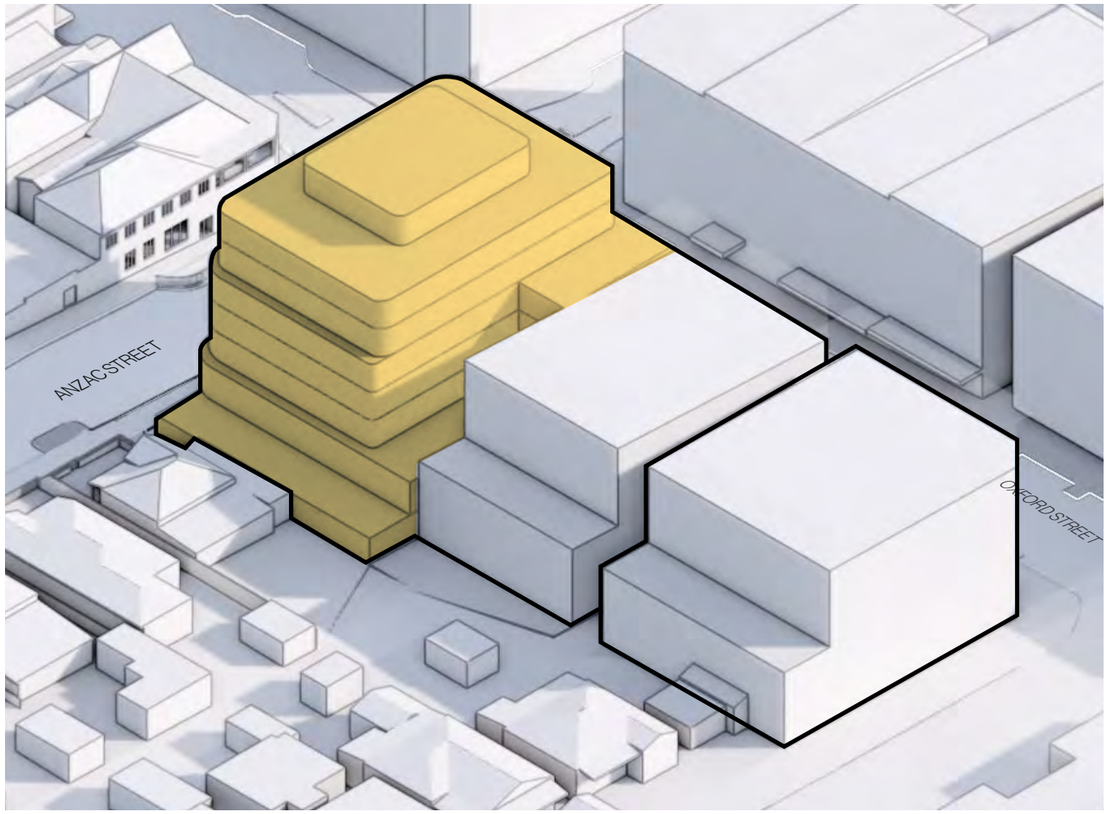


REVISED SCHEME

— 48 dwellings distributed over **6 levels.**
— Top level reconfigured as an open landscaped rooftop with shaded communal areas and dedicated service plant zones.
— Mass removed from the eastern boundary, significantly improving the boundary interface and perceived scale

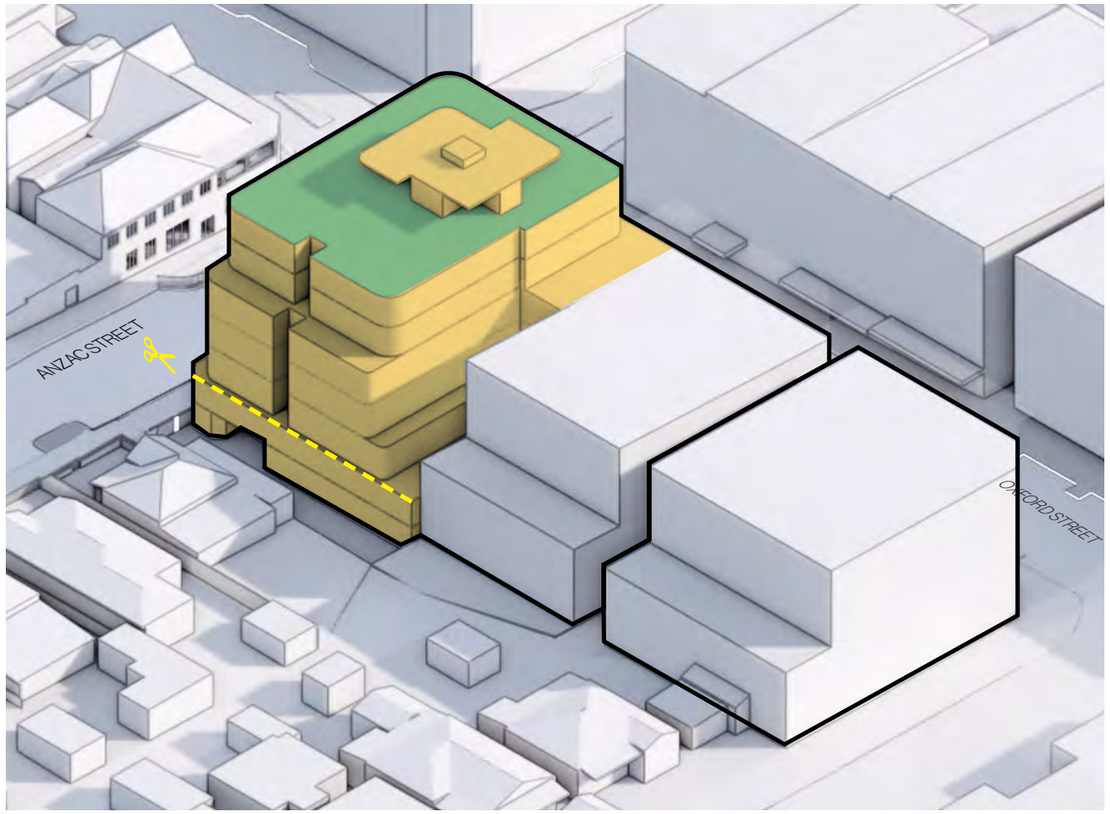
APPROVED SCHEME & REVISED SCHEME

Showing potential future developments under LPS
NORTH WEST VIEW



APPROVED SCHEME

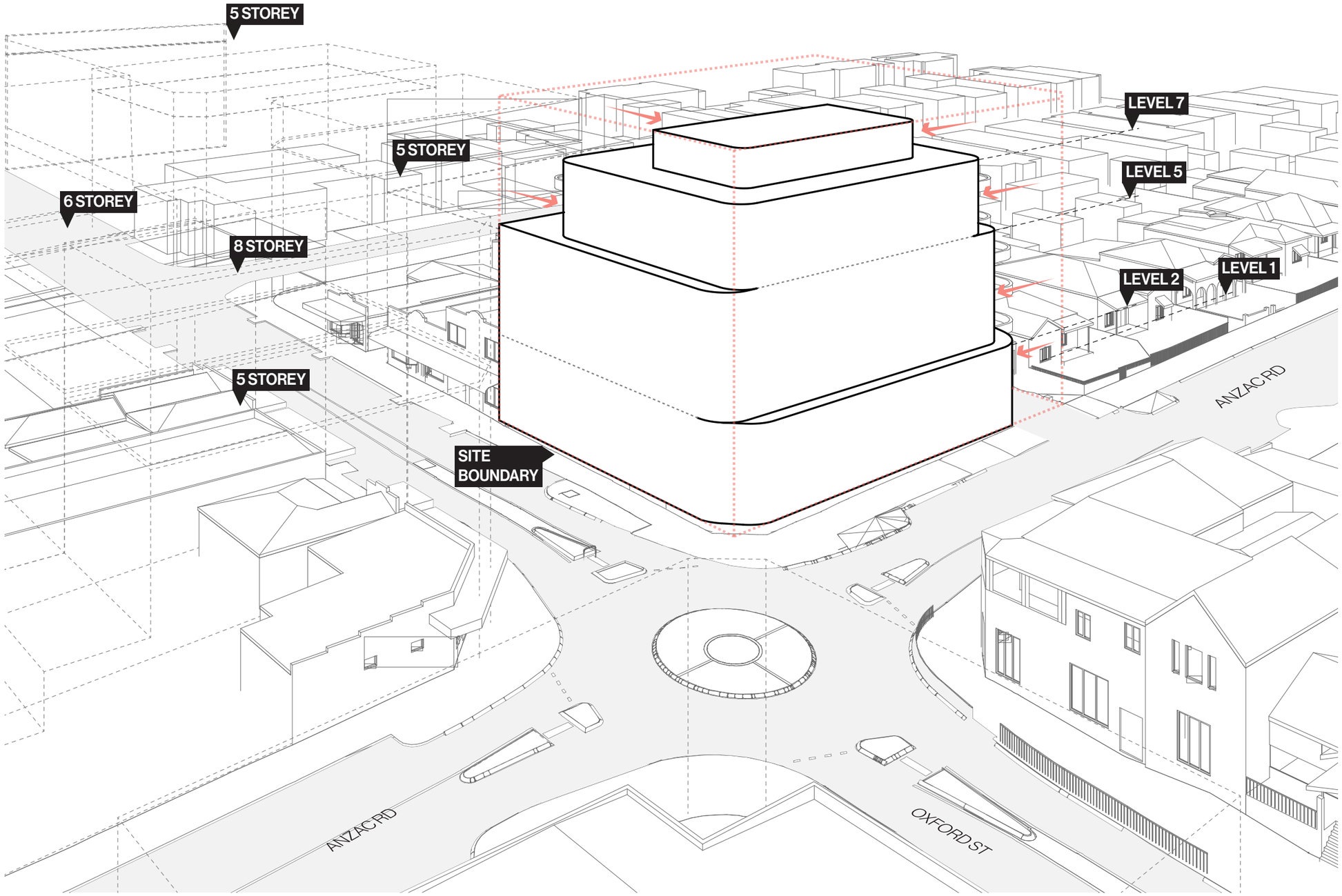
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REVISED SCHEME

— 48 dwellings distributed over **6 levels.**
— Top level reconfigured as an open landscaped rooftop with shaded communal areas and dedicated service plant zones.
— Mass removed from the eastern boundary, significantly improving the boundary interface and perceived scale

DEVELOPED MASSING



An active streetscape and continuity of facade at 7 storeys

Stepping transition to R30 context to East. Upper floors setback to reduce visual impact of massing.

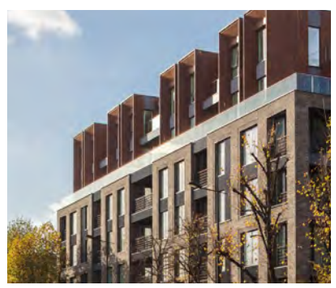
Landmark corner development highlighting the start of the district centre. Landscape buffer to East and North.



CONNECTED STREETSCAPE

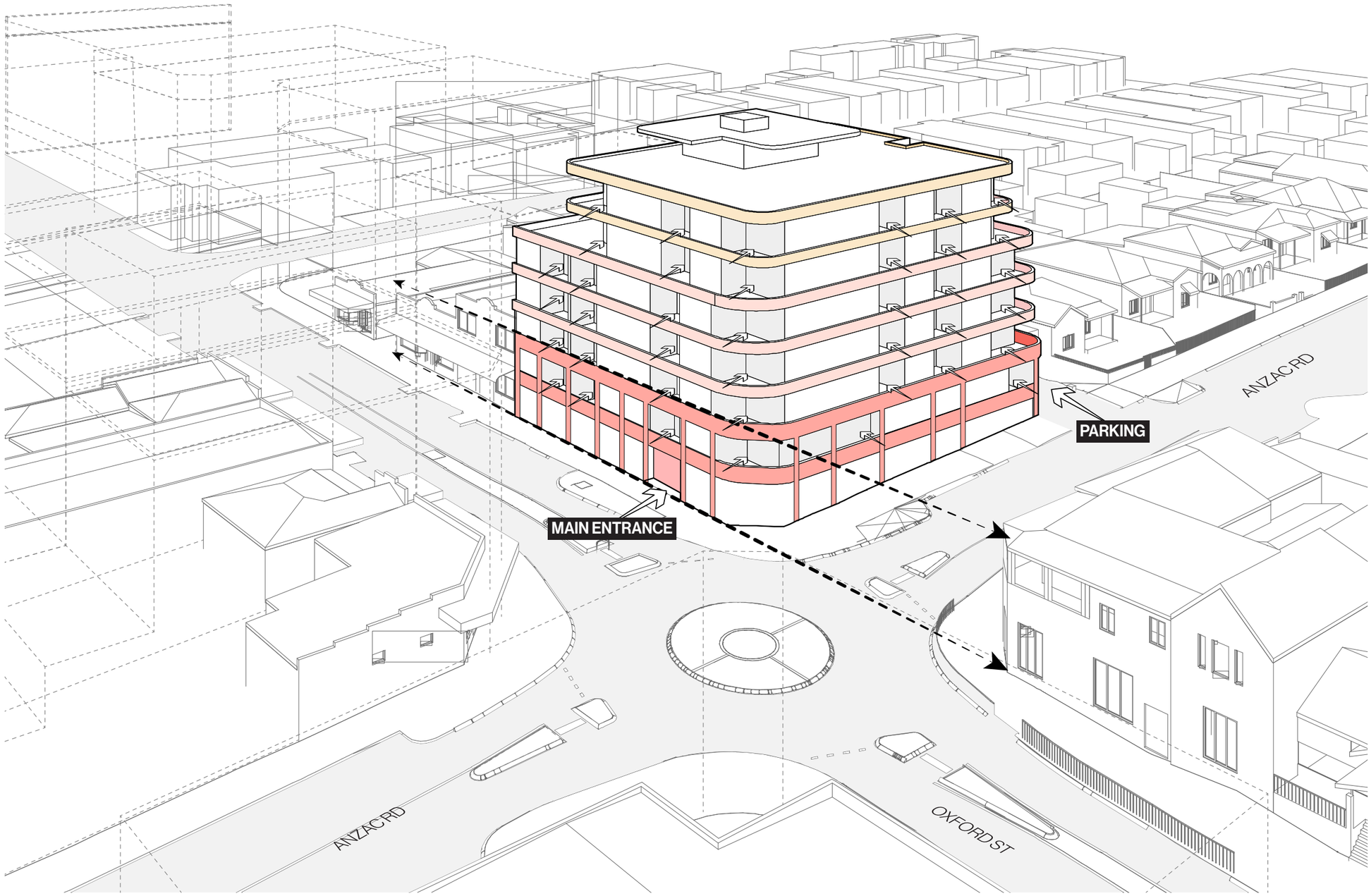


TRANSITION OF SCALE



SETBACK UPPER FLOORS

ARTICULATING THE FORM



The building form is articulated through a recessed façade and a clearly defined entry.

Community amenities and office spaces offer outward views and engage passers-by. The lobby entrance, integrated artwork screen, and landscaped edges further enhance ground-floor activation and street-level interest.



RECESSED FACADE



SPECIAL TOUCHES



ARTICULATED ENTRY

GROUND PLANE ACTIVATION



Ground floor activation is key to the success of Oxford Street as an activity corridor through to the Mount Hawthorn district centre.

This is the opportunity for the development to give back to the local community and engage on a day to day basis.



ARTICULATED COLONNAIDE



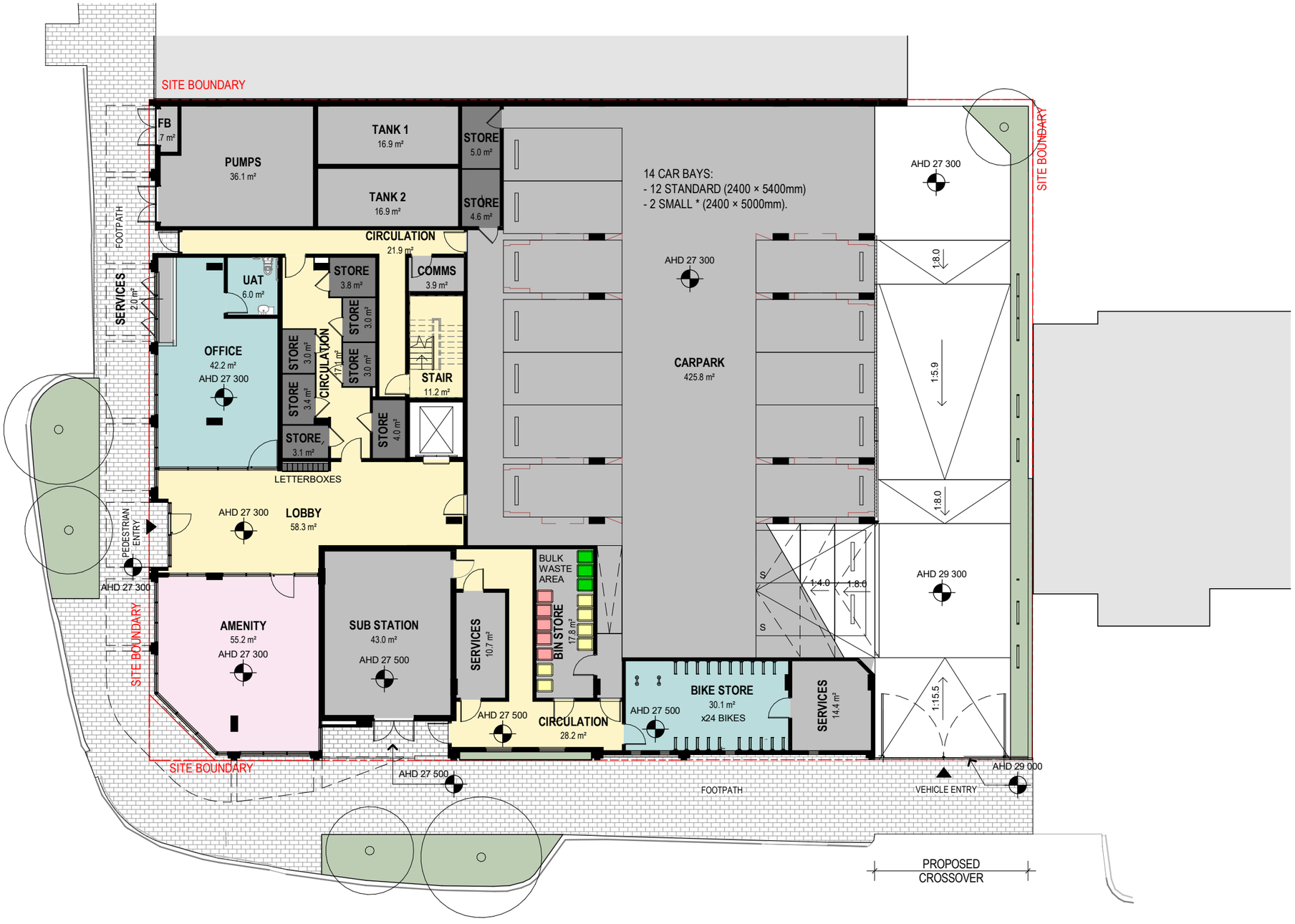
DISTINCTIVE ENTRANCE



INTEGRATED LANDSCAPING

FUNCTIONALITY & BUILD QUALITY

GROUND FLOOR ARRANGEMENT



TOTAL

48

APARTMENTS

29

1 BEDROOM

19

2 BEDROOM

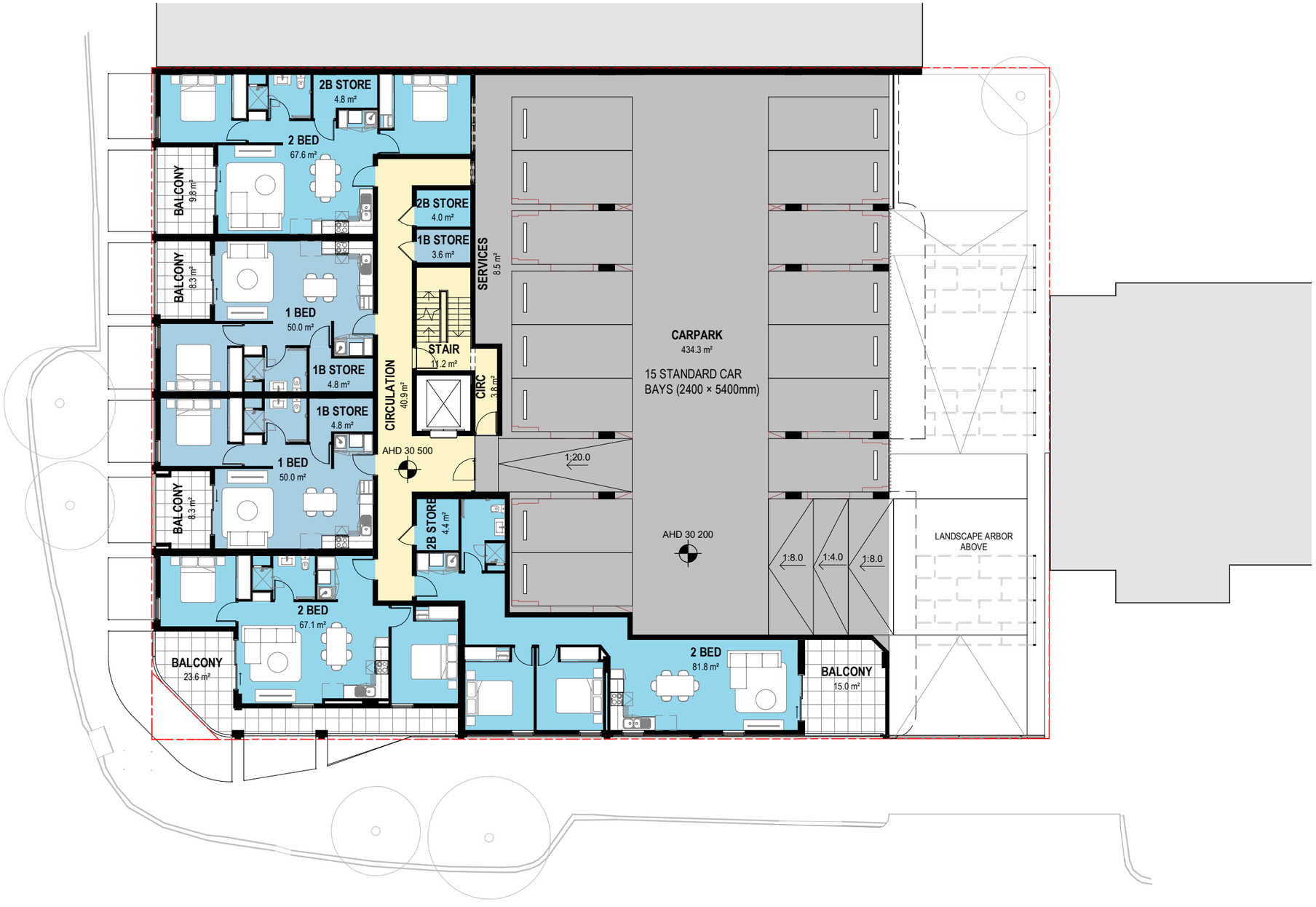
29

CAR BAYS

(RATION 0.6:1)

Functionality + Build Quality

LEVEL 1 FLOOR PLAN



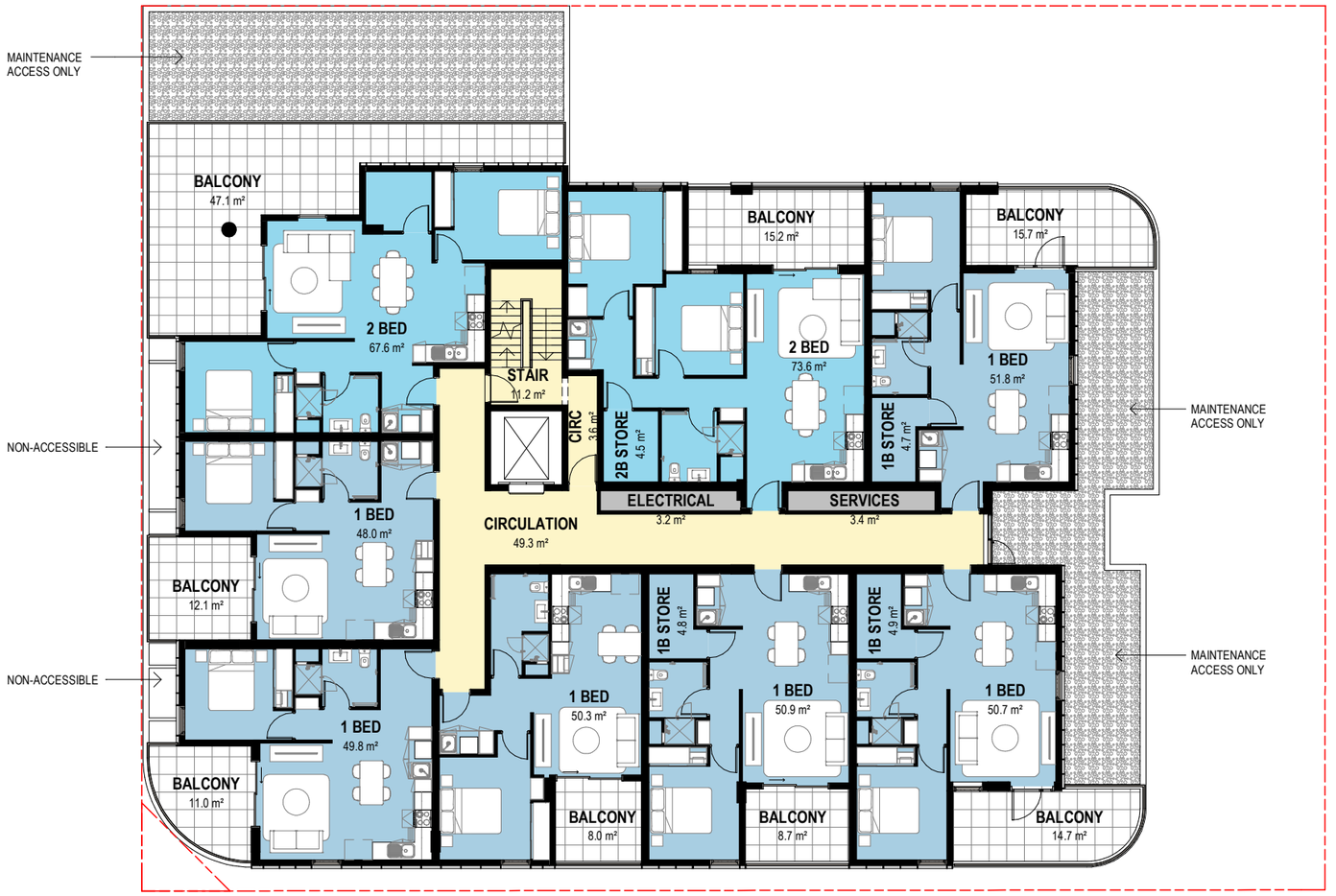
Functionality + Build Quality

LEVEL 3 & 4 FLOOR PLAN



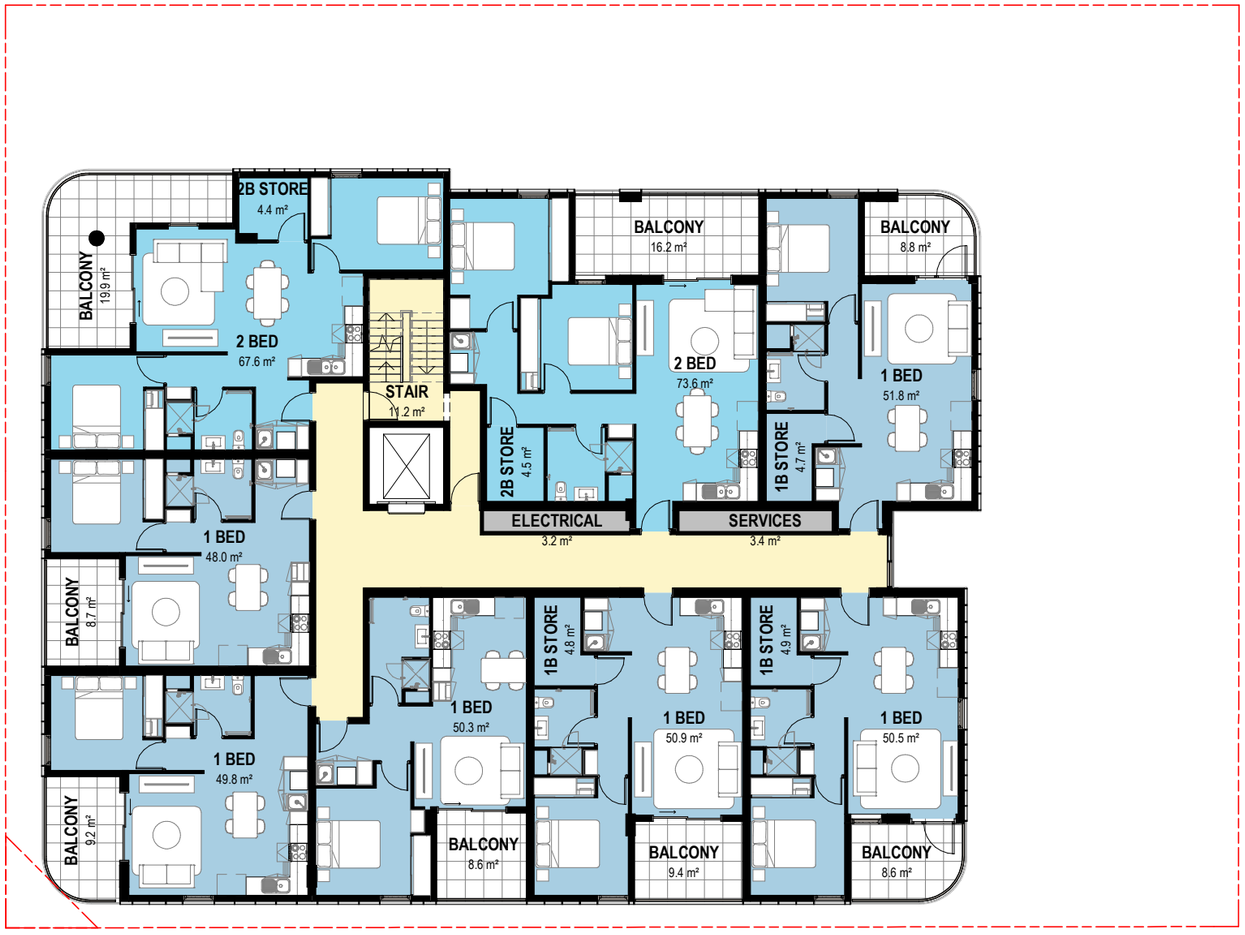
Functionality + Build Quality

LEVEL 5 FLOOR PLAN

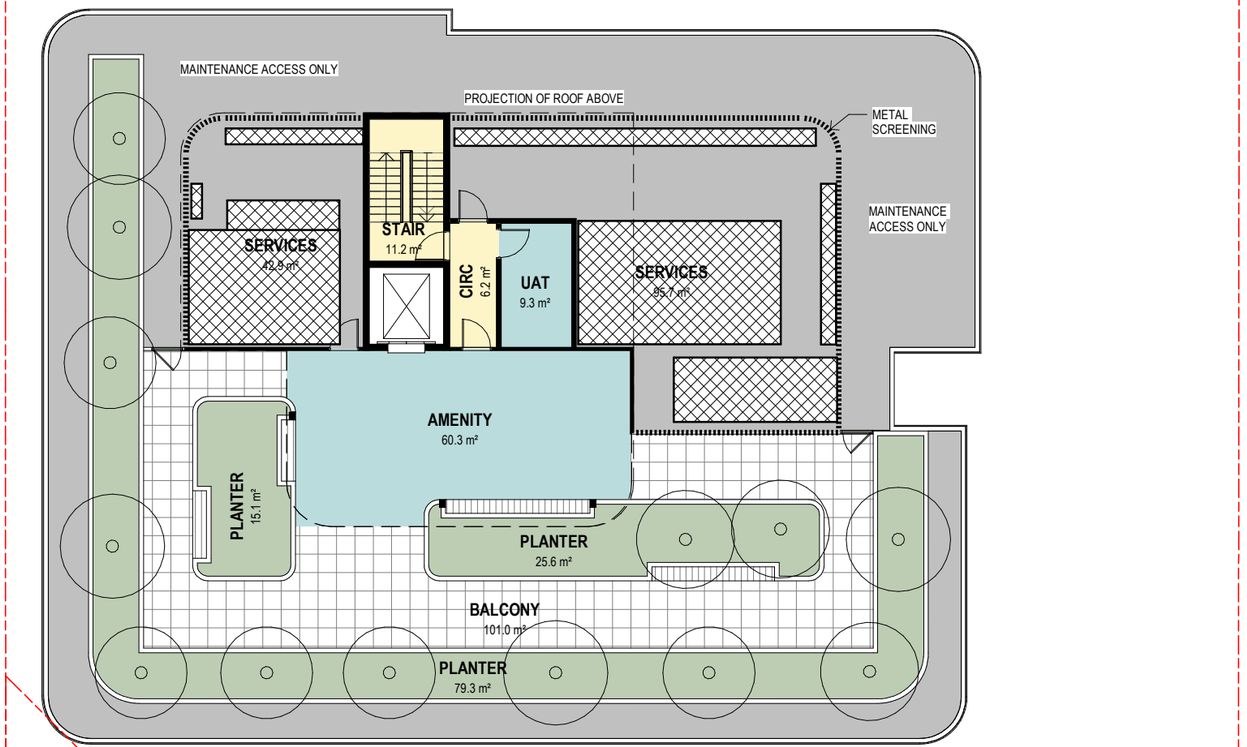


Functionality + Build Quality

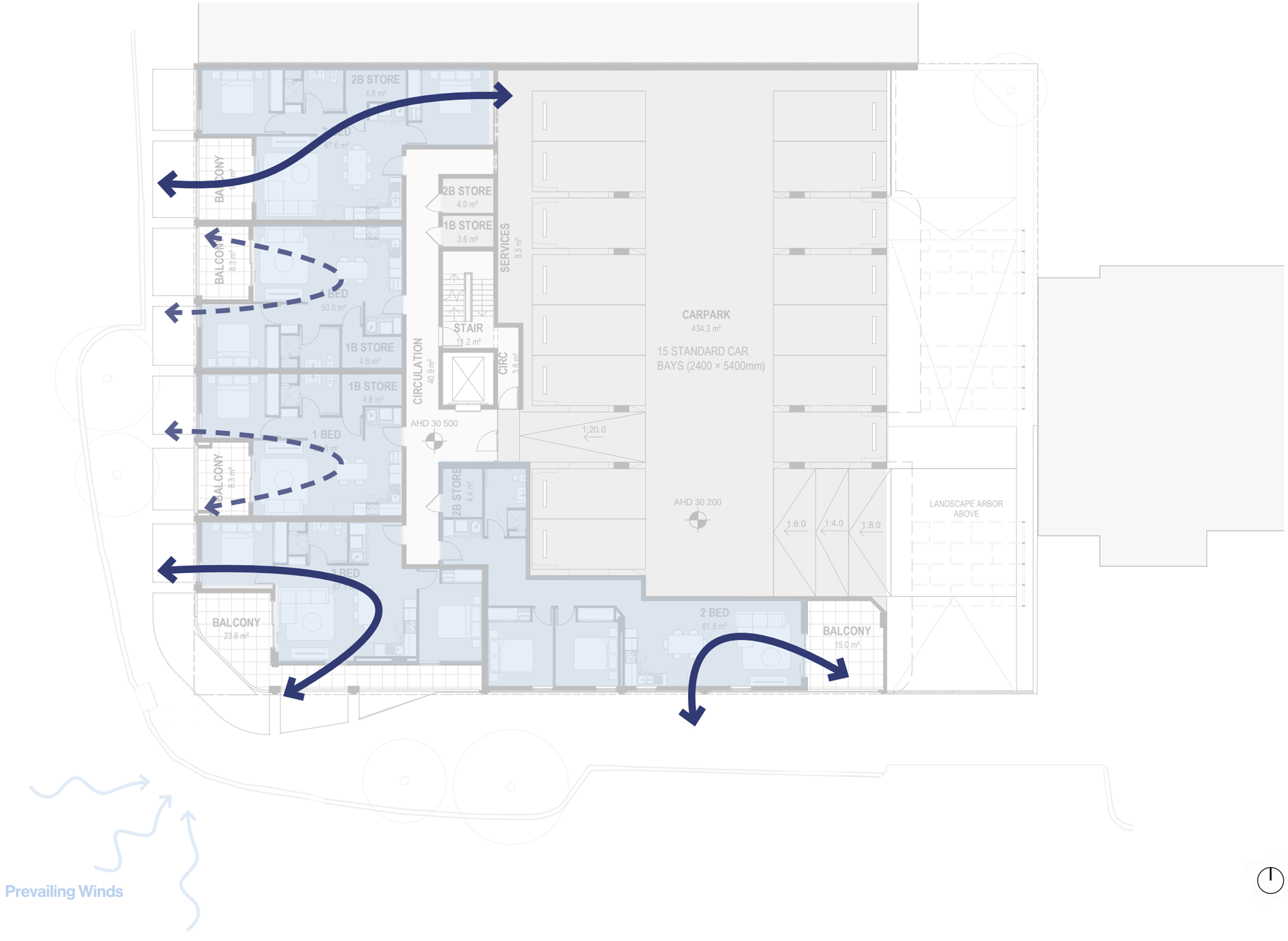
LEVEL 6 FLOOR PLAN



ROOFTOP AMENITY FLOOR PLAN



NATURAL VENTILATION - L1



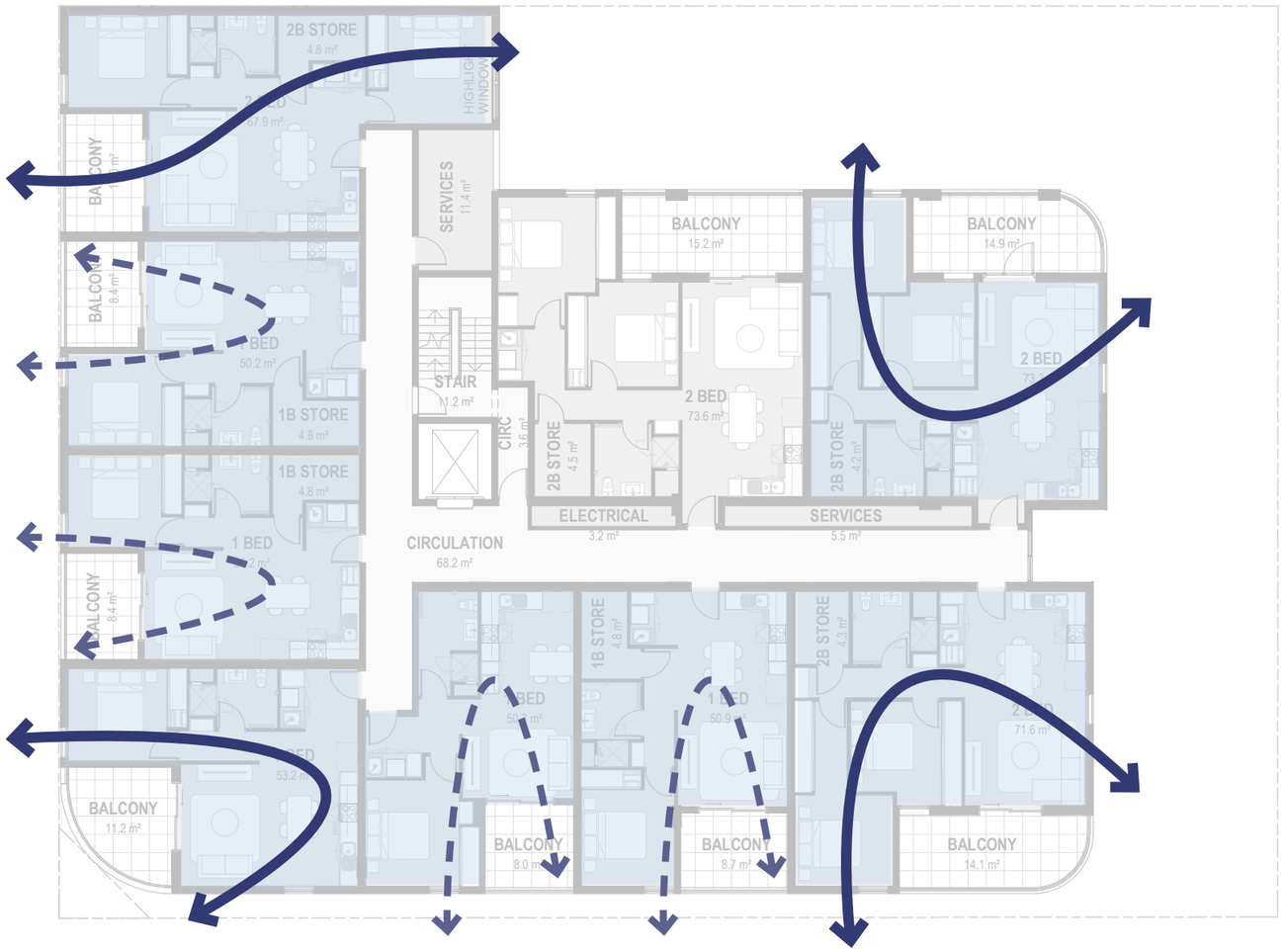
89% of apartments achieve natural ventilation, exceeding SPP 7.3 design guidelines.

The ventilation percentage is achieved through utilising single aspect dwellings oriented between 45° and 90° of the prevailing cooling wind direction when dual aspect ventilation is not possible as per A 4.2.2 in the R Codes Volume 2 2019.

LEGEND:

- Natural cross ventilation path - dual aspect
- Natural ventilation - single aspect
- Natural ventilation in accordance with SPP 7.3 guidelines.

NATURAL VENTILATION - L2, L3 & L4





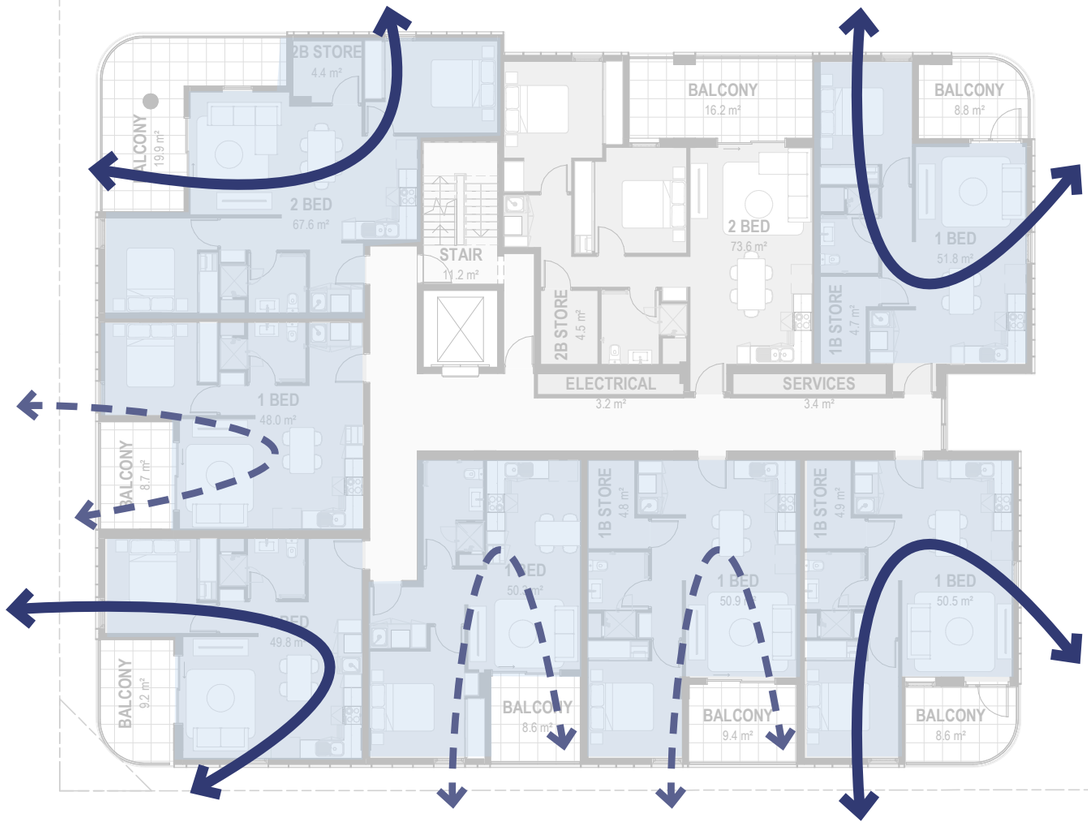
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The ventilation percentage is achieved through utilising single aspect dwellings oriented between 45° and 90° of the prevailing cooling wind direction when dual aspect ventilation is not possible as per A 4.2.2 in the R Codes Volume 2 2019.

LEGEND:

- Natural cross ventilation path - dual aspect
- Natural ventilation - single aspect
- Natural ventilation in accordance with SPP 7.3 guidelines.

NATURAL VENTILATION - L5 & L6



Prevailing Winds

89% of apartments achieve natural ventilation, exceeding SPP 7.3 design guidelines.

The ventilation percentage is achieved through utilising single aspect dwellings oriented between 45° and 90° of the prevailing cooling wind direction when dual aspect ventilation is not possible as per A 4.2.2 in the R Codes Volume 2 2019.

LEGEND:

- Natural cross ventilation path - dual aspect
- Natural ventilation - single aspect
- Natural ventilation in accordance with SPP 7.3 guidelines.

SOLAR ORIENTATION - L1



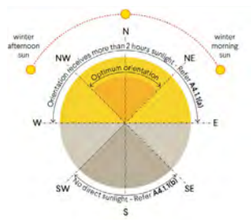
Due to the site's location within climate zone 5, it is essential to prioritise ample winter sun.

To optimise the number of dwellings receiving winter sunlight, the apartment arrangement has been oriented so that 77% receive ample sunlight.

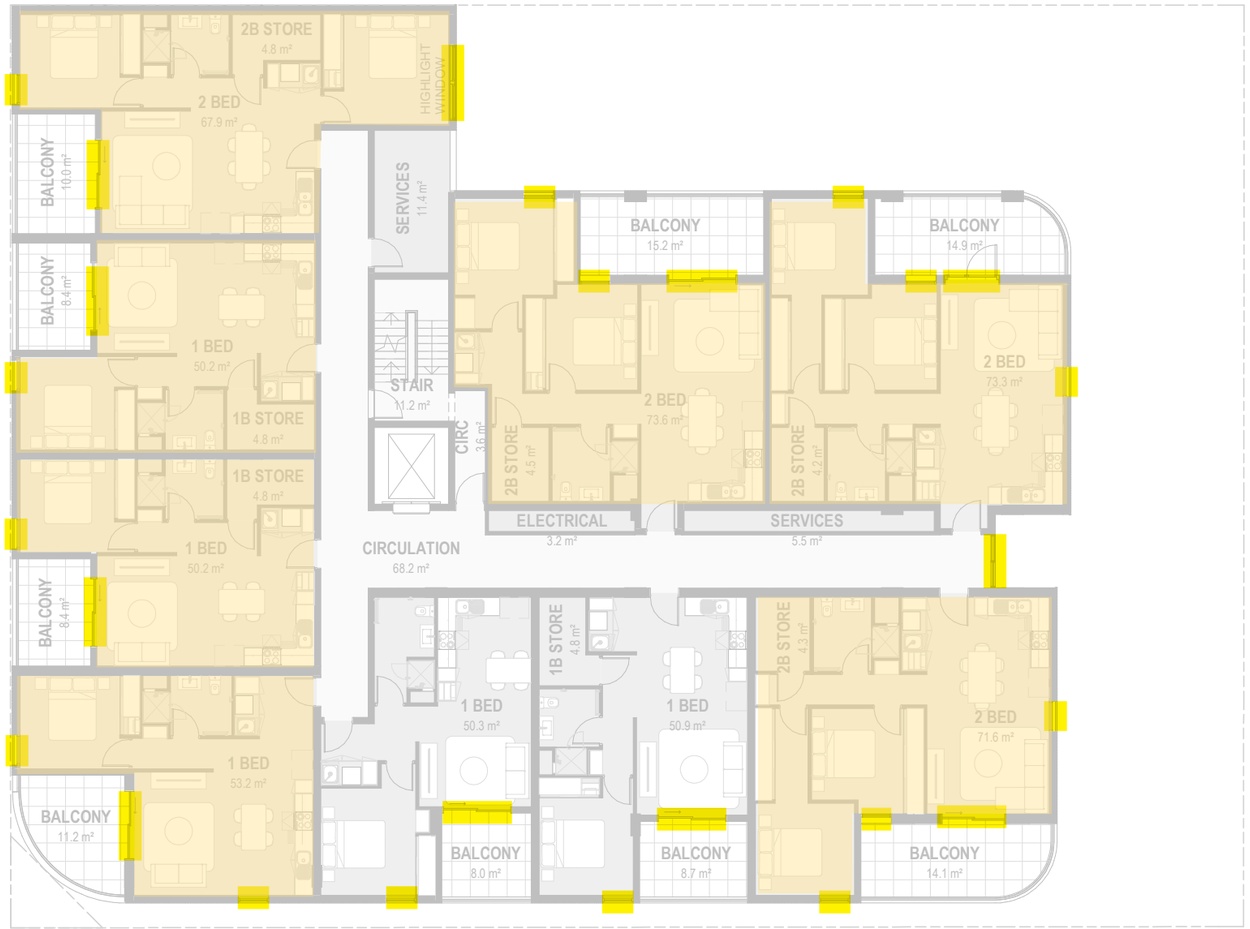
LEGEND:

Window location

Apartments that achieve >2 hours of sunlight to the living and private open space.



SOLAR ORIENTATION - L2, L3 & L4

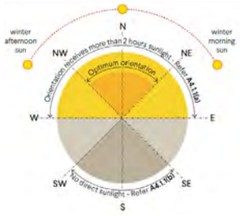


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LEGEND:

- Window location
- Apartments that achieve >2 hours of sunlight to the living and private open space.



SOLAR ORIENTATION - L5 & L6



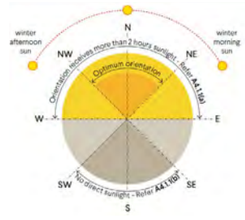
Due to the site's location within climate zone 5, it is essential to prioritise ample winter sun.

To optimise the number of dwellings receiving winter sunlight, the apartment arrangement has been oriented so that 77% receive ample sunlight.

LEGEND:

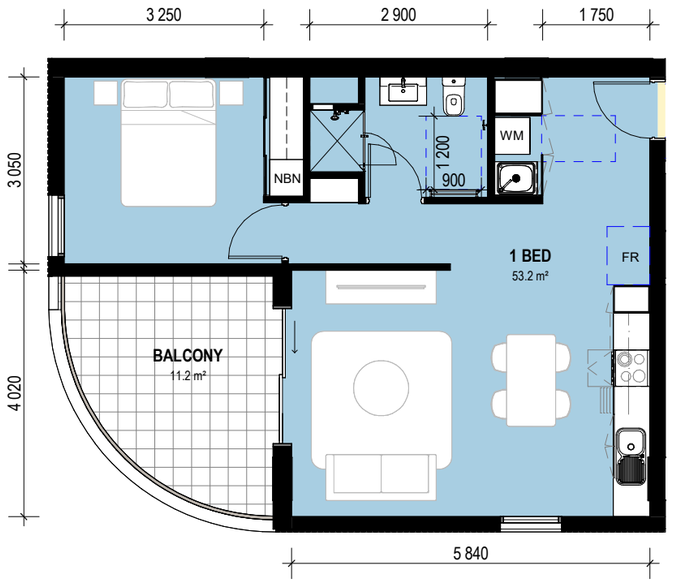
Window location

Apartments that achieve >2 hours of sunlight to the living and private open space.



TYPICAL APARTMENT LAYOUTS

All apartments have been designed to Silver Livable Housing Requirements



1 Bed - Type A

53.2m²

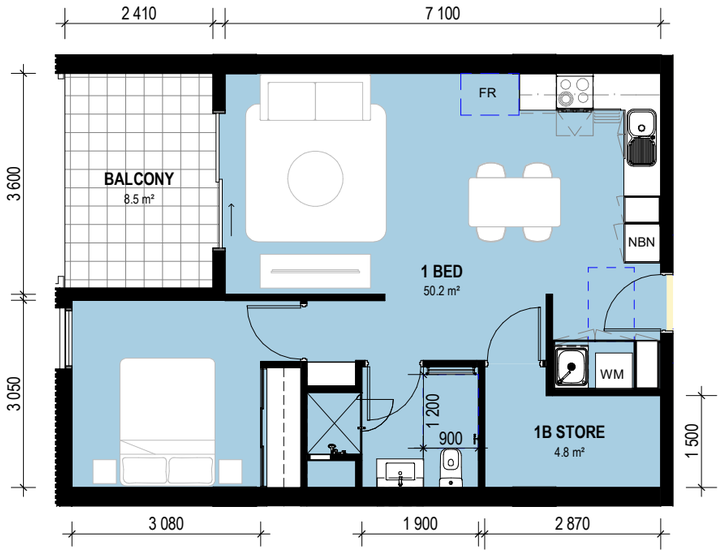


1 Bed - Type B

48.0m²

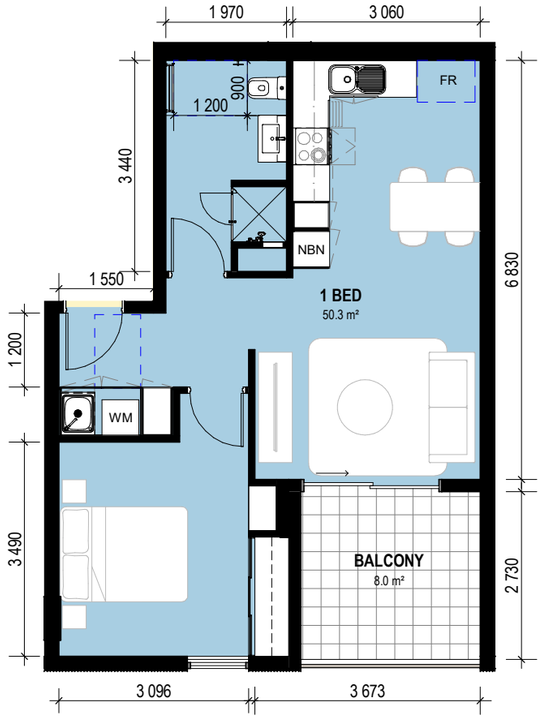
TYPICAL APARTMENT LAYOUTS

All apartments have been designed to Silver Livable Housing Requirements



1 Bed - Type C

50.2m²

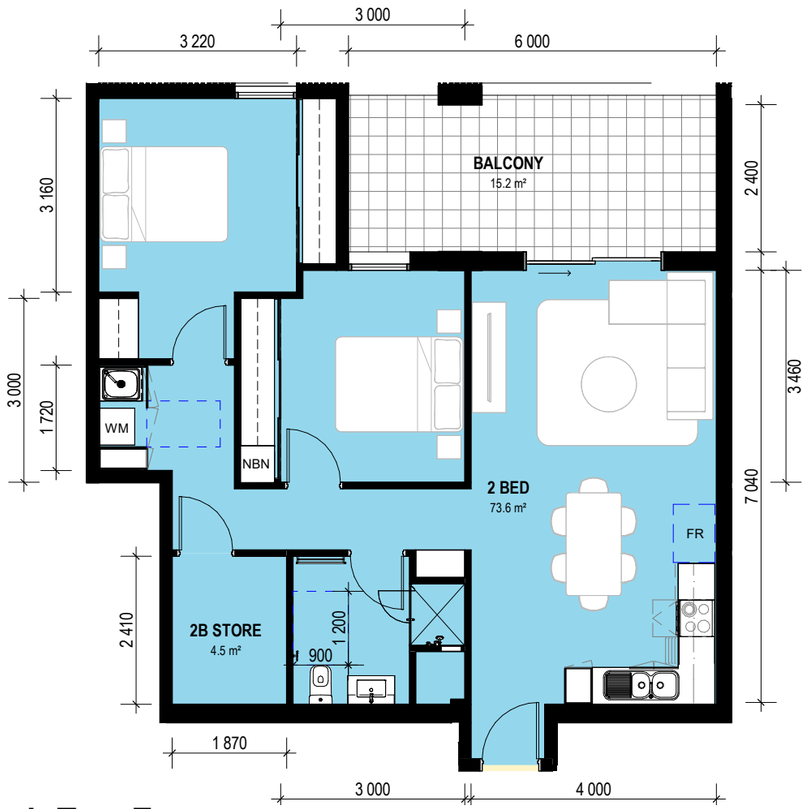


1 Bed - Type D

50.3m²

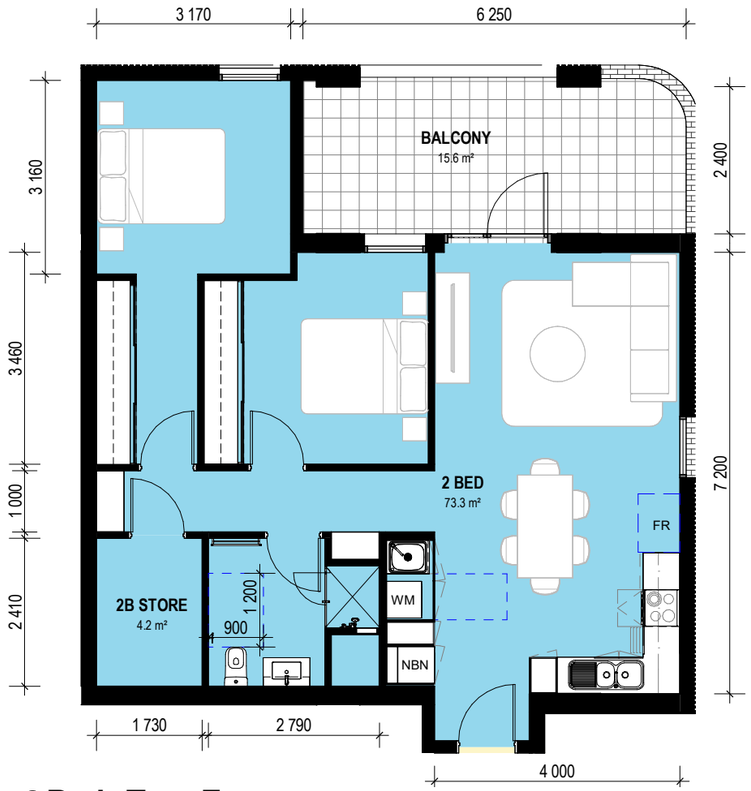
TYPICAL APARTMENT LAYOUTS

All apartments have been designed to Silver Livable Housing Requirements



2 Bed - Type E

73.6m²



2 Bed - Type F

73.3m²

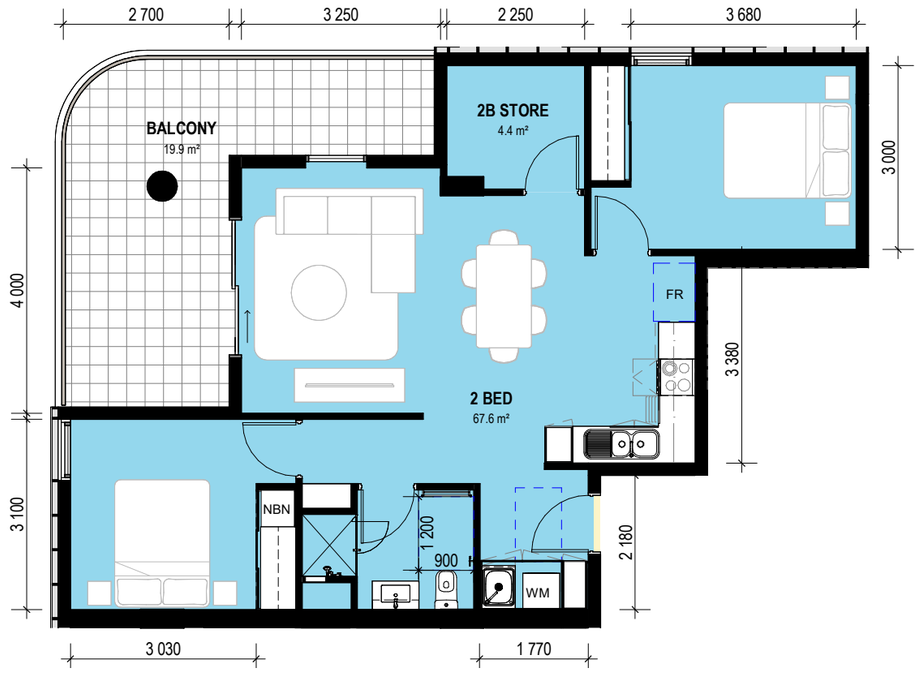
TYPICAL APARTMENT LAYOUTS

All apartments have been designed to Silver Livable Housing Requirements



2 Bed - Type G

67.8m²

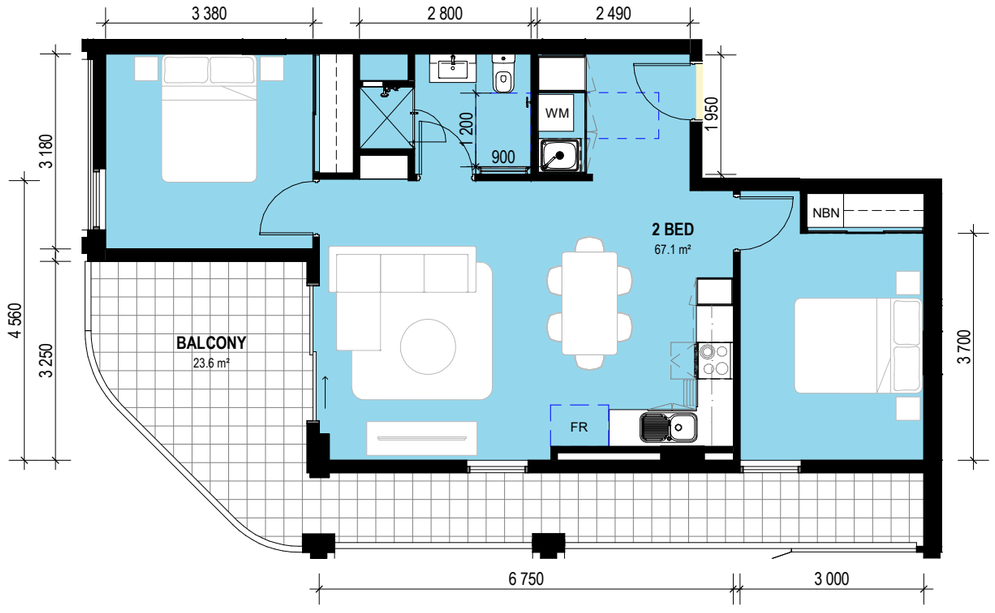


2 Bed - Type H

67.6m²

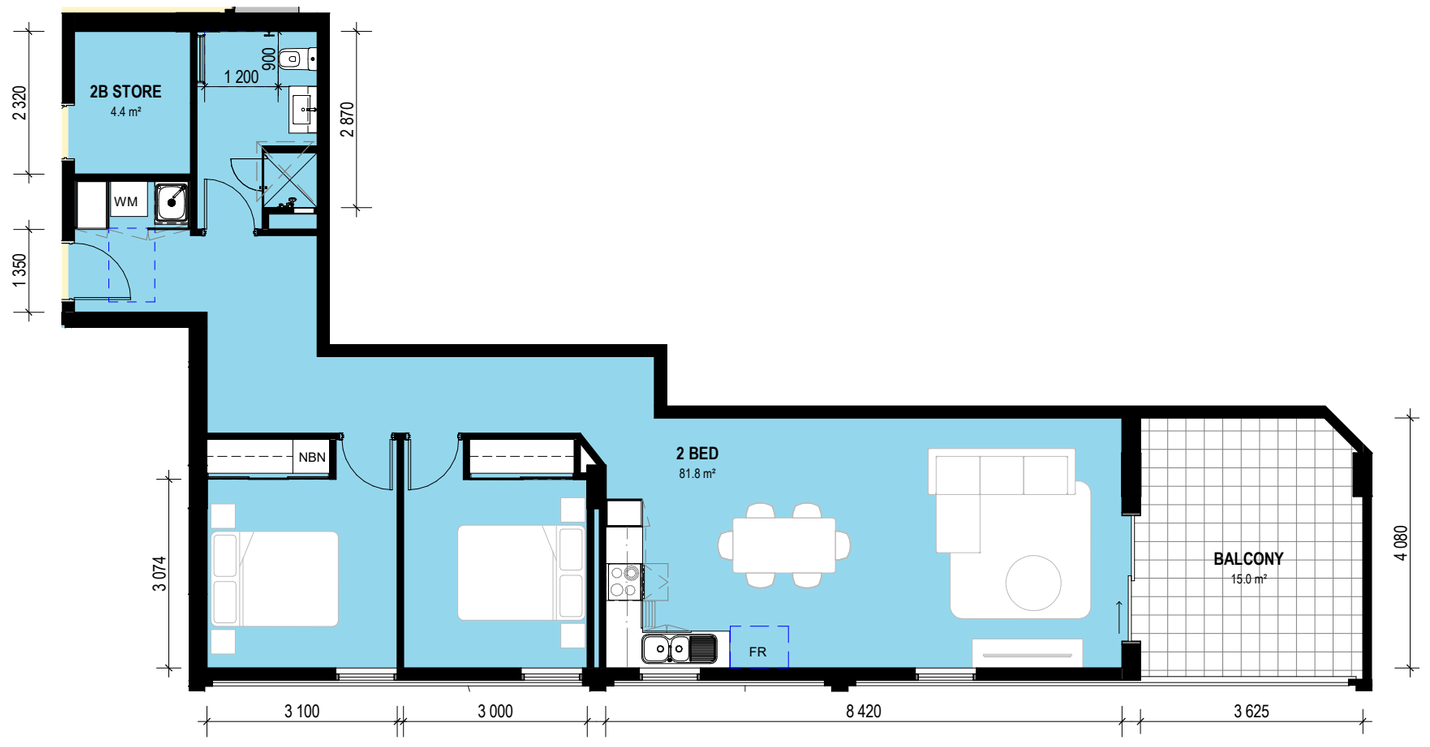
TYPICAL APARTMENT LAYOUTS

All apartments have been designed to Silver Livable Housing Requirements



2 Bed - Type I

67.1m²



2 Bed - Type J

81.8m²

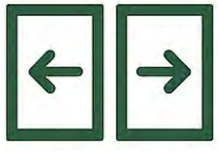
SUSTAINABILITY

KEY PROJECT FIGURES



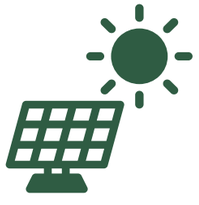
SOLAR ORIENTATION

Northern orientation of apartments where practical



CROSS-VENTILATION

Optimised cross-ventilation to reduce mechanical heating & cooling demands



EV + SOLAR PANELS

Allowance for EV charging bays

Provision of solar panels



SUPPORTING BIODIVERSITY

Establishing a diversity of plant species and micro-habitats to promote biodiversity of insects and animals.



ENERGY EFFICIENT

Efficient appliances and lighting

Provision for solar power



ACTIVE TRANSPORT

Proximity to bus and PSUP routes

Abundance of bike parking



WATER EFFICIENT FIXTURES

WELS rated fixtures



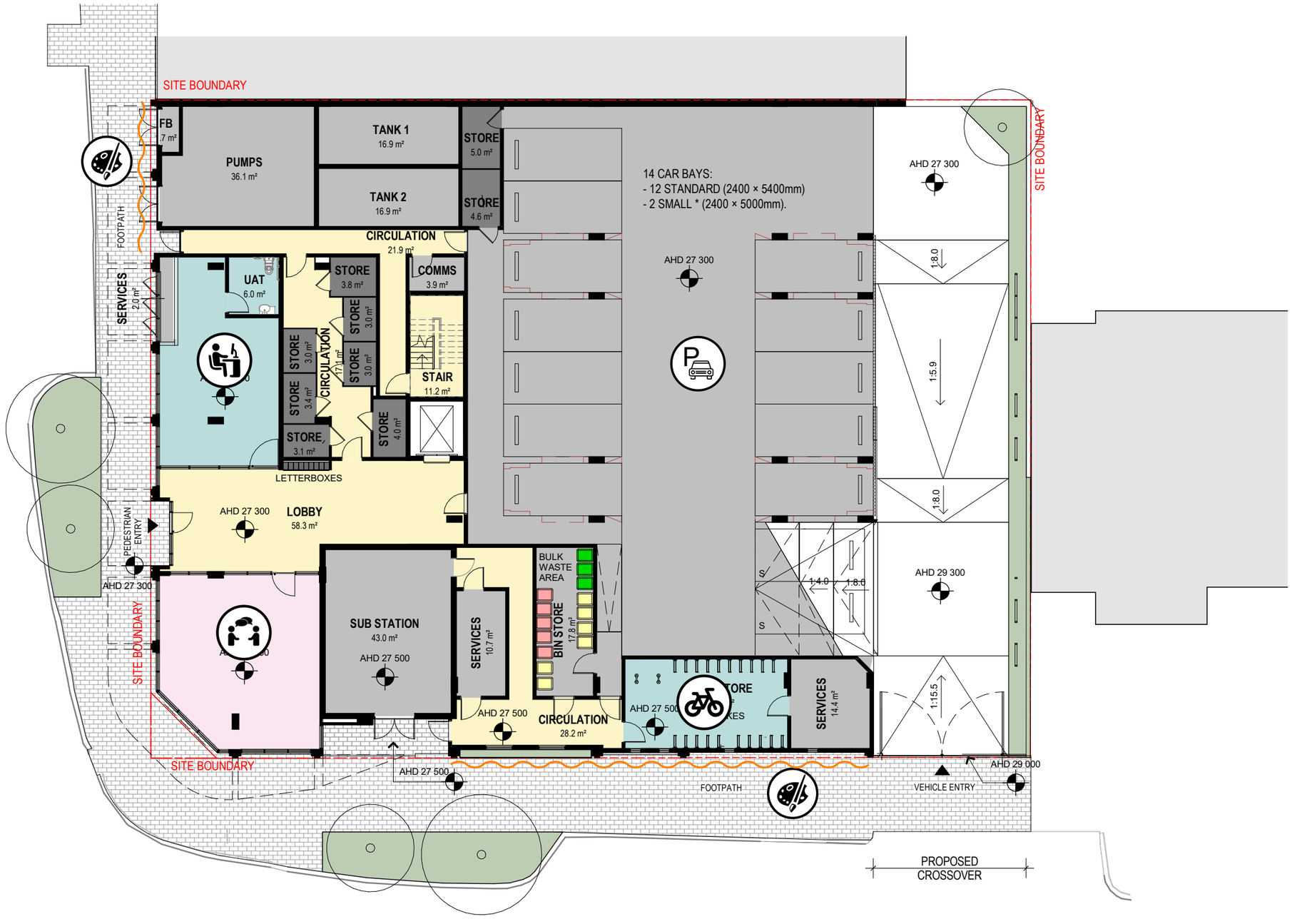
WATER-WISE LANDSCAPE DESIGN

Durable and drought tolerant species

Bio-retention zones to harness surface water run-off

AMENITY

GROUND FLOOR ARRANGEMENT



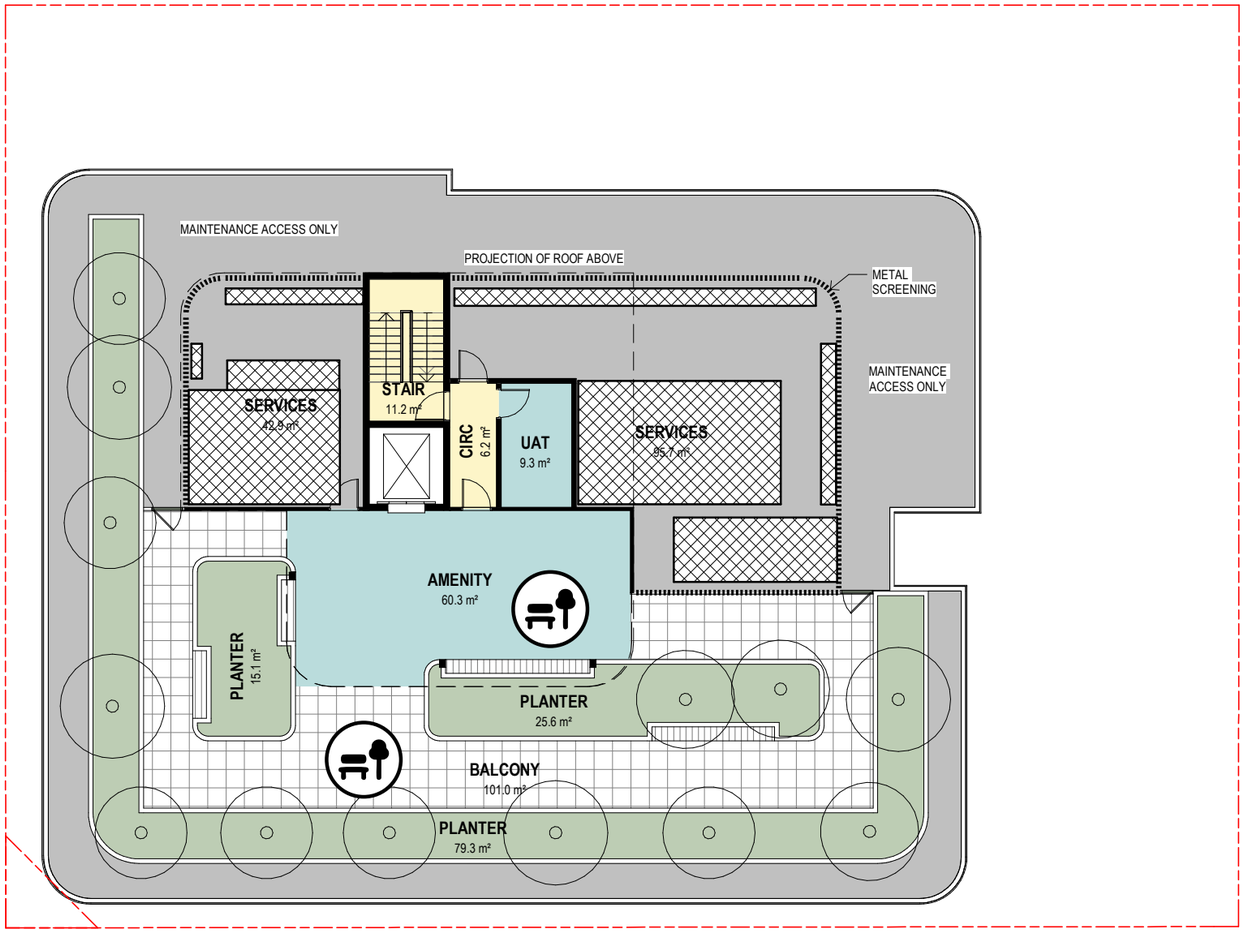
The amenities aim to create "livable, inclusive and connected communities".

Through the use of communal space, ample bike and vehicle parking and an office, the design aims to make every day simple and comfortable for its residents.

LEGEND:

- Indicative Location For Public Artwork
- Bike Parking
- Communal Open Space
- Indoor Communal Area
- Office
- Resident Parking
- Communal Gardens
- Amenity
- Office Area

ROOFTOP AMENITY FLOOR PLAN



The amenities aim to create “livable, inclusive and connected communities”.

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- Office
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- Communal Gardens
- Amenity
- Office Area

LEGIBILITY, SAFETY + COMMUNITY

LEGIBILITY, SAFETY + COMMUNITY

PLUS STUDIO

SAFETY + ACCESS - GL



This proposal aims to maximise passive surveillance of the public realm.

The building program prioritises clear site lines between buildings, the car park and the public realm. Well-lit pedestrian and bicycle pathways to be included in accordance with the Australian Standards.

LEGEND:

- Passive Surveillance
- Activated Areas With Sightlines to Entries/ Carpark
- Pedestrian Access
- Activated Private Balconies
- Secure Line

Legibility, Safety + Community

SAFETY + ACCESS - L1



This proposal aims to maximise passive surveillance of the public realm.

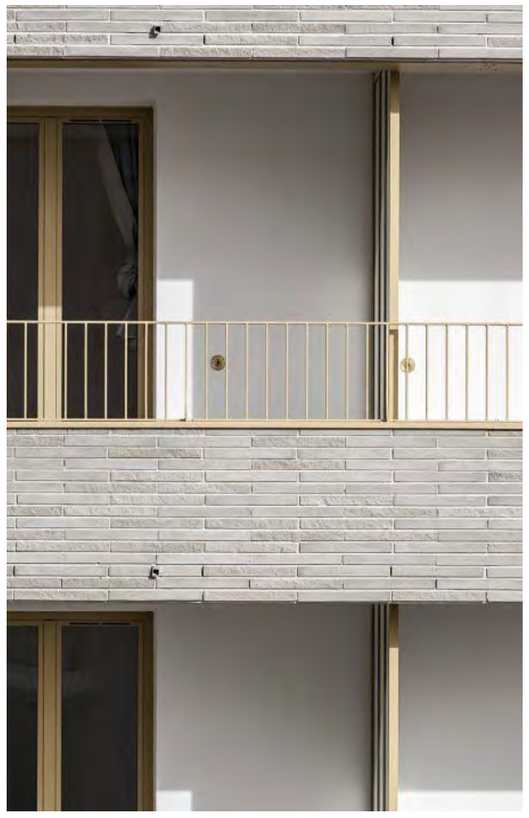
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- Passive Surveillance
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AESTHETICS

FORM AND MATERIALITY REFERENCES



Grounded in Greenery



Rhythmic Fenestrations



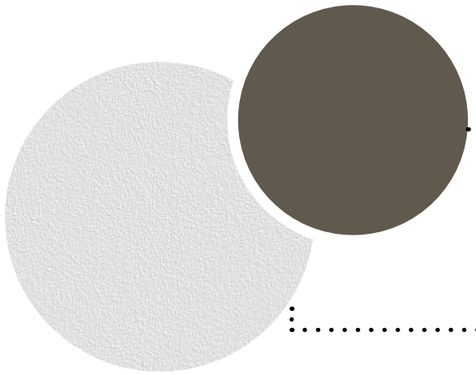
Variety of Material Finishes



Feature Brickwork

COLOUR AND MATERIALITY SCHEDULE

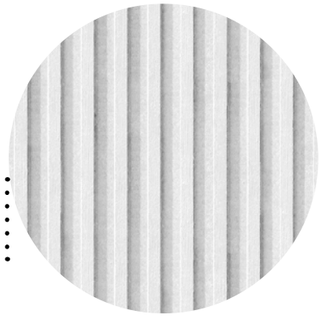
COLORBOND CLADDING



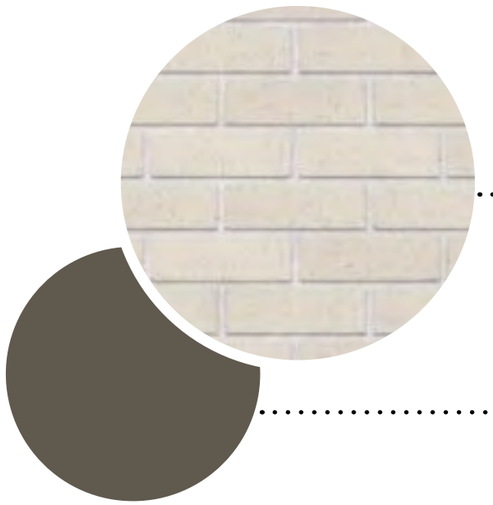
BANDING/PLANTER



CFC PROFILE CLADDING

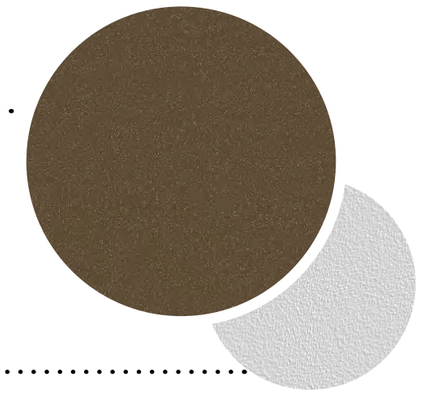


WHITE BRICK PODIUM



DARK RENDER

POWDER COAT WINDOWN FRAME



LIGHT RENDER

Aesthetics

VISUALISATION



Aesthetics

VISUALISATION



Aesthetics

VISUALISATION



Aesthetics

VISUALISATION



Aesthetics

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CITY OF VINCENT

ATTACHMENT 5

DEVELOPMENT ASSESSMENT PANEL MEETING

Landscaping Plan

Oxford Street Community Housing

370-374 Oxford Street Mount Hawthorn - WA

Prepared by: TDL
3 PITINO COURT OSBORNE PARK

Prepared with: PLUS STUDIO
160 BEAUFORT STREET

Prepared for: CORBEL PROPERTY
LEVEL 8, 863 HAY STREET

LANDSCAPE CONCEPT DESIGN

ISSUE FOR DEVELOPMENT APPLICATION

JUNE 2026 | REVISION 1



CONTENTS

01. The Site
- Neighbourhood Character
- Existing Trees

02. Concept Diagrams
- Landscape Design Strategy
- Landscape Masterplan - Groundfloor
- Landscape Masterplan - Level 05
- Landscape Masterplan - Roof Terrace
- Landscape Sections & Details

03. Schedules
- Material Palette
- Plant Palette
- Landscape compliance (Deep Soil and Tree Canopy)

We acknowledge the Traditional Custodians of this land, the Noongar Whadjuk people and honour their Elders past and present.

We respect their deep enduring connection to their lands, waterways and surrounding clan groups since time immemorial. We cherish the richness of First Nations Peoples' artistic and cultural expressions.

THE SITE - NEIGHBOURHOOD CHARACTER

Legend

- The Site
- Main Road
- Commercial Area
- Reserve
- Education

The site is located on Oxford Street within an established commercial precinct characterised by active street frontages, mixed-use development, and a strong pedestrian presence. The surrounding streetscape supports a vibrant urban environment, with retail, hospitality, and community-oriented uses contributing to a highly walkable setting.

Key Opportunities

- Strong streetscape interface
- Urban Greening contribution

Key Constraints

- Deep soil restriction
- Long-term management consideration



THE SITE - EXISTING TREES

Legend

Existing Street Tree

- Jacaranda
- Melaleuca
- Pyrus
- Eucalyptus
- Lophostemon confertus
- Phoenix canariensis



Site photo



A



B

LANDSCAPE STRATEGY

KEY DESIGN MOVES

The landscape is a curated response to the project brief. The external spaces balance the need for green amenity and social activation for residents, whilst bearing in mind the ongoing running costs and maintenance requirements of the project for the operators.

STREET SCAPE ACTIVATION
Two verge planting areas are expanded along the street frontages to maximise canopy provision, reinforce a sense of address, increase environmental comfort and strengthen urban greening outcomes.

COMMUNAL ROOF TERRACE GARDEN
The communal roof terrace provides an outdoor environment for relaxation, informal gathering, and daily use. On-structure edge planters with sufficient soil depth to support a mix of shrubs and small trees will provide screening, wind mitigation, and shade. Large central planters with intergrated seating will enable residents mingle, and to grow their own edibles.

LOW MAINTENANCE, HIGH AMENITY
Planting areas have been allocated in zones to maximise amenity for residents, whilst ensuring access for ongoing maintenance is possible via clear pathways, easy-to-reach interfaces.










LANDSCAPE MASTER PLAN

Ground Floor

Legend

- Site Boundary
- 01 Verge Garden (Parklet)
- 02 Existing Street Tree
- 03 Proposed New Tree
- 04 Existing brick paving to be retained
- 05 Proposed new brick paving
- 06 Bike rack
- 07 Landscape Arbor
- 08 Inground Planting (Deep Soil)
- 09 Bench Seat
- 10 Permeable Paving
- 11 New Line Marking to Parallel Parking



LANDSCAPE MASTER PLAN

Level 05

Legend

- Site Boundary
- 01 Raised Edge Planter
- 02 Graval Roof
  Maintenance Access Only

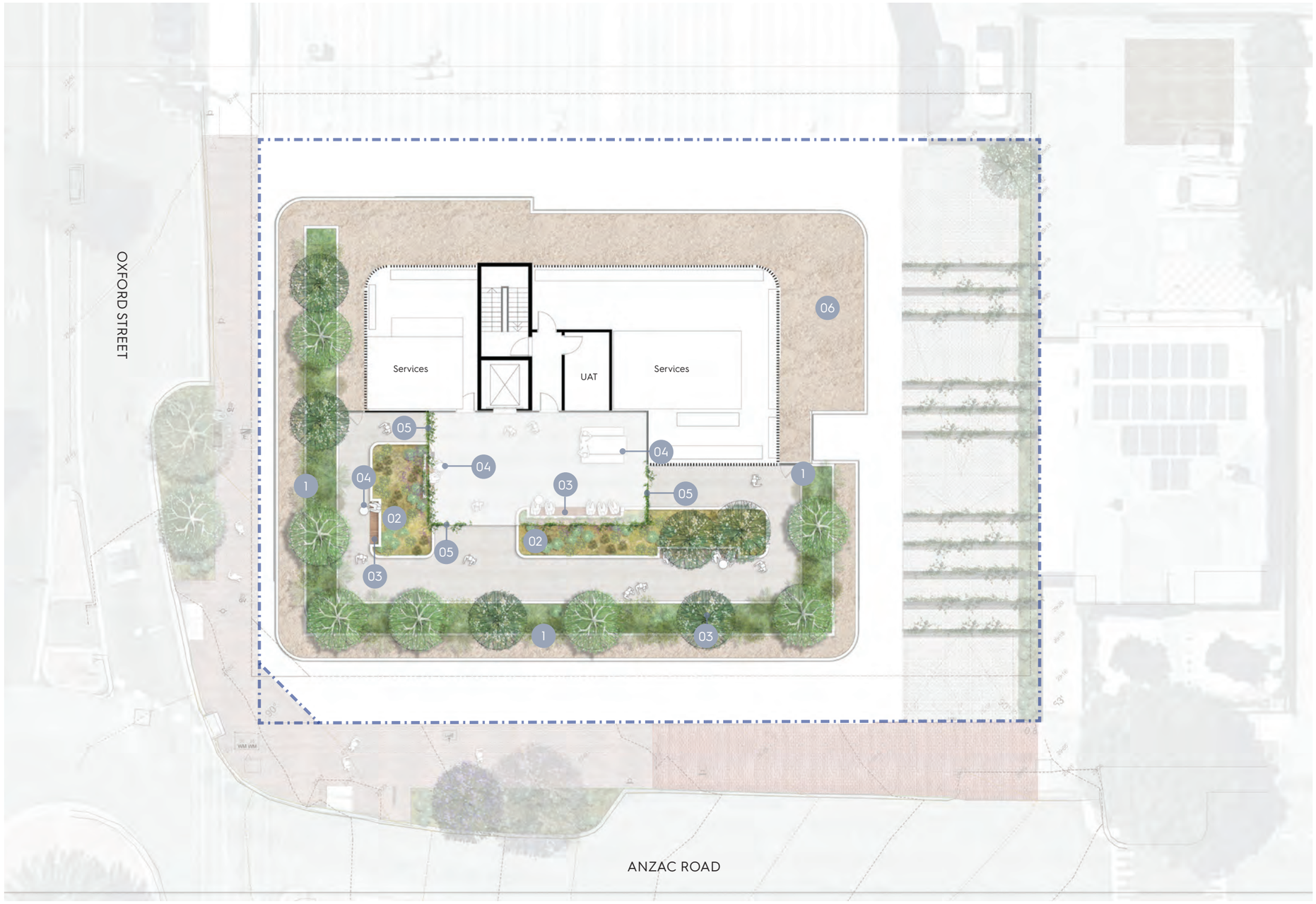


LANDSCAPE MASTER PLAN

Roof Terrace

Legend

- Site Boundary
- 01 Raised Edge Planter
- 02 Raised Edible Garden Planter
- 03 Integrated Planter Seating
- 04 Fixed Furniture
- 05 Climbing Plants on Trellis
- 06 Graval Roof
  Maintenance Access Only



LANDSCAPE SECTION



ANZAC ROAD SITE SECTION



OXFORD STREET ELEVATION ANZAC ROAD

LANDSCAPE DETAILS

Landscape Notes

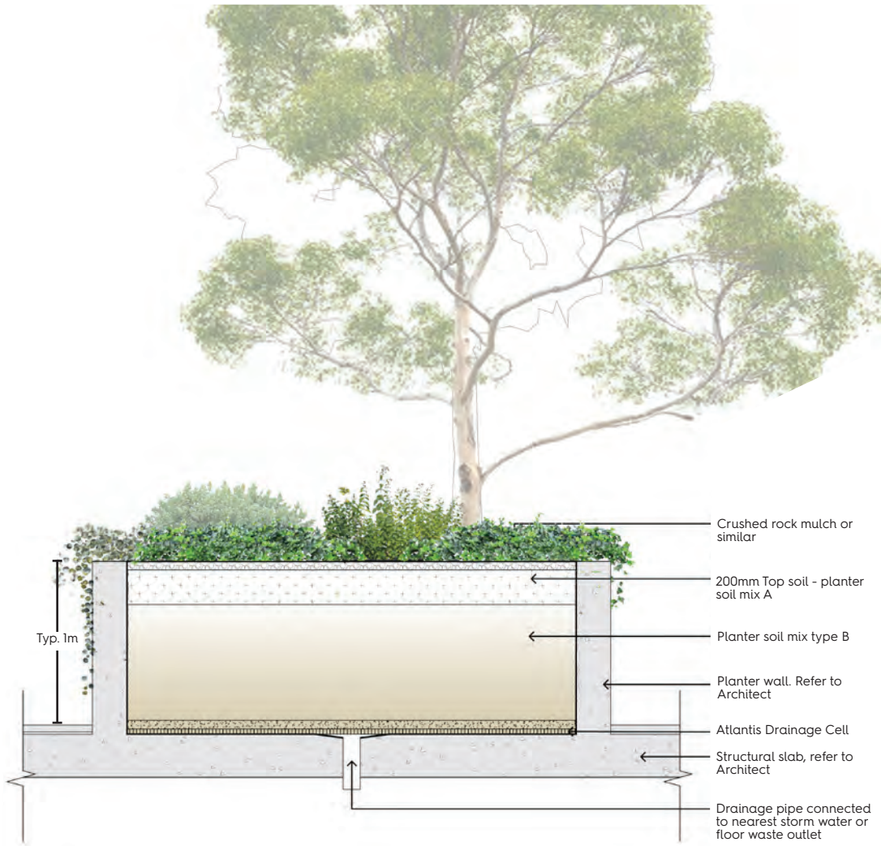
All planting beds are to be fully irrigated and operated off a timed controller with rain sensor shut-off.

Irrigation design to comply with water-wise design principles and the City's tree policy. Detailed irrigation plan to be provided at building license stage.

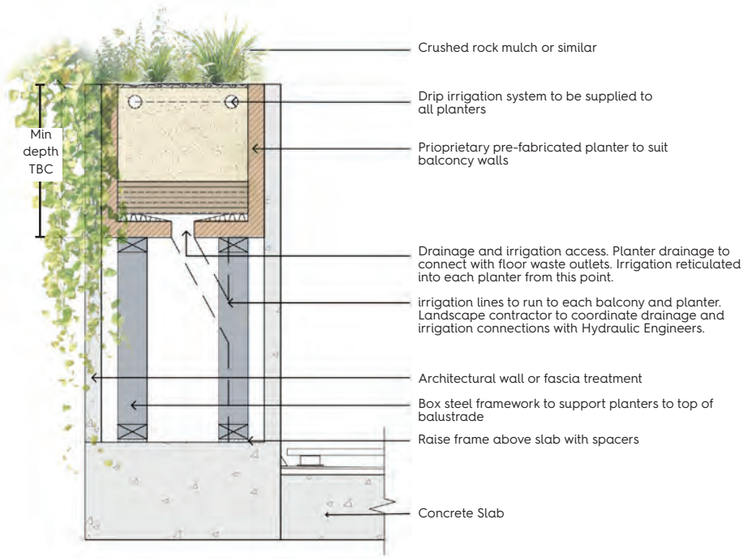
Water efficient irrigation system to be installed to best WSUD practice, using hydro-zoning and water harvesting principals where appropriate.

Additional water-wise design principles employed:
- Low water use plant selection suited to the local soil complex.
- Complete omission of water intensive turf areas.
- Water retention soil preparation.
- Reduction in soil water loss through prescribing course mulch.

Proposed plant distribution rate 4 per m2.
Proposed minimum plant pot sizes:
- Small Tree 100L
- Shrubs/ground covers 140mm-200mm



RAISED PLANTER ON STRUCTURE



REDUCED DEPTH PLANTER DETAIL

MATERIAL PALETTE

HAR SURFACES



Exposed Aggregate Concrete



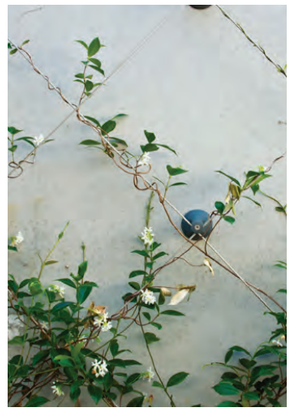
Permeable Paving



Red Brick Pavers



Rendered Garden Walls



Trellis for climbing plants

FURNITURE



BenchSeat - Verge



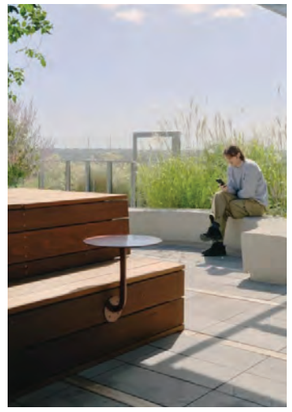
Fixed Furniture



Fixed Furniture



Heart-Shaped Bike Rack - Reinstate on Oxford Street



Seating built into planters

PLANT PALETTE

Prior to final selections, all plant species to be checked against the current edition of
'Western Australian Euwallacea fornicatus, Polyphagous Shot-Hole Borer (PSHB) Host List'

VERGE GARDEN



Jacaranda mimosifolia
Jacaranda



Melaleuca viridiflora
Broad Leafed Paperbark



Myoprum parvifolium
Ground Cover Myopurum



Hemiandra pungens
Snakebush



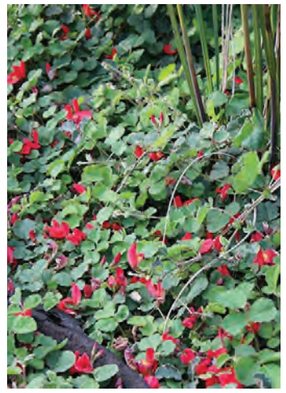
Lomandra tanika
Lomandra



Chamelaucium Local Hero
Wax flower



Enchulaena tomentosa
Ruby Saltbush



Kennedia prostrata
Running Postman



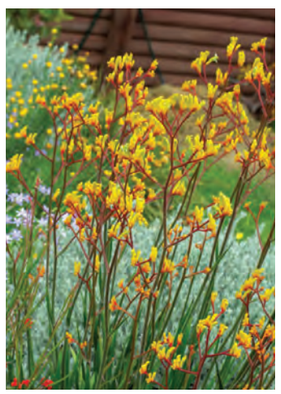
Conostylus candicans
Cotton Heads



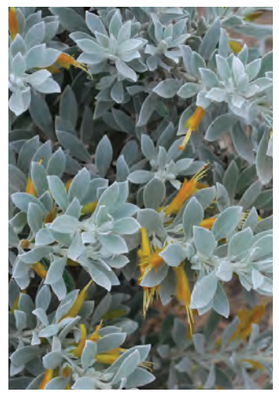
Correa Backhouseana
Variegata Coriacea
West Australian Correa



Callistemon viminalis
Bottlebrush



Anigozanthos Yellow Gem
Kangaroo Paw



Eremophila 'Kalbarri Carpet'
Emu Bush



Westringia fruticosa
Coastal Rosemary



Ficinina nodosa
Knobby Club Rush



Chrysocephalum apiculatum
Clustered Everlasting

PLANT PALETTE

Prior to final selections, all plant species to be checked against the current edition of
'Western Australian Euwallacea fornicatus, Polyphagous Shot-Hole Borer (PSHB) Host List'

DRIVEWAY MIX



Hymenosporum flavum
Native Frangipani



Pittosporum tobira 'Miss Muffett' Dwarf Pittosporum



Rhaphiolepis indica
Indian hawthorn



Liriope muscari Just Right
Liriope



Hardenbergia comptoniana
Native Wisteria



Trachelospermum jasminoides
Chinese Star Jasmine

LEVEL 05 MIX



Myoporium parvifolium 'Yareena'
Creeping Boobialla



Rosmarinus officinalis
Prostrate Rosemary



Hibbertia scandens
Snake Vine



Liriope muscari Just Right
Liriope



Correa alba
Native Fuchsia



Westringia fruticosa
Coastal Rosemary

PLANT PALETTE

Prior to final selections, all plant species to be checked against the current edition of
'Western Australian Euwallacea fornicatus, Polyphagous Shot-Hole Borer (PSHB) Host List'

ROOF TERRACE MIX



Lagerstroemia indica x fauriei 'Natchez' Crepe Myrtle



Cupaniopsis anacardioides
Tuckeroo



Olea europaea
Swan Hill Olive



Carissa 'Desert Star'
Carissa



Festuca glauca
Blue Fescue



Rhaphiolepis indica
Indian hawthorn



Hemiandra pungens
Snakebush



Senecio serpens
Blue Chalk Sticks



Hibbertia scandens
Snake Vine



Casuarina glauca
'Cousin It '



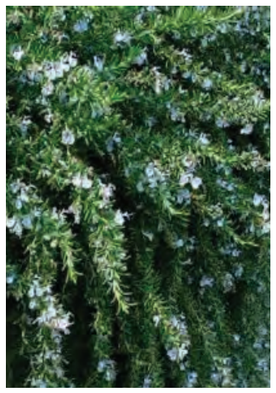
Hardenbergia comptoniana
Native Wisteria



Trachelospermum jasminoides
Chinese Star Jasmine



Dampiera diversifolia
Blue Dampiera



Rosmarinus officinalis
Prostrate Rosemary



Pittosporum tobira 'Miss Muffett' Dwarf Pittosporum



Zamia Furfuracea
Cardboard Palm

EDIBLE GARDEN



Citrus limon
Lemon Tree



Citrus sinensis
Orange Tree



Punica granatum
Pomegranite



Feijoa sellowiana
Fejoa



Solanum lycopersicum
Tomato



Passiflora edulis
Passionfruit Black



Thymusvulgaris
Thyme



Fragaria ananassa
Strawberry

TDL BEYOND GREEN

N

PROJECT #: 12936
DRAWING SCALE NTS @ A3
AUTHOR: VW CHECKED: JR
DATE: 17.06.2026

COMMUNITY HOUSING
370-374 OXFORD STREET, MOUNT HAWTHORN
DEVELOPMENT APPLICATION - REV.1

LANDSCAPE COMPLIANCE

Legend

- Lot Boundary
- Deep soil area (In Lot)
- Verge Garden (Parklet)
- Planting on Structure

- Existing trees - 2
  To be retained
  Not Part of Calculation
- Small Tree - 14
  3-8m Height x 2-6m Spread
  (Median Area per canopy: 12.6m²)
- Medium Tree - 2
  8-12m Height x 6-9m Spread
  (Median Area per canopy: 44.2m²)
  Not part of Calculation
- Large Tree - 0
  >9m Height x >12m Spread
  (Median Area per canopy: 113.1m²)
  Not part of Calculation



GROUND LEVEL TOTAL
In-Lot
Deep Soil: 28.8 m²
Small Trees: 1

Verge Garden (Parklet)
Total Deep Soil contribution: 24.7 m²
Medium Trees: 2
Existing Trees to be Retained: 2



ROOF TERRACE TOTAL
Deep Soil: N/A
Planting on Structure: 120m²
Planter Area x 0.5 (50%)= 60m²
Small Trees: 13



LEVEL 05 TOTAL
Deep Soil: N/A
Planting on Structure: 20m²
Planter Area x 0.5 (50%)= 10m²
Small Trees: N/A

TREE CANOPY AND DEEP SOIL

CRITERIA	SPP7.3 REQUIREMENT	DEVELOPMENT PROPOSAL
Site Area	>1,000m2	1,207m²
DSA	10% Site area or DSA + 2 times the Shortfall in DSA Provision	DSA: 28.8m² (2.4%) Shortfall: 91.7m² (7.6%) Verge Garden DSA: 24.7m² (2%) Planting on Structure: 140m² Planter Area x 0.5 (50%): 70m2 (5.8%) Total Planting: 10.2% (DSA + Verge + On-structure) Planning Requirement: Deep Soil Area Satisfied
Tree Canopy	1 large tree for each Additional 900m² in excess of 1,000m² AND small trees to suit area =1.23 Large Trees or 139.1m²	14 Small trees (proposed) Equivalent to 14 x 12.6m² =176.4 m² Total Canopy Planning Requirement: Tree Canopy Satisfied

SPP7.3 COMPLIANCE CRITERIA

ACCEPTABLE OUTCOMES

A 3.3.7 Where the required deep soil areas cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided.

SHORTFALL

The project seeks a dispensation for the small 0.6% shortfall in planting area across the site. Additional planting areas have been explored by the design team, however, due to the nature of the project, we have elected to focus on other forms of amenity; such as increased tree canopy and provision of furniture in the public Verge Garden areas (Parklets).

TDL BEYOND GREEN

N

PROJECT #: 12936
DRAWING SCALE NTS @ A3
AUTHOR: VW CHECKED: JR
DATE: 17.06.2026

COMMUNITY HOUSING
370-374 OXFORD STREET, MOUNT HAWTHORN
DEVELOPMENT APPLICATION - REV.1

CITY OF VINCENT

ATTACHMENT 6

DEVELOPMENT ASSESSMENT PANEL MEETING

Transport Impact Statement

Engineering a better future for over 20 years!

Mixed Use Development, 370-374 Oxford Street, Mt Hawthorn

Transport Impact Statement

PREPARED FOR:
Community Housing Limited

June 2026

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Vladimir Baltic	r01	B Bordbar	28/01/2026	Draft
Vladimir Baltic	r01a	B Bordbar	14/04/2026	Final
Vladimir Baltic	r02	B Bordbar	9/06/2026	1st Revision

File name: t25.293.vb.r02.docx

Author: Vladimir Baltic

Project manager: Behnam Bordbar

Client: Community Housing Limited

Project: 370-374 Oxford Street, Mt Hawthorn

Document revision: r02

Project number: t25.293

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1 Introduction

This Transport Impact Statement (TIS) report has been prepared by Transcore on behalf of Community Housing Limited with respect to the proposed development to be located at 370-374 Oxford Street in Mount Hawthorn, City of Vincent. The subject site is located at the northeast corner of Oxford Street/Anzac Road intersection and immediately opposite of the landmark The Oxford Hotel.

The subject site, which comprises two adjacent properties, combines an area of about 1,208m^2. The subject site currently accommodates commercial tenancies with associated on-site car parking, as shown in Figure 1.



Figure 1: Location of the subject site

The subject site presently has separate full-movement crossovers on Oxford Street and Anzac Road, each serving respective properties.

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) state: *"A Transport Impact Statement is required for*

those developments that would be likely to generate moderate volumes of traffic[1] *and therefore would have a moderate overall impact on the surrounding land uses and transport networks".*

Section 6 of Transcore's report provides details of the estimated trip generation for the proposed development and its net impact resulting from the replacement of existing land uses at the subject site with the proposed development.

Accordingly, as the total net additional peak hour vehicular trips are estimated to be below the 100 trips/hour threshold, a *Transport Impact Statement* is deemed appropriate for this development.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development and access/egress movement patterns.

[1] *Between 10 and 100 vehicular trips per hour*

2 Development Proposal

The Development Application (DA) site proposes construction of a multi-storey mixed-use development comprising 48 affordable housing consisting of single and double-bed apartments with associated amenities and a small-scale office of about 48m^2 GFA.

The development is proposed to be served by a single, full-movement crossover on Anzac Road at the easternmost end of the site.

As such, the development intends to rationalise the existing access system by removing the existing crossovers on Oxford Street and retaining the existing crossover on Anzac Road.

According to the plans prepared by Plus Studio architects, the development will entail a two-level (ground and first level) car park facility accommodating a total of 29 parking bays. All parking is proposed in the form of single bays.

All waste collection activities are proposed to take place off the Anzac Road verge.

Pedestrians will access the development via the external footpath network serving the locality including those on Oxford Street and Anzac Road.

Refer development plan attached in Appendix A for more details.

3 Vehicle Access and Parking

3.1 Access

As part of the development proposal, the existing crossover on Oxford Street will be removed while the existing crossover on Anzac Road at the easternmost end of the site will be retained as the only vehicular access point for the proposed development.

The full-movement crossover on Anzac Road, secured by the sliding gate, connects to the ground and Level 01 car park levels.

The 6.0m wide crossover facilitates simultaneous two-way traffic.

3.2 Parking

3.2.1 Car Parking Requirements

A total of 29 on-site car bays are proposed to service the development. All car bays are provided in the form of single bays across two levels (ground and Level 01). The two levels are accessesed separately off the internal ramped driveway.

According to the advice provided to Transcore, the formal parking requirement stipulated in the R-Codes for the type of the proposed development are as follows:

Residential component:

- 0.75 bays per 1-bed unit (residents);
- 1 bay per 2-bed unit (residents);
- 1 bay/4 dwellings up to 12 and 1 bay/8 dwellings for over 12 dwellings (visitors);

This would equate to 41 residential and 8 visitor bays for the total of 49 bays.

Commercial component:

- 1.5 bays per 100sqm office space;

This would equate to 1 office bay.

Accordingly, the total statutory parking requirement for the proposed development is 50 bays. The proposal is therefore entails a shortfall of 21 parking bays in total.

However, the reduced parking provision for the proposed affordable housing development is considered appropriate in this case given:

- The expected lower vehicle ownership characteristics of affordable housing residents;
- The site's accessibility to public transport services and cycling path network;
- Existence of public parking opportunities in the close proximity of the site;
- The proposed dwelling mix (i.e., smaller units not suitable for families);
- The contemporary transport planning principles supporting reduced car dependence and higher reliance of active transport options;

Accordingly, the proposed parking provision is expected to adequately accommodate anticipated demand without resulting in adverse impacts on the surrounding road network or local parking conditions.

3.2.2 Public Parking Opportunities

The available on-street parking opportunities along Oxford Street and Anzac Road in the immediate vicinity of the site, City of Vincent's 31-bay public carpark between Oxford Street and Faradey Street about 110m walking distance north of the site, will provide for convenient parking opportunities for visitors.

A review of aerial imagery over an 2-year period from mid-2024 suggests that parking is generally available at this car park. The results of this desktop review are presented in the following table (Table 1).

Table 1: Car park occupancy survey

Date	Available	Existing	Occupancy (%)
Saturday 4 April 2026 (9:22AM)	14	32	56%
Wednesday 21 January 2026 (8:54AM)	16	32	50%
Friday 28 Novemnber 2025 (1:21PM)	1	32	97%
Saturday 30 August 2025 (11:25AM)	0	32	100%
Saturday 16 August 2025 (11:25AM)	0	32	100%
Friday 11 July 2025 (11:54AM)	7	32	78%
Monday 17 March 2025 (11:49AM)	0	32	100%
Saturday 1 February 2025 (3:48PM)	24	32	24%
Tuesday 10 December 2024 (9:02AM)	27	32	14%
Tuesday 29 October 2024 (8:16AM)	10	32	69%
Saturday 14 September 2024 (10:23AM)	25	32	82%
Monday 2 September 2024 (morning)	6	32	20%
Saturday 1 June 2024 (12:46PM)	4	32	88%

Accordingly, the combination of public on-street and City of Vincent's adjacent car park facility would provide for any potential parking demand from the proposed development.

3.2.3 Bike Parking Requirements

A total of 24 on-site car bays are proposed for the residents within the secure storage space. It is also understood that one bike rail will also be provided in front of the development for all visitors.

The statutory requirement for the proposed type of development is as follows:

Residential component:

- 0.5 bays per unit (residents);
- 1 bay per 10 units (visitors);

This would equate to 24 residential and 5 visitor bays for the total of 29 bays.

Commercial component:

- 0.8 bays per 100sqm office space;

This would equate to 1 office bay.

Accordingly, the total statutory parking requirement for the proposed development is 30 bike bays. The proposal is therefore entails a formal shortfall of six bike bays in total to be reduced to five with the provision of a public bike rail in fron of the development.

Again, considering the type of the subject development it is considered that the proposed bicycle parking would adequately service the development.

4 Provision for Service Vehicles

No dedicated on-site service bay is proposed as part of the development proposal.

A bin store is proposed adjacent to the office on Anzac Road frontage. Accordingly, the waste collection is proposed to be in form of verge collection off Anzac Road frontage when bins will be wheeled out on collection days.

5 Hours of Operation

This is a residential type of development in nature and as such will be operational 24/7. The office tenanacy is expected to be open during typical Monday to Friday business hours.

6 Daily Traffic Volumes and Vehicle Types

6.1 Trip Generation

The daily and peak hour trip rates for the proposed development was derived from the NSW *Guide to Transport Impact Assessment Guidelines (2024)*.

Accordingly, it is estimated that the the proposed development would generate approximately **134** total daily trips with **20** and **19** trips (inbound and outbound) during morning and afternoong peak hours, respectively.

The traffic distribution detailed in Table 1 was based on the 80/20 and 20/80 directional in/out split assumptions for AM and PM peak hour periods for office element and 25/75 and 66/34 directional in/out split assumptions for AM and PM peak hour periods for residential element.

Table 2: Peak hour trips for the development (theoretical)

Peak Period	Direction	Traffic Split	Total Peak Hour Trips
AM Peak	Inbound	6	20 trips
	Outbound	14	
PM Peak	Inbound	12	19 trips
	Outbound	7	

However, as the proposed development replaces the existing businesses presently operating at the subject site, the net traffic impact of the development will be even lower than reported.

6.2 Trip Distribution

Considering the location of the subject site, available access and egress routes to and from the site, the anticipated directional trip distribution of the development-generated traffic is as follows:

- A total of 50% of traffic to/from the Anzac Road west direction; and,
- A total of 50% of traffic to/from the Anzac Road east direction.

Accordingly, the estimated directional distribution of development-generated trips is illustrated in Figure 2.



Figure 2. Estimated traffic movements for the proposed development – AM peak / PM peak / Daily trips

6.3 Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines (2016) provides guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 per cent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 per cent may. All sections of road with an increase greater than 10 per cent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 per cent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

As detailed in Section 6.1, the proposed development will not increase traffic on any roads on the surrounding road network anywhere near the 100 trips per hour threshold, therefore it is concluded that the impact of the development-generated traffic on the surrounding road network will not be significant.

The most pronounced level of traffic impact will be experienced on Anzac Road with about 70vpd added east and west of the site. Based on the latest available traffic counts sourced from the City (refer Section 7.1) this additional traffic would represent

<7% increase in daily traffic and be well within the desirable daily traffic volume threshold for this road of 3,000vpd.

In addition, the proposed development replaces the existing land uses presently operating at the properties hence the level of overall impact will be even lower than that reported.

7 Traffic Management on Frontage Streets

Oxford Street is presented as a boulevard-style two-lane road with a 1.5m wide painted/landscaped median and on-street parking bays. The trafficable lanes double up as on-road bicycle lanes for the section between Scarborough Beach Road and Anzac Road. Wide pedestrian paths are in place on both sides of the road. Oxford Street is flanked by retail/commercial uses along both sides of the road.

Free 1 and 2-hour (9AM-5:30PM Mon–Fri and 8AM-12noon Sat) on-street embayed parking is in place along both sides of the road including several designated motorcycle bays. Refer Figure 2 and Figure 3 for more details.



Figure 3: Southbound view along Oxford Street towards Anzac Road intersection

Oxford Street operates under a default built-up area speed limit regime of 50km/h south of Anzac Road and sign-posted speed-limit regime of 40km/h (town centre zone speed limit) to the north of it. It has been advised that speed limit of 40km/h will be applied to entire Oxford Street in near future. A 40km/h school zone speed limit is in place immediately adjacent and south of the site.

Oxford Street is classified as *Distributor A* according to the Main Roads WA *Functional Road Hierarchy classification* and is under care and control of City of Vincent.



Figure 4: Northbound view along Oxford Street (adjacent to site)

Anzac Road (east of Oxford Street) is a 7.4m wide, single-carriageway, two-way road with pedestrian paths on both sides of the road. Free on-street 1 and 2-hour parking (8AM-5PM Mon–Fri) is in place along both sides of the road. Refer Figure 4 and Figure 5 for more details.



Figure 5: Eastbound view along Anzac Road from Oxford Street intersection

Anzac Road operates under a sign-posted speed-limit regime of 40km/h (town centre zone speed limit) adjacent to the subject site. The section of this road east of Oxford Street and adjacent to the site is classified as *Access Road* in Main Roads WA *Metropolitan Functional Road Hierarchy* document. The road is under care and control of the City of Vincent.

Immediately adjacent to the site, Oxford Street and Anzac Road form a four-way, single-lane roundabout intersection.



Figure 6: Westbound view along Anzac Road from Oxford Street intersection

Main Roads WA Intersection *Crash Ranking Report* provides detailed crash data for the Oxford Street/Anzac Road intersection over the 5-year period ending 31 December 2025. Crash report information for this intersection is presented in Table 1.

Information available on the Main Roads WA website indicates that the intersection of Oxford Street/Anzac Road recorded a total of six crashes over the five-year period. There was one casualty (hospital admission) but no fatalities recorded during this period. The crash records do not indicate any particular safety concern at this intersection.

Table 3: Crash history for the Oxford Street/Anzac Road intersection

Intersection				Total Crashes	Casualty
Oxford Street/Anzac Road				6	1
Right Angle	Rear End	Pedestrian	Cycle	Wet	Night
3	1	0	N/A	0	0

In addition to six crashes recorded at the intersection of Oxford Street/Anzac Road additional seven crashes were recorded during the same 5-year period in the general vicinity of the site. Two of these involved pedestrians crossing Anzac Road midblock.

A crash map for the immediate locality illustrating the location and type of recorded crashes is presented in Figure 7.



Figure 7: Crash map for area around the subject site

7.1 Existing Traffic Volume on Roads

Based on the latest available traffic data sourced from City of Vincent, Oxford Street (between Britannia Road and Franklin Street) carried approximately 9,710vpd on an average weekday in September 2024.

There are no recent counts available for Anzac Road east of Oxford Street; however, based on the latest available traffic data sourced from City of Vincent, Anzac Road (between Shakeseare Street and Harrow Street) carried approximately 1,100vpd on an average weekday in March 2012. As no major development have occurred in this locality since the traffic data was captured it is assumed that Anzac Road in the vicinity of subject site still carries similar volume of traffic.

8 Public Transport Access

Available nearby public transport services are shown in Figure 7. The closest bus service to the subject site is bus route No. 15 operating along Oxford Street with stops in the immediate vicinity of the site. In addition, bus stops for services 402 and 990 are located on Scarborough Beach Road, approximately 300m north of the site.

These services provide connections to Glendalough Train Station, Stirling Train Station, Scarborough Beach Road Bus Station and Perth Busport.

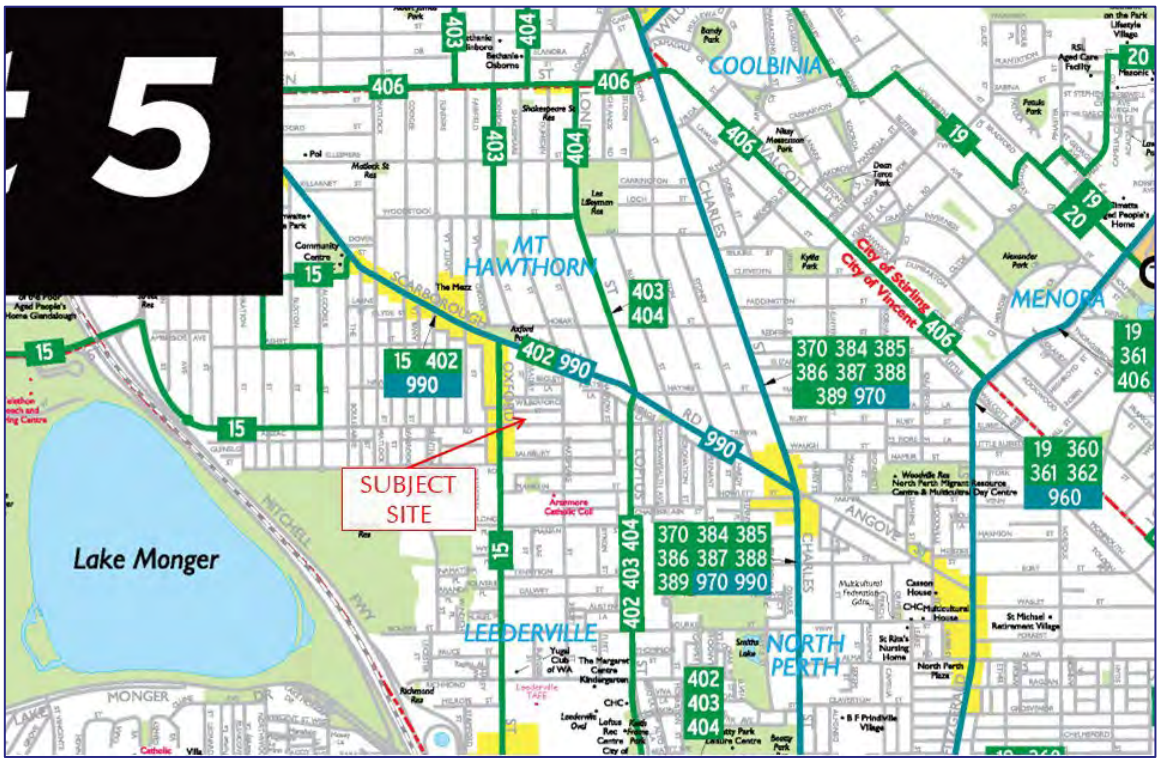


Figure 8: Existing bus services (source: TransPerth)

Accordingly, it can be concluded that the proposed development has very good access to public transport services.

9 Pedestrian & Cyclist Access

There are existing pedestrian paths along both sides of Oxford Street and Anzac Road forming part of the local path system which provides direct pedestrian access to the subject site.

On-road cycle lanes are in place along both sides of Oxford Street south of Anzac Road intersection while north of this point drivers and cyclist share the traffic lane.

Britannia Road (120m south of the site) is classified as "good road riding environment" continuing on along Salisbury Street. These two roads along with Oxford Street further provide connections to a number of local and regional path systems and roads classified as a "good road riding environment" within the subject locality.

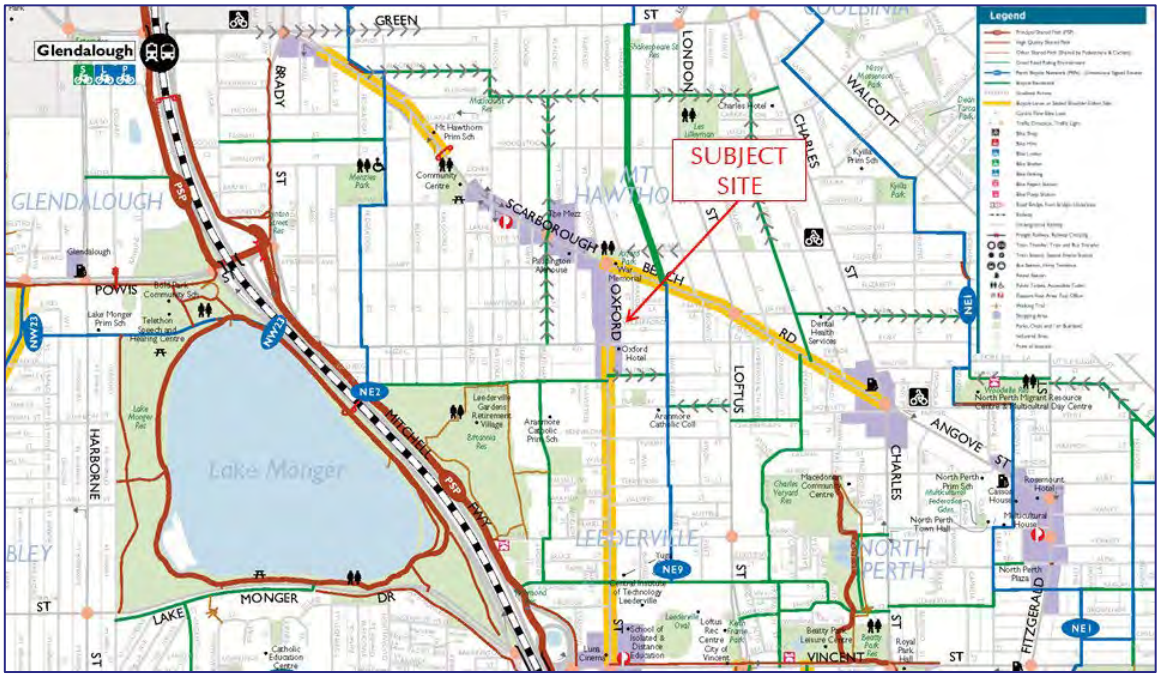


Figure 9: Existing bus services within the locality (source: TransPerth)

Accordingly, it can be concluded that the subject development is well served by the existing cycling path and routes network.

10 Site Specific Issues

At the time of preparation of this report there are no known planned changes to the surrounding transport network except for the advice provided by the City in relation to balance of Oxford Street becoming a 40km/h speed limit zone in the near future.

11 Safety Issues

The AS2890.1 – Part 1: Off-street car parking standards stipulate a requirement for a 2.0m x 2.5m sightline truncation to be provided at the entry into the car park access ramp (refer Figure 9 for details). The intent of this requirement is to enable vehicles exiting the site's car park and pedestrians walking past the site to see each other.

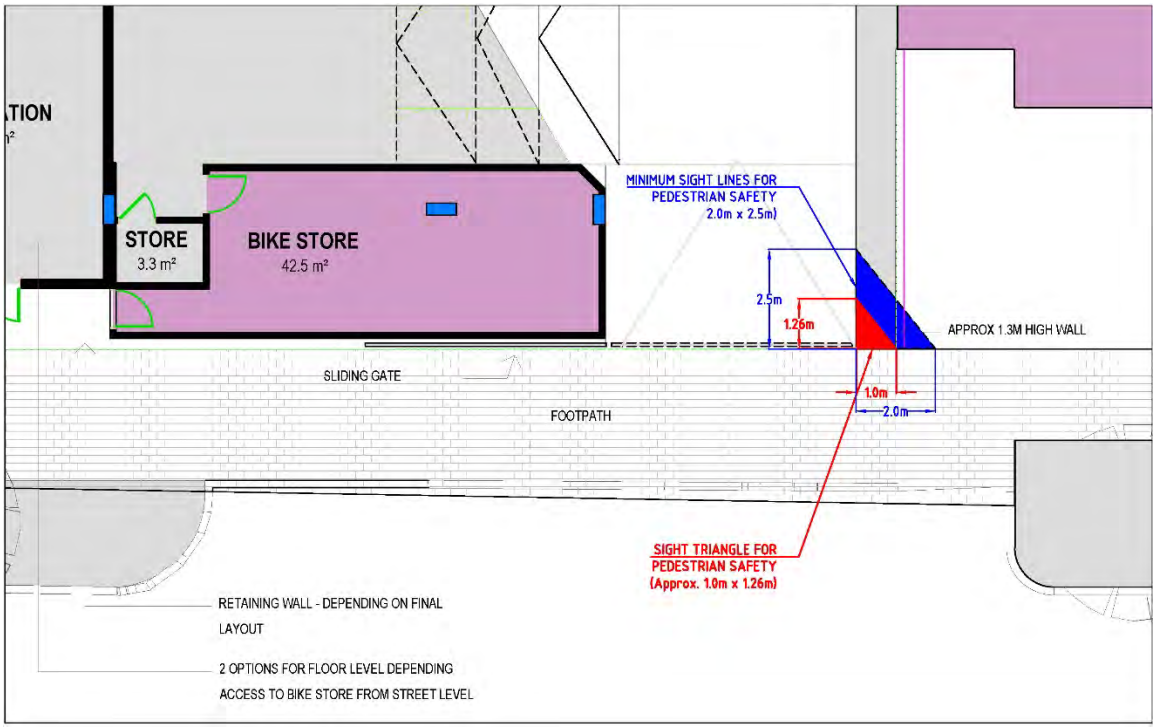


Figure 10: Sight line triangle concept plan

However, it is not unusual for this requirement not to be provided for a brownfield development in an urban environment, mainly due to site constraints, available widths of frontages and nil set back. In fact, this is the actual case with the current development.

The proposed development entails a car park access ramp offset approximately 0.3m from the 1.3m high wall which runs along the adjacent site to the east. This design is driven by the shape of the site, available street fronatges and proximity to the adjacent intersection of Ozford Street/Anzac Road. As such, in lieu of the required 2.0m x 2.5m sight triagle at the entry into the car park access ramp, a substandard 1.0m x 1.26m sight triangle is practically achieved with the proposed design.

Accordingly, the proponent is instead proposing to introduce a suite of measures which would serve to minimise the risk of vehicle/pedestrian conflicts and provide for a safe car park operation and pedestrian environment.

Accordingly, the following parking management measures are proposed to improve safety for vehicle and pedestrian interaction at the car park ramp/footpath junction on Anzac Road:

- Installation of a convex mirror on the western side of the car park access ramp, adjacent to exit point to ensure visual contact between the pedestrians walking along Anzac Road and vehicles existing the car park.
- Installation of a flashing warning light on the boundary wall of the adjacent property to the east to warn pedestrians crossing the path of vehicles exiting the car park. An example of a similar warning light at a car park in City of Perth is shown in Figure 10. A built-in motion sensor at the start of the car park access ramp will detect outbound vehicles and will trigger the flashing light or the *"Caution vehicle exiting"* illuminated sign.



Figure 11: Example of illuminated pedestrian warning sign

A concept plan illustrating the proposed suite of safety measures intended to secure a safe and efficient operation of the car park access system is provided in Figure 11.

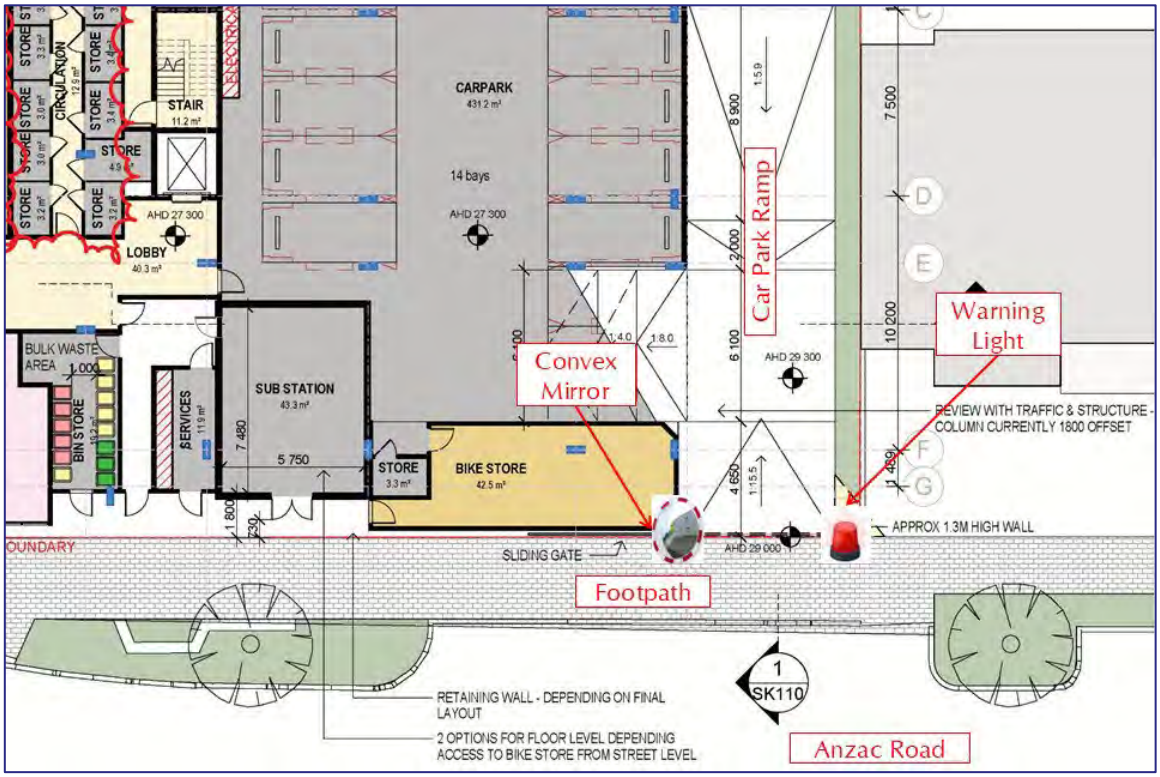


Figure 12: Suite of safety measures proposed for the car park ramp access system

12 Conclusions

This Transport Impact Statement (TIS) report has been prepared by Transcore on behalf of Community Housing Limited with respect to the proposed mixed-use development to be located at 370-374 Oxford Street in Mount Hawthorn, City of Vincent.

The subject site is located at the northeast corner of Oxford Street/Anzac Road intersection and immediately opposite of The Oxford Hotel site. The subject site currently accommodates commercial tenancies with associated on-site car parking.

The redevelopment proposal contemplates replacement of the existing commercial development with a multi-storey mixed-use development comprising 48 affordable housing units with associated amenities and a small-scale office tenancy.

The existing full-movement crossover on Oxford Street will be removed and all vehicular access will occur via existing Anzac Road crossover.

Accordingly, it is estimated that the the proposed mixed-use development would generate approximately **134** total daily trips with **20** and **19** trips (inbound and outbound) during morning and afternoong peak hours, respectively.

The impact of the development-generated traffic on the surrounding road network will not be significant. In addition, the proposed development replaces the existing land uses presently operating at the properties hence the level of overall impact will be even lower than that reported.

The site has relatively good accessibility by the existing bike path network but has convenient and easy access to the existing public transport services in this locality.

Considering the proposed development is 'affordable housing', adequate public parking is available in the immediate locality, bicycle facilities are proposed as part of the development, and excellent public transport service are avialable in the immediate locatility, the proposed parking associated with the development is expected to satisfy its parking demand.

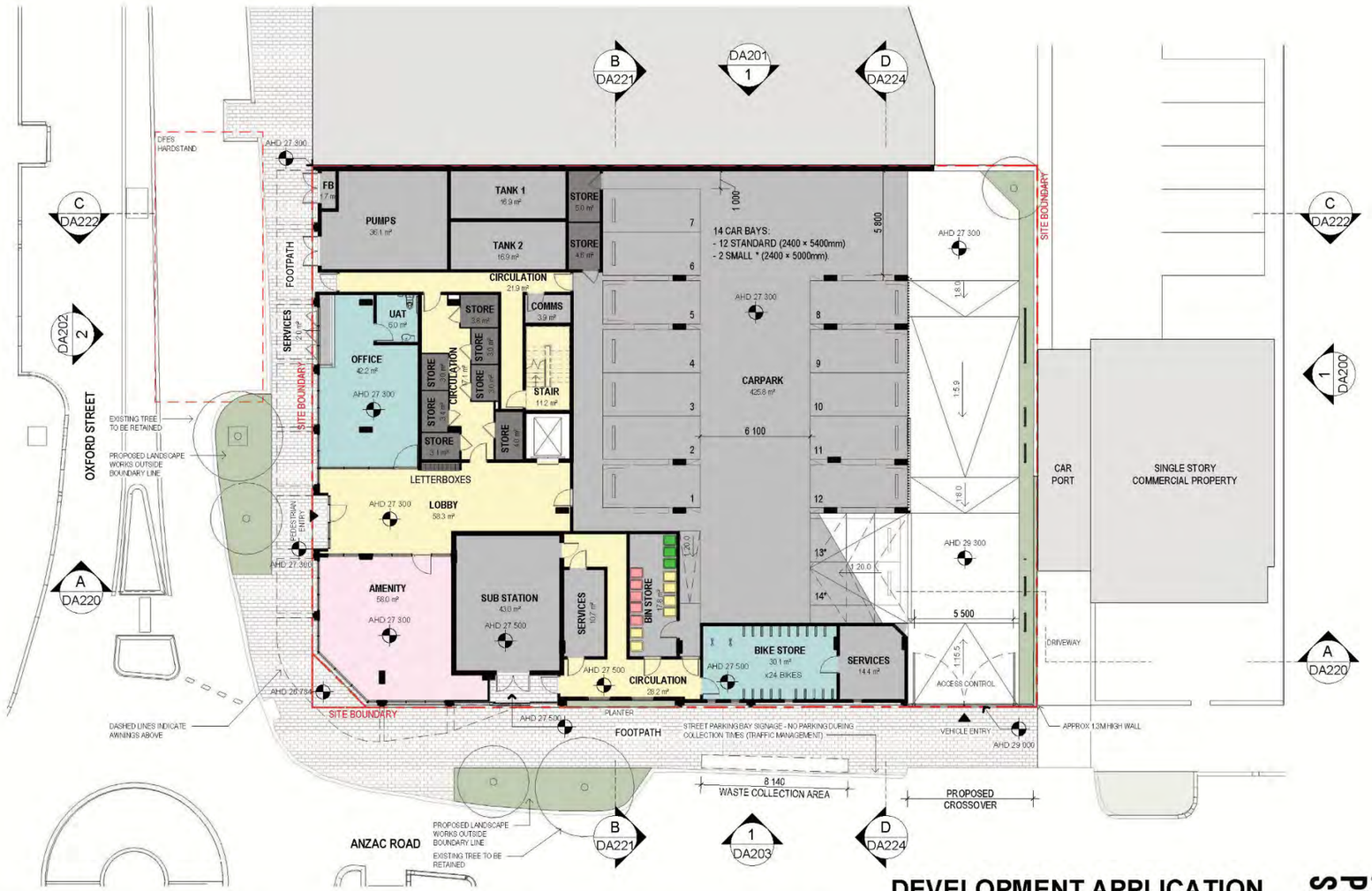
It is concluded that the findings of this Transport Impact Statement are supportive of the proposed affordable housing development at the subject site.

Appendix A

PROPOSED DEVELOPMENT PLAN

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DEVELOPMENT APPLICATION

PLUS STUDIO

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	27/02/26	C	DA100	**FLOOR PLAN - GROUND**	**1 : 200 @ A3**



DEVELOPMENT APPLICATION

PLUS STUDIO

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
COMMUNITY HOUSING 370-374 Oxford Street, Mount Hawthorn	80733	27/02/26	C	DA101	**FLOOR PLAN - LEVEL 01**	1 : 200 @ A3

CITY OF VINCENT

ATTACHMENT 7

DEVELOPMENT ASSESSMENT PANEL MEETING

Acoustic Report

CORBEL PROPERTY GROUP

MIXED-USE DEVELOPMENT
370 – 374 OXFORD STREET
MOUNT HAWTHORN

ACOUSTIC REPORT

JANUARY 2026

OUR REFERENCE: 35888-2-25502

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
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DOCUMENT CONTROL PAGE

ACOUSTIC REPORT

MIXED-USE DEVELOPMENT
370 – 374 OXFORD STREET, MOUNT HAWTHORN

Job No: 25502

Document Reference: 35888-2-25502

FOR

CORBEL PROPERTY GROUP

DOCUMENT INFORMATION			
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Date of Issue:	19 January 2026		

REVISION HISTORY				
Revision	**Description**	**Date**	**Author**	**Checked**
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APPENDICIES

A WALL SETOUT PLANS AND WALL TYPES

B EXTRACT OF PART F7 OF NCC

1.0 INTRODUCTION

Herring Storer Acoustics was commissioned to undertake a review of the proposed development of 370 - 374 Oxford Street, Mount Hawthorn with regards to compliance with Part F7 of the *National Construction Code 2022* (NCC), the *Environmental Protection (Noise) Regulations 1997*, and the Town of Vincent's *Policy 7.5.21 - Sound Attenuation*.

Part F7 of the NCC details the requirements for sound transmission and insulation within residential type buildings. The *Environmental Protection (Noise) Regulations 1997* details requirements for noise emission from a premises. Town of Vincent's *Policy 7.5.21* provides a framework for managing noise impacts in an area of mixed land uses.

The proposed development is a seven storey mixed use development including a commercial tenancy on the ground floor and six level so residential apartments.

The report is based upon the work in progress drawings dated 19th of January 2026, included for reference in Appendix A.

2.0 CRITERIA

2.1 NCC PROVISIONS

For Class 2 or 3 buildings, the appropriate sections of Part F7 "Sound transmission and insulation" relating to the acoustic criteria are attached in Appendix B for information. Table 2.1 summarises the deemed to satisfy requirements of Part F7.

TABLE 2.1 – SUMMARY OF NCC REQUIREMENTS

Space of separation	Acoustic Rating	Discontinuous Construction Required
WALLS		
Wet to wet	$R_W + C_{tr}$ not less than 50 dB	NO
Living to living	$R_W + C_{tr}$ not less than 50 dB	NO
Wet to living	$R_W + C_{tr}$ not less than 50 dB	YES
Kitchens to living	$R_W + C_{tr}$ not less than 50 dB	YES
Unit to plantroom, stairway Public corridor / lobby or alike	R_W not less than 50 dB.	NO
Unit to Lift shaft	R_W not less than 50 dB.	YES
Unit to part of a different classification	R_W not less than 50 dB.	NO
FLOORS		
Between Sole Occupancy Units	$R_W + C_{tr}$ not less than 50 dB.	N/A
	$L_{n,w}$ not more than 55 dB is recommended	N/A
Separating a Sole Occupancy Units and a plant room, stairway, corridor, lobby or part of a different classification.	$R_W + C_{tr}$ not less than 50 dB.	N/A
	$L_{n,w}$ not more than 55 dB is recommended	N/A
SERVICE RISERS / STORM WATER DOWN PIPES		
to Habitable Rooms	$R_W + C_{tr}$ not less than 40 dB.	NO
to Non-Habitable Rooms	$R_W + C_{tr}$ not less than 25 dB	NO
DOORS		
Doors to Sole Occupancy Units	R_W not less than 30 dB	NO

Notes:

1 Where kitchens are part of an open living area, kitchens are considered to be part of the living area and in these cases discontinuous construction is required. This also includes cases where kitchens are back-to-back, however, discontinuous construction is only required on one side.

2 Wet areas include bathrooms, ensuites, sanitary compartments/powder rooms, laundries and kitchens.

3 For the purposes of this Part, discontinuous construction means a wall having a minimum 20 mm cavity between 2 separate leaves, and—

(a) for masonry, where wall ties are required to connect leaves, the ties are of the resilient type; and
(b) for other than masonry, there is no mechanical linkage between leaves except at the periphery.

2.2 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. The allowable or assigned noise levels for noise sensitive premises are determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 2.2. For commercial premises, the allowable or assigned noise levels are the same for all hours of the day. Table 2.2 also lists the assigned noise levels for commercial premises.

TABLE 2.2 – ASSIGNED NOISE LEVELS

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF
Commercial premises	All hours	60	75	80

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.
The L_{A1} noise level is the noise that is exceeded for 1% of the time.
The L_{Amax} noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

"impulsiveness" means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax\ Slow}$ is more than 15dB when determined for a single representative event;

"modulation" means a variation in the emission of noise that –

(a) is more than 3dB $L_{A\ Fast}$ or is more than 3dB $L_{A\ Fast}$ in any one-third octave band;

(b) is present for more at least 10% of the representative assessment period; and
(c) is regular, cyclic and audible;

"tonality" means the presence in the noise emission of tonal characteristics where the difference between –

(a) the A-weighted sound pressure level in any one-third octave band; and
(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands, is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 2.3 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

Where the noise emission is music, then any measured level is adjusted according to Table 2.4 below.

TABLE 2.4 – ADJUSTMENTS TO MEASURED MUSIC NOISE LEVELS

Where **impulsiveness** is not present	Where **impulsiveness** is present
+10 dB(A)	+15 dB(A)

2.3 TOWN OF VINCENT POLICY 7.5.21 - SOUND ATTENUATION

3.3.2 The following minimum standards shall be applied as the relevant reference criteria upon which the Acoustic Report is to be prepared

a) Inbound Noise (Residential Development)
i) Residential buildings are to be designed to achieve the following sound levels:
- Leq 35 dB(A) in sleeping areas (bedrooms); and
- Leq 40 dB(A) in living/work areas and other habitable rooms.

IMPORTANT NOTE: The Leq level should not be unduly biased toward the lower frequencies of the octave band spectrum. If lower frequencies are dominant in sound levels taken during the sampling phase of reporting (between 31.50-125Hz), the Acoustic Consultant/Engineer shall discuss the findings with the City's Senior Environmental Health Officer or Manager Health Services in developing solutions.

ii) Residential developments are to be constructed to meet the requirements of the National Construction Code Series 2012 Building Code of Australia Part F5 *[Superseded by the NCC 2022 Part F7]*.

iii) For all other developments, noise intrusion is to be controlled to achieve the indoor design sound levels for buildings as set out in Australian Standard AS/NZS2107: Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors.

b) Outbound Noise (All Developments)

i) Noise emissions from all developments are to comply with the 'assigned levels' detailed in the Environmental Protection (Noise) Regulations 1997.

3.0 NCC REQUIREMENTS

3.1 WALL CONSTRUCTION

Acoustic requirements per the NCC for walls are listed in Appendix A.

3.2 FLOOR CONSTRUCTION

Floors separating apartments require an R_w+C_{tr} of not less than 50 dB and an $L_{n,w}$ of not more than 55 dB is recommended.

3.3 GENERAL BUILDING NOTES

S28C3 of the NCC (included in Appendix B) lists details regarding the installation of building elements separating SOUs.

The development includes a sliding car park gate. The gate mechanism should be mechanically isolated from the slab.

4.0 NOISE EMISSIONS

Noise emissions from the development include noise from mechanical plant servicing the apartments and noise associated with the commercial tenancies. The nature of the commercial tenancies is currently unknown and each operator will require an acoustic assessment as part of their development approval.

4.1 INFLUENCING FACTOR

The development is located in a corridor of mixed use zoning on Oxford Street zoning. An illustration of the surrounding area is included in Figure 4.1.



FIGURE 4.1 – SURROUNDING AREA

The influencing factor for these nearby residences is calculated as follows:

TABLE 4.1 – INFLUENCING FACTOR CALCULATION

Component	Contribution	Influencing Factor (dB)
Commercial within 100m	40%	2
Commercial within 450m	15%	0.7
Secondary Road within 100m	Oxford Street (7,500 vpd)	2
Total (rounded)		**5**

As such the assigned levels for these receivers is summarised in Table 4.2.

TABLE 4.2 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday	50	60	70
	0900 - 1900 hours Sunday and Public Holidays	45	55	70
	1900 - 2200 hours all days	45	55	60
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	40	50	60

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

4.2 NOISE EMISSIONS FROM APARTMENTS

The main source of noise associated with the apartments within the development is the mechanical services including air conditioners and car park exhaust ventilation. Emissions from these sources will be required to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

As mechanical services can operate during the night period the critical assigned level is the night time period L_{A10} of 40 dB(A). These emissions are typically tonal in nature

and hence carry a +5 adjustment to their assessable level. The design level for mechanical plant selections is therefore 35 dB(A) at the nearest residences.

Locations and selection of mechanical plant are not yet decided, however these criteria should not be difficult to meet. An assessment of noise emissions is recommended once mechanical plant selection is known.

4.3 NOISE EMISSIONS FROM COMMERCIAL TENANCIES

The development includes a commercial tenancy labelled an 'office'. The noise emissions from this tenancy are required to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* and a noise impact assessment would form part of the development application for the operator.

5.0 NOISE INGRESS

Per the Town of Vincent Policy the design levels for rooms in residences are 35 and 40 dB(A) for sleeping areas and living/working areas respectively.

5.1 TRAFFIC NOISE

Traffic noise on Oxford Street was measured on the 11th of December 2025 for approximately 15 minutes at 4:40 pm. This time period corresponds with peak traffic time. This measurement and the estimated night time LAeq,8h based on the DEFRA *Method For Converting The Uk Road Traffic Noise Index $L_{a10,18h}$ To The EU Noise Indices For Road Noise Mapping* is summarised in Table 5.1.

TABLE 5.1 – ROAD NOISE MEASUREMENT dB(A)

L_{Aeq}	L_{A10}	$L_{Aeq,8h\ (night)}$
63.6	65.8	55.5

5.2 ENTERTAINMENT NOISE

The proposed development is located near hospitality venues, particularly the Oxford Hotel. Noise emissions received at the development associated with noise breakout from the venue were measured on 16th of December 2022 at 5:15 pm and are summarised in Table 5.2.

TABLE 5.2 – ENTERTAINMENT NOISE MEASUREMENT

Overall	Octave Band dB(Z)									
dB(A)	31.5	63.0	125	250	500	1k	2k	4k	8k	16k
61.5	65.8	67.6	63.0	56.6	60.1	56.7	53.3	47.7	42.5	43.3

5.3 CONSTRUCTION REQUIREMENTS

The façade design of the building is yet to be confirmed. Based on the above measurements a preliminary assessment of the noise received at the development has been undertaken. Table 5.3 summarises the modelling inputs.

TABLE 5.3 - NOISE MODELLING INPUT DATA

Parameter	Oxford Street (Current) 2025	Oxford Street (Future) 2045
Traffic Volumes	7,500 vpd*	11,500 vpd**
Percentage traffic 0600 – 2400 hours (Assumed)	94%	94%
Heavy Vehicles (%) (Assumed)	2%	2%
Speed (km/hr)	40 km/hr	40 km/hr
Road Surface	No change	

* Based on MRWA Trafficmap observations
** Based on an assumed 2% per year growth in traffic

Predicted noise levels received at the façade of the development, including a +2.5 dB adjustment for façade reflection, are summarised in Table 5.4 below.

TABLE 5.4 – NOISE LEVELS RECEIVED

Façade	Noise Level dB(A)
North	45 – 61
South	66 – 69
East	57 – 60
West	67 – 69

In order to meet the internal noise targets external walls must meet R_w+C_{tr} 50 and glazing requirements must meet R_w+C_{tr} ratings as listed in Table 5.5.

TABLE 5.5 – PRELIMINARY GLAZING REQUIREMENTS

Noise Level dB(A)	Bedroom w/ Window:Room Ratio			Living w/ Window:Room Ratio		
	0.2	0.5	0.8	0.2	0.5	0.8
69	28	32	34	23	27	29

APPENDIX A

Drawings

SK100
GROUND FLOOR
WORK IN PROGRESS

PLUS STUDIO

DEVELOPMENT SUMMARY				
PROPOSED DESIGN	1 BED 50-51m²	2 BED 70-75m²	TOTAL	ARCH AREA
GROUND FLOOR	0	0	0	66
LEVEL 1	2	3	5	365
LEVEL 2	5	4	9	611
LEVEL 3	5	4	9	618
LEVEL 4	5	4	9	618
LEVEL 5	6	2	8	506
LEVEL 6	6	2	8	506
YIELD %	25.5%	74.5%		
TOTAL	29	19	48	3290

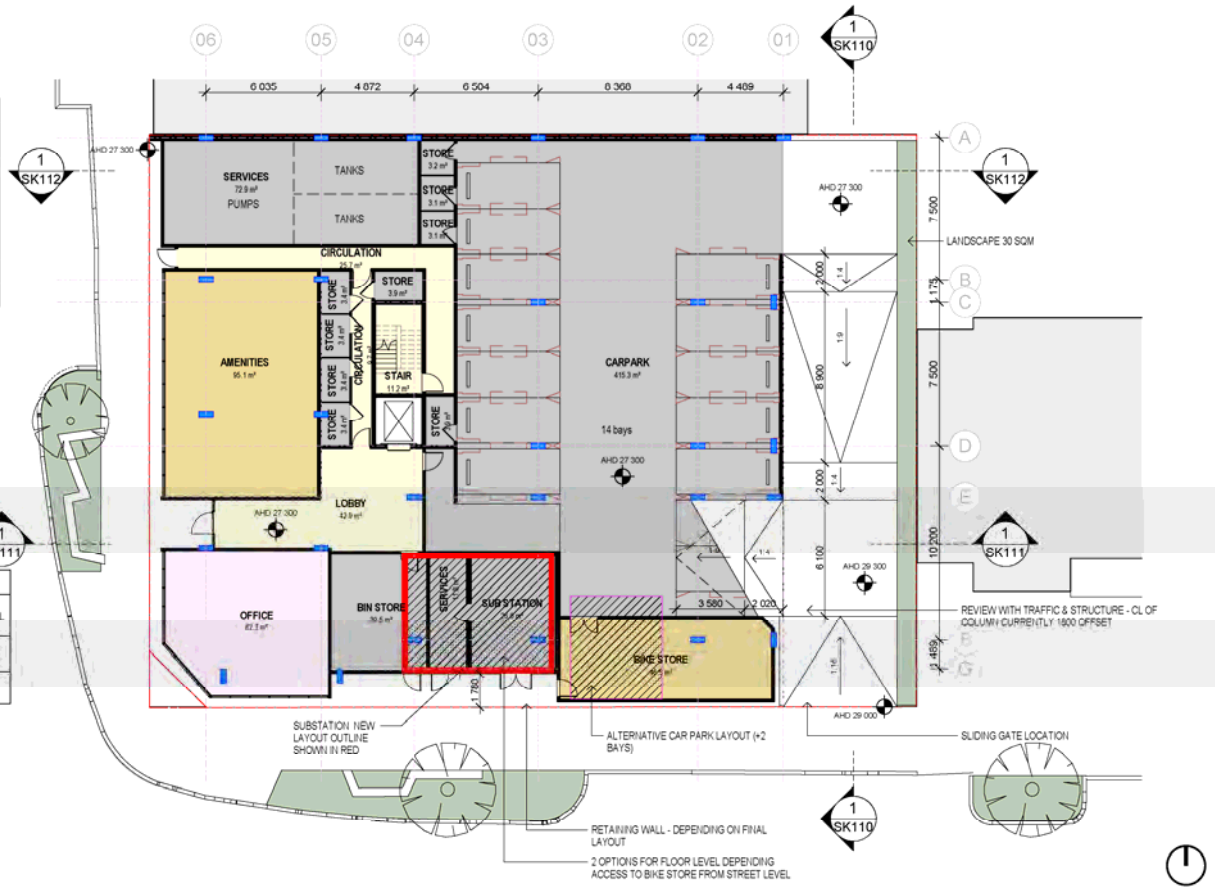
Previous DRP Design 48 apartments: 29 (1bed) + 19 (2bed)

STORES		
LEVEL	1 BED STORE	2 BED STORE
GROUND FLOOR	9	0
LEVEL 1	3	3
LEVEL 2	3	4
LEVEL 3	3	4
LEVEL 4	3	4
LEVEL 5	3	2
LEVEL 6	3	2
SUBTOTAL	27	19
TOTAL	46	

PARKING BAYS					
	1 BED	2 BED	VISITORS	OFFICE	TOTAL
RATE	0.5/UNIT	0.5/UNIT	R-CODES	0.03/M²	
REQUIRED CARS BAYS	14.5	9.5	7.5	2	33.5
PROVIDED CAR BAYS	24		4	1	29

Previous DRP Design: 8 (visitors) + 24 (residential) = 32 car parking bays

Dashed Blue Lines indicates outlines of Previously Approved DA



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SK101

LEVEL 01

WORK IN PROGRESS

PLUS STUDIO

DEVELOPMENT SUMMARY				
PROPOSED DESIGN	1 BED 50-51m²	2 BED 70-75m²	TOTAL	ARCH AREA
GROUND FLOOR	0	0	0	66
LEVEL 1	2	3	5	365
LEVEL 2	5	4	9	611
LEVEL 3	5	4	9	618
LEVEL 4	5	4	9	618
LEVEL 5	6	2	8	506
LEVEL 6	6	2	8	506
YIELD %	25.5%	74.5%		
TOTAL	29	19	48	3290

Previous DRP Design 48 apartments: 29 (1bed) + 19 (2bed)

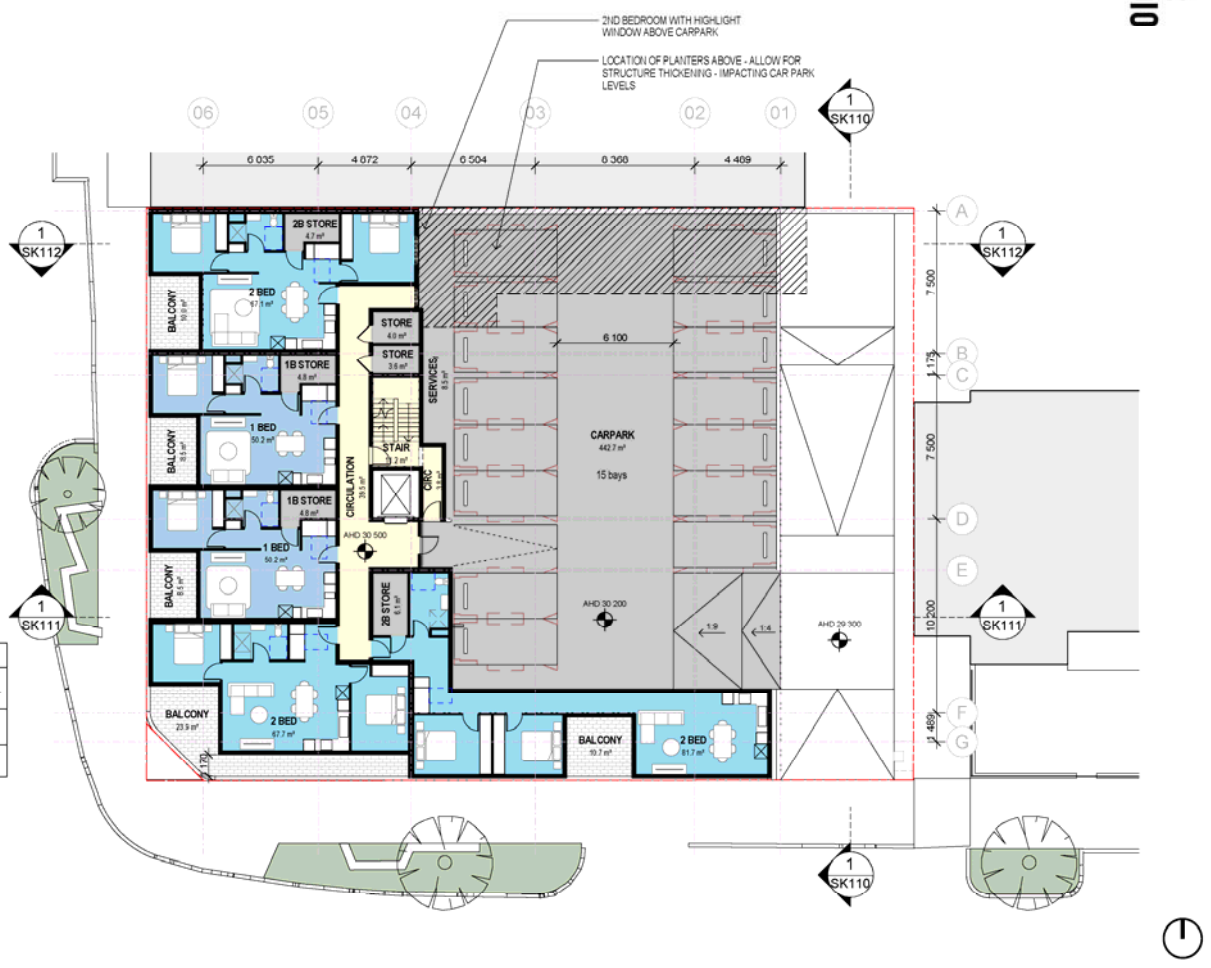
STORES		
LEVEL	1 BED STORE	2 BED STORE
GROUND FLOOR	9	0
LEVEL 1	3	3
LEVEL 2	3	4
LEVEL 3	3	4
LEVEL 4	3	4
LEVEL 5	3	2
LEVEL 6	3	2
SUBTOTAL	27	19
TOTAL	46	

2 (x1BED) STORES NEEDED

PARKING BAYS					
	1 BED	2 BED	VISITORS	OFFICE	TOTAL
RATE	0.50x/UNIT	0.50x/UNIT	R-CODES	0.035x/M²	
REQUIRED CARS BAYS	14.5	9.5	7.5	2	33.5
PROVIDED CAR BAYS	24		4	1	29

Previous DRP Design: 8 (visitors) + 24 (residential) = 32 car parking bays

Dashed Blue Lines indicates outlines of Previously Approved DA



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PLUS STUDIO

SK102
LEVEL 02
WORK IN PROGRESS

DEVELOPMENT SUMMARY				
PROPOSED DESIGN	1 BED 50-51m²	2 BED 70-75m²	TOTAL	ARCH AREA
GROUND FLOOR	0	0	0	66
LEVEL 1	2	3	5	365
LEVEL 2	5	4	9	611
LEVEL 3	5	4	9	618
LEVEL 4	5	4	9	618
LEVEL 5	6	2	8	506
LEVEL 6	6	2	8	506
YIELD %	25.5%	74.5%		
TOTAL	29	19	48	3290

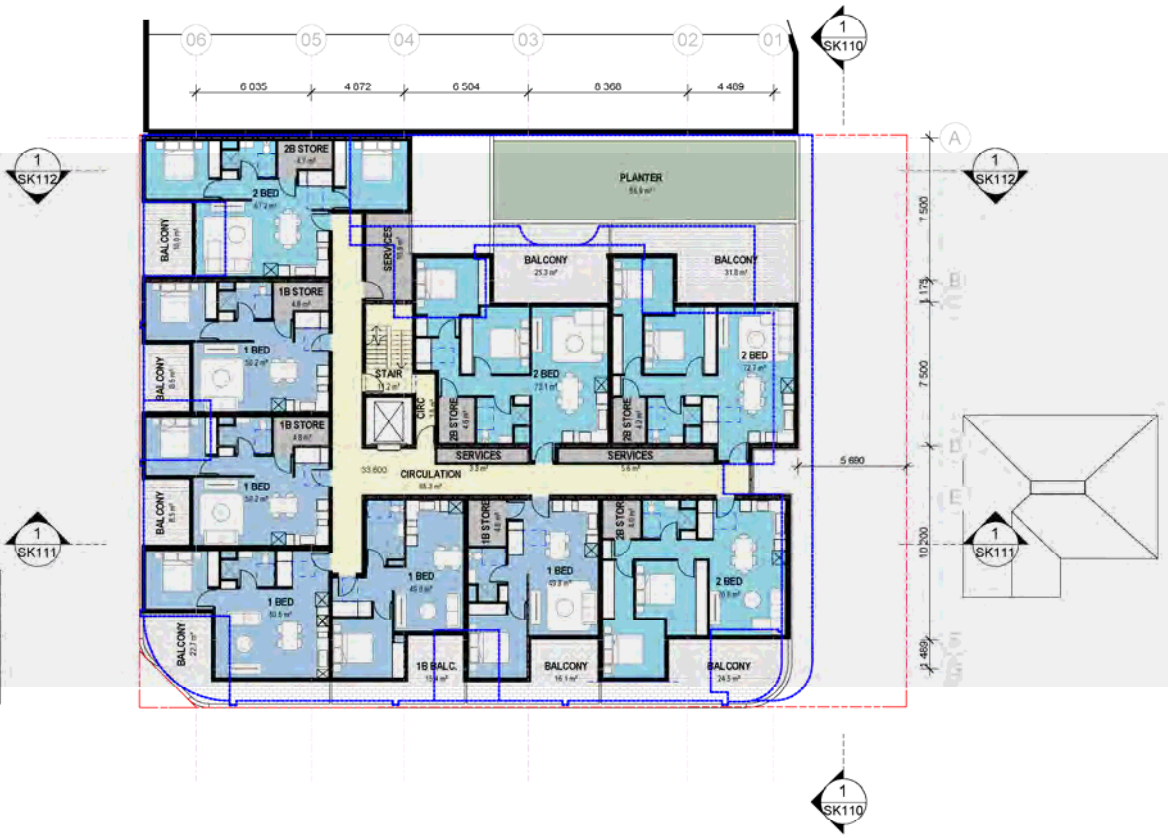
Previous DRP Design 48 apartments: 29 (1bed) + 19 (2bed)

STORES		
LEVEL	1 BED STORE	2 BED STORE
GROUND FLOOR	9	0
LEVEL 1	3	3
LEVEL 2	3	4
LEVEL 3	3	4
LEVEL 4	3	4
LEVEL 5	3	2
LEVEL 6	3	2
SUBTOTAL	27	19
TOTAL	46	

PARKING BAYS					
	1 BED	2 BED	VISITORS	OFFICE	TOTAL
RATE	0.50/UNIT	0.50/UNIT	R-CODES	0.036/M²	
REQUIRED CARS BAYS	14.5	9.5	7.5	2	33.5
PROVIDED CAR BAYS	24		4	1	29

Previous DRP Design: 8 (visitors) + 24 (residential) = 32 car parking bays

Dashed Blue Lines indicates outlines of Previously Approved DA



PLUS STUDIO

SK103

LEVEL 03/ 04

WORK IN PROGRESS

DEVELOPMENT SUMMARY				
PROPOSED DESIGN	1 BED 50-51m²	2 BED 70-75m²	TOTAL	ARCH AREA
GROUND FLOOR	0	0	0	66
LEVEL 1	2	3	5	365
LEVEL 2	5	4	9	611
LEVEL 3	5	4	9	618
LEVEL 4	5	4	9	618
LEVEL 5	6	2	8	506
LEVEL 6	6	2	8	506
YIELD %	25.5%	74.5%		
TOTAL	29	19	48	3290

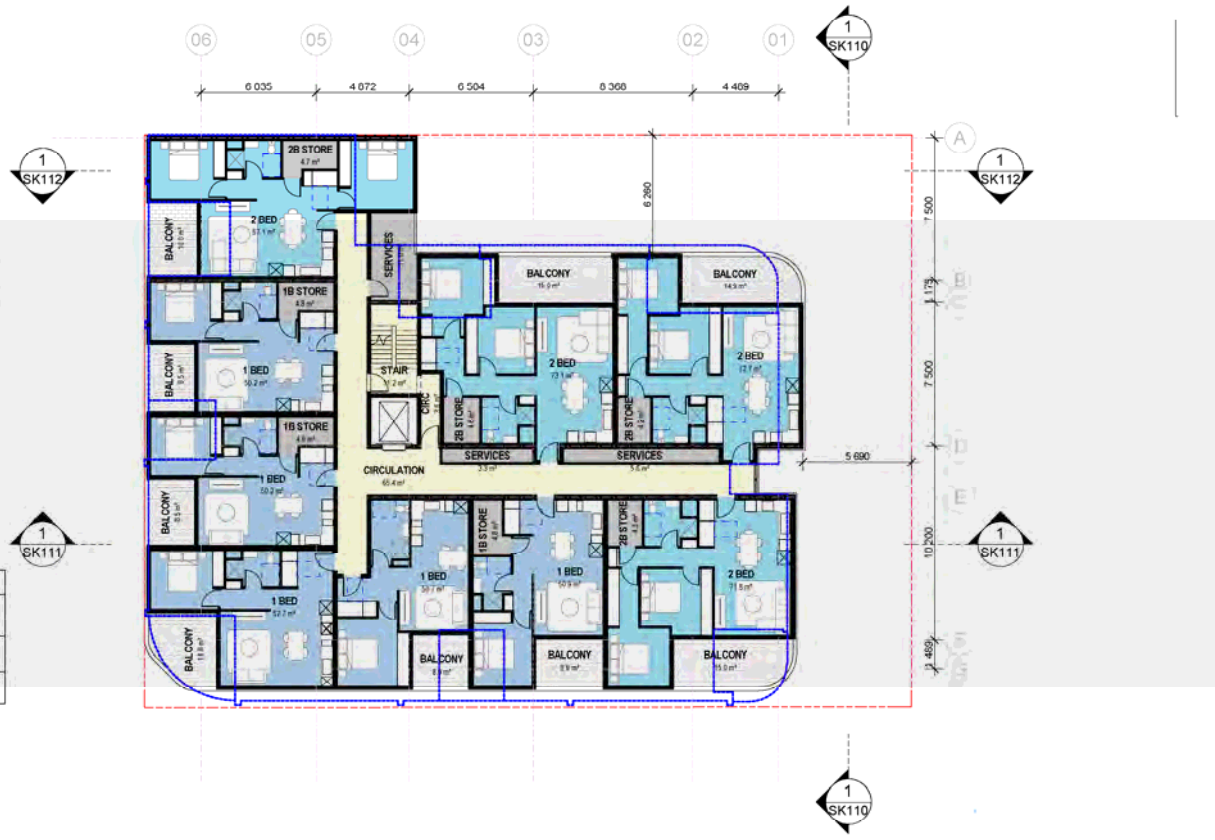
Previous DRP Design 48 apartments: 29 (1bed) + 19 (2bed)

STORES		
LEVEL	1 BED STORE	2 BED STORE
GROUND FLOOR	9	0
LEVEL 1	3	3
LEVEL 2	3	4
LEVEL 3	3	4
LEVEL 4	3	4
LEVEL 5	3	2
LEVEL 6	3	2
SUBTOTAL	27	19
TOTAL	46	

PARKING BAYS					
	1 BED	2 BED	VISITORS	OFFICE	TOTAL
RATE	0.50/UNIT	0.50/UNIT	R-CODES	0.036/M²	
REQUIRED CARS BAYS	14.5	9.5	7.5	2	33.5
PROVIDED CAR BAYS	24		4	1	29

Previous DRP Design: 8 (visitors) + 24 (residential) = 32 car parking bays

Dashed Blue Lines indicates outlines of Previously Approved DA



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SK104

LEVEL 05

WORK IN PROGRESS

DEVELOPMENT SUMMARY				
PROPOSED DESIGN	1 BED 50-51m²	2 BED 70-75m²	TOTAL	ARCH AREA
GROUND FLOOR	0	0	0	66
LEVEL 1	2	3	5	365
LEVEL 2	5	4	9	611
LEVEL 3	5	4	9	618
LEVEL 4	5	4	9	618
LEVEL 5	6	2	8	506
LEVEL 6	6	2	8	506
YIELD %	25.5%	74.5%		
TOTAL	29	19	48	3290

Previous DRP Design 48 apartments: 29 (1bed) + 19 (2bed)

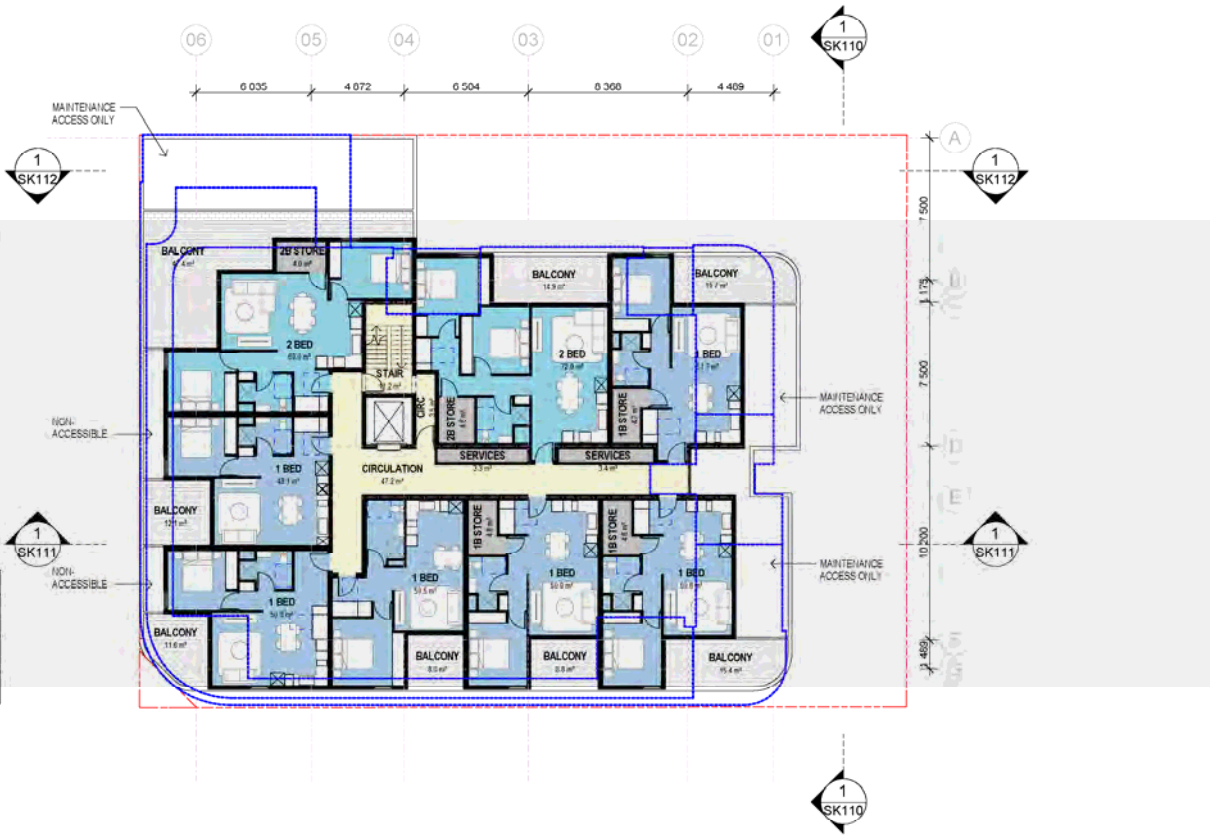
STORES		
LEVEL	1 BED STORE	2 BED STORE
GROUND FLOOR	9	0
LEVEL 1	3	3
LEVEL 2	3	4
LEVEL 3	3	4
LEVEL 4	3	4
LEVEL 5	3	2
LEVEL 6	3	2
SUBTOTAL	27	19
TOTAL	46	

2 (+BED) STORES NEEDED

PARKING BAYS					
	1 BED	2 BED	VISITORS	OFFICE	TOTAL
RATE	0.50/UNIT	0.50/UNIT	R-CODES	0.035/M²	
REQUIRED CARS BAYS	14.5	9.5	7.5	2	33.5
PROVIDED CAR BAYS	24		4	1	29

Previous DRP Design: 8 (visitors) + 24 (residential) = 32 car parking bays

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SK105

LEVEL 06

WORK IN PROGRESS

DEVELOPMENT SUMMARY				
PROPOSED DESIGN	1 BED 50-51m²	2 BED 70-75m²	TOTAL	ARCH AREA
GROUND FLOOR	0	0	0	66
LEVEL 1	2	3	5	365
LEVEL 2	5	4	9	611
LEVEL 3	5	4	9	618
LEVEL 4	5	4	9	618
LEVEL 5	6	2	8	506
LEVEL 6	6	2	8	506
YIELD %	25.5%	74.5%		
TOTAL	29	19	48	3290

Previous DRP Design 48 apartments: 29 (1bed) + 19 (2bed)

STORES		
LEVEL	1 BED STORE	2 BED STORE
GROUND FLOOR	9	0
LEVEL 1	3	3
LEVEL 2	3	4
LEVEL 3	3	4
LEVEL 4	3	4
LEVEL 5	3	2
LEVEL 6	3	2
SUBTOTAL	27	19
TOTAL	46	

2 (1/1BED) STORES NEEDED

PARKING BAYS					
	1 BED	2 BED	VISITORS	OFFICE	TOTAL
RATE	0.50/UNIT	0.50/UNIT	R-CODES	0.035/M²	
REQUIRED CARS BAYS	14.5	9.5	7.5	2	33.5
PROVIDED CAR BAYS	24		4	1	29

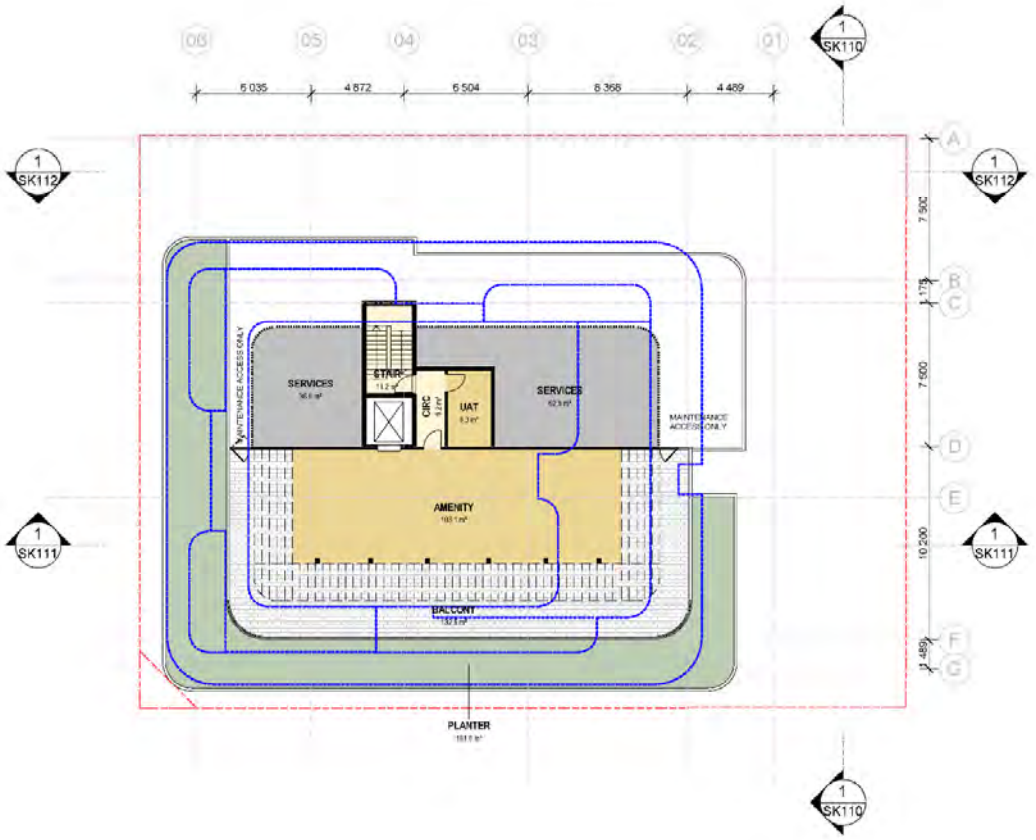
Previous DRP Design: 8 (visitors) + 24 (residential) = 32 car parking bays

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PLUS STUDIO

SK106
ROOF TOP AMENITY
WORK IN PROGRESS



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APPENDIX B

Extract of Part F7 of NCC

WALLS

F7D6 Sound insulation rating of walls

(1) A wall in a Class 2 or 3 building must—(a)have an $R_w + C_{tr}$ (airborne) not less than 50, if it separates sole-occupancy units; and

(a) have an R_w (airborne) not less than 50, if it separates a sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification; and

(b) comply with F7D4(2) if it separates—

(i) a bathroom, sanitary compartment, laundry or kitchen in one sole-occupancy unit from a habitable room (other than a kitchen) in an adjoining unit; or

(ii) a sole-occupancy unit from a plant room or lift shaft.

(2) A door may be incorporated in a wall in a Class 2 or 3 building that separates a sole-occupancy unit from a stairway,public corridor, public lobby or the like, provided the door assembly has an R_w not less than 30.

(3) A wall in a Class 9c building must have an R_w not less than 45 if it separates—

(a) sole-occupancy units; or
(b) a sole-occupancy unit from a kitchen, bathroom, sanitary compartment (not being an associated ensuite), laundry, plant room or utilities room.

(4) In addition to (3), a wall separating a sole-occupancy unit in a Class 9c building from a kitchen or laundry must comply with F7D4(2).

(5) Where a wall required to have sound insulation has a floor above, the wall must continue to—

(a) the underside of the floor above; or
(b) a ceiling that provides the sound insulation required for the wall.

(6) Where a wall required to have sound insulation has a roof above, the wall must continue to—

(a) the underside of the roof above; or
(b) a ceiling that provides the sound insulation required for the wall.

F7D4 Determination of impact sound insulation ratings

(1) A floor in a building required to have an impact sound insulation rating must—

(a) have the required value for weighted normalised impact sound pressure level ($L_{n,w}$) determined in accordance with AS ISO 717.2 using results from laboratory measurements; or
(b) comply with Specification 28.

(2) A wall in a building required to have an impact sound insulation rating must—

(a) for a Class 2 or 3 building be of discontinuous construction and
(b) for a Class 9c building, must—
(i) for other than masonry, be two or more separate leaves without rigid mechanical connection except at the periphery; or
(ii) be identical with a prototype that is no less resistant to the transmission of impact sound when tested in accordance with Specification 29 than a wall listed in S28C4 to S28C7.

(3) For the purposes of this Part, discontinuous construction means a wall having a minimum 20 mm cavity between 2separate leaves, and—

(a) for masonry, where wall ties are required to connect leaves, the ties are of the resilient type; and
(b) for other than masonry, there is no mechanical linkage between leaves except at the periphery.

FLOORS

F7D5 Sound insulation rating of floors

(1) A floor in a Class 2 or 3 building must have an $R_w + C_{tr}$ (airborne) not less than 50 and an $L_{n,w}$ (impact) not more than62 if it separates—

(a) sole-occupancy units; or
(b) a sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby or the like, or parts of a different classification.

As recommended by the Association of Australian Acoustical Consultants, the design objective of an $L_{n,w}$ of 55 is recommended to be utilised for impact isolation between floors of apartments.

SOIL & WASTE PIPES

F7D7 Sound insulation rating of internal services

(1) If a duct or soil, waste or water supply pipe, including a duct or pipe that is located in a wall or floor cavity, serves or passes through more than one sole-occupancy unit, the duct or pipe must be separated from the rooms of any sole-occupancy unit by construction with an R_w + Ctr (airborne) not less than—

(a) 40 if the adjacent room is a habitable room (other than a kitchen); or
(b) 25 if the adjacent room is a kitchen or non-habitable room.

(2) If a stormwater pipe passes through a sole-occupancy unit, it must be separated in accordance with (1)(a) and (b)

PUMPS

F7D8 Sound isolation of pumps

A flexible coupling must be used at the point of connection between the service pipes in a building and any circulating or other pump.

SOUND INSULATION FOR BUILDING ELEMENTS

S28C3 Construction Deemed-to-Satisfy

The forms of construction referred to in (1) [Acceptable forms for walls and floors - S28C4 through S28C10] must be installed as follows:

a. Masonry units must be laid with all joints filled solid, including those between the masonry and any adjoining construction.

b. Joints between concrete slabs or panels and any adjoining construction must be filled solid.

c. For sheeting materials—

i. if one layer is required on both sides of a wall, it must be fastened to the studs with joints staggered on opposite sides; and

ii. if two layers are required, the second layer must be fastened over the first layer so that the joints do not coincide with those of the first layer; and

iii. joints between sheets or between sheets and any adjoining construction must be taped and filled solid.

d. Timber or steel-framed construction — perimeter framing members must be securely fixed to the adjoining structure and—

i. bedded in resilient compound; or

ii. the joints must be caulked so that there are no voids between the framing members and the adjoining structure.

e. Services must not be chased into concrete or masonry elements.

f. A door or panel required to have a certain $R_w + C_{tr}$ that provides access to a duct, pipe or other service must—

i. not open into any habitable room (other than a kitchen); and

ii. be firmly fixed so as to overlap the frame or rebate of the frame by not less than 10 mm, be fitted with a sealing gasket along all edges and be constructed of—

1. wood, particleboard or blockboard not less than 33 mm thick; or

2. compressed fibre-reinforced cement sheeting not less than 9 mm thick; or

3. other suitable material with a mass per unit area not less than 24.4 kg/m^2.

g. A water supply pipe must—

i. only be installed in the cavity of discontinuous construction; and

ii. in the case of a pipe that serves only one sole-occupancy unit, not be fixed to the wall leaf on the side adjoining any other sole-occupancy unit and have a clearance not less than 10 mm to the other wall leaf.

h. Electrical outlets must be offset from each other—

i. in masonry walling, not less than 100 mm; and

ii. in timber or steel-framed walling, not less than 300 mm.

DOCUMENT END

CITY OF VINCENT

ATTACHMENT 8

DEVELOPMENT ASSESSMENT PANEL MEETING

Sustainable Design Assessment Report

EMERGEN

SUSTAINABLE DESIGN ASSESSMENT REPORT

COMMUNITY HOUSING

370-374 OXFORD STREET, MOUNT HAWTHORN, WA

PROJECT: 132793

PUBLISHED DATE: 25/02/2026

EMERGEN

DOCUMENT HISTORY AND REVISION DETAILS

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CONFIDENTIALITY STATEMENT

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DISCLAIMER

The intent of the Sustainable Design Assessment Report is to provide a high-level sustainability overview on the project attributes and documentation provided to Emergen. It is not the intent of the report to provide certainty of credits instead outline how the current design is in line with the targeted sustainability initiatives. The construction team should adhere to the commitments outlined in the report to get the desired outcome.

EMERGEN

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1 EXECUTIVE SUMMARY

An initial evaluation has been carried out for the community housing proposed at 370-374 Oxford Street, Mount Hawthorn, WA. aiming to ascertain its capacity to meet the following criteria:

- Compliance to NCC 2022 Section J *(Refer Section 4.3.4.2 Energy Use)*,
- LCA Target Setting *(Refer Section 3 LCA Target Setting)*,
- Attainment of a 5-Star Green Star Buildings v1 "Self-Assessment", no certified rating is pursued *(Refer Section 4 5-Star Greenstar Self-Assessment)*

The project is anticipated to successfully fulfill the outlined sustainability goals provided the design and construction team incorporates the requirements outlined in this report in their design.

2 INTRODUCTION

This document has been prepared for Corbel Property, outlining the sustainability initiatives under consideration for inclusion in the upcoming development. The City of Vincent's information sheet *'ESD – Apartments and Mixed Use Developments'* requires projects to either adopt a Target-setting LCA approach or achieve a minimum 5 Star Green Star. In addition to completing a Target-setting LCA, this project has elected to undertake a 5 Star Green Star self-assessment, to demonstrate a strengthened commitment to sustainability and deliver enhanced environmental performance outcomes beyond minimum compliance.



Figure 1: Site Location & Elevation

2.1 OVERVIEW OF TARGET

The client's sustainability objectives for the site encompass:

- Compliance to NCC 2022 Section J *(Refer Section 4.3.4.2 Energy Use)*,
- LCA Target Setting *(Refer Section 3 LCA Target Setting)*,
- Attainment of a 5-Star Green Star Buildings v1 "Self-Assessment", no certified rating is pursued *(Refer Section 4 5-Star Greenstar Self-Assessment)*

3 LIFE CYCLE ASSESSMENT (LCA) TARGET SETTING

The target setting service is a very early stage LCA study with the goal of determining the feasibility of various design options and deciding the performance target for a development. The target setting service is designed for very early-stage developments without any more information than a design brief and significant assumptions need to be made to study the life cycle impacts of design options.

City of Vincent's information sheet on *'ESD – APARTMENTS AND MIXED USE DEVELOPMENTS'* set out LCA Target Setting requirements as follows.

Life Cycle Assessment Methodologies	ISO 14044 "Environmental management – Life cycle assessment – Requirements and Guidelines" and EN15978 "Sustainability of construction works – Assessment of environmental performance of buildings – Calculation method."	30% global warming potential saving against a code-compliant design. 25% fresh water use saving against a code compliant design.

The LCA modelling confirms the design team has thoroughly considered the life cycle design performance of the development and has shortlisted strategies that will enable the stated performance target to be met. These are listed in the table below.

Table 1: LCA Target Setting Results

Strategy Description	GWP Saving	FW Saving
Base Design performance compared to benchmark (e.g., density, yield, occupancy, design life, reduced outdoor water use)	12.59%	12.59%
LED Lights	2.60%	0.30%
Appliance Efficiency	2.50%	1.60%
A 30kW PV solar system shall be provided, subject to available roof area.	20.00%	2.20%
Energy Monitoring	5.40%	0.70%
Carpark C0 Sensors and lighting control	14.00%	1.70%
Water Efficient Fixtures	1.30%	33.60%
Total	**58%**	**53%**

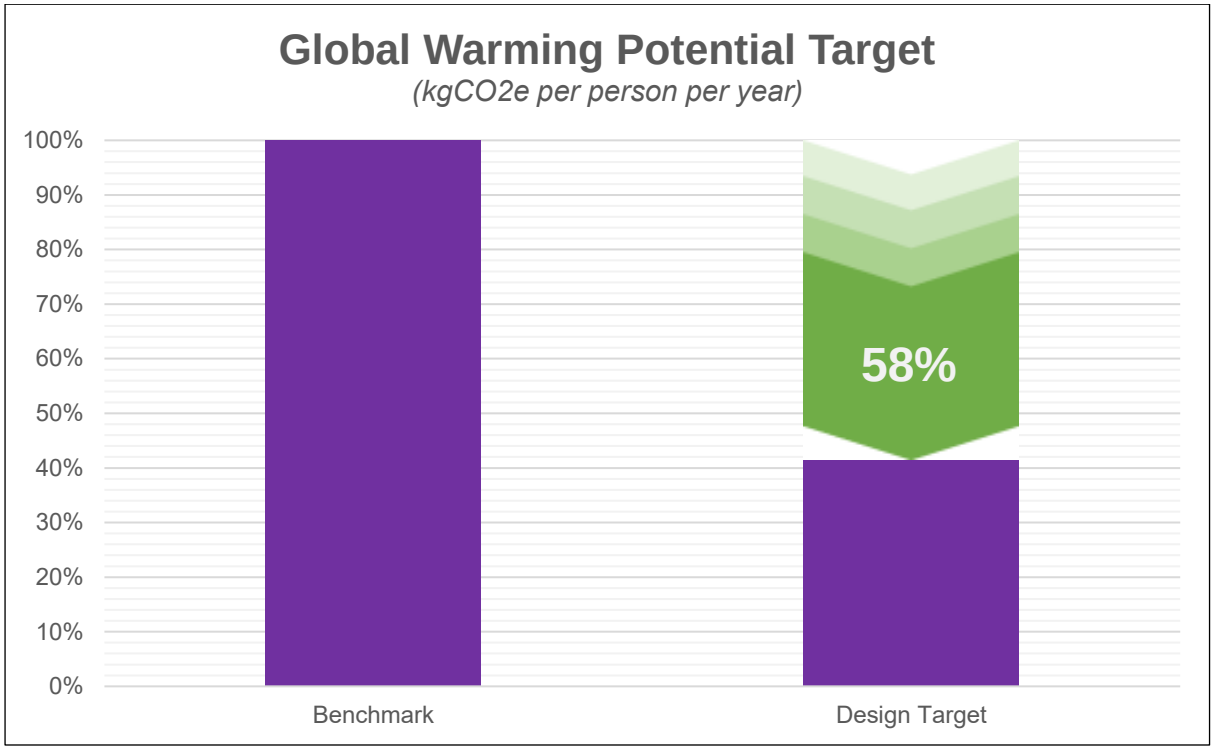


Figure 2: GWP Target

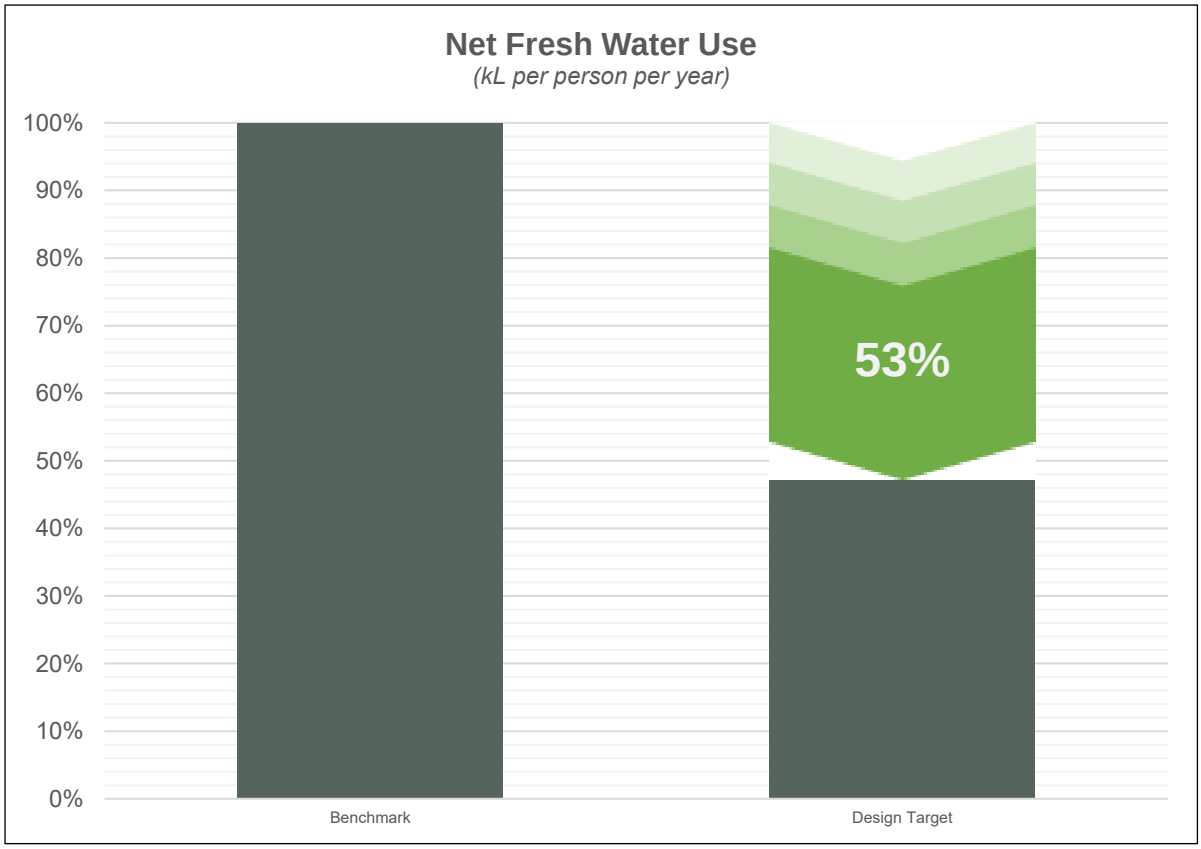


Figure 3: Net Fresh Water Use Target

4 5-STAR GREENSTAR SELF-ASSESSMENT

The City of Vincent's information sheet *'ESD – Apartments and Mixed Use Developments'* requires projects to either adopt a Target-setting LCA approach or achieve a minimum 5 Star Green Star rating. In addition to completing a Target-setting LCA, this project has elected to undertake a 5 Star Green Star self-assessment, to demonstrate a strengthened commitment to sustainability and deliver enhanced environmental performance outcomes beyond minimum compliance.

Green Star Buildings is the rating tool for the design and construction of new building and major refurbishments. Green Star Buildings aim to meet current and future demands of the built environment with aspirational benchmarks for design, construction, and operational performance. It also provides a pathway for building owners to address carbon emissions over time.

Green Star Building features eight categories representing the issues that will define the next decade of the built environment.



Figure 4: Green Star Categories

Each category groups a number of issues related to a certain impact. These are known as Credits. A Credit addresses an initiative that improves or has the potential to improve a project's performance.

Credits are weighted in relation with each other by varying the number of points available. Each credit defines a clear outcome that a project must meet. Where the outcome is verified to have been met, a project will be rewarded with the relevant available points.

Once all credits are assessed, the total number of points achieved is compared against the available points in the rating tool, and a certified rating is awarded.

4.1 SUSTAINABLE DESIGN TARGETS

The design team will utilise a structured approach to a sustainable outcome for the design and construction of the development including the following Sustainable Targets from 5-star Greenstar self-assessment.

Table 2: Sustainability Commitments

DESCRIPTION	GOAL	SUSTAINABILITY COMMITMENTS	CREDITS
RESPONSIBLE CREDIT			
INDUSTRY DEVELOPMENT	Engaging a GSAP	Project team to engage a GSAP, provide financial transparency and detail out sustainability targets for all stakeholders.	1
RESPONSIBLE CONSTRUCTION	Construction and demolition waste diversion	Ensure 90% diversion of construction and demolition (C&D) waste from landfills.	1
VERIFICATION & HANDOVER	Soft landings approach	The "Soft Landings Framework" involves five stages: Briefing, Design Development, Pre-Handover, Initial After Care, and Years 1 to 3 Aftercare.	1
HEALTHY CREDIT			
CLEAR AIR	Ventilation system attributes	Design teams must ensure access to the upstream side of fan coil units with MERV 8+ filters and demonstrate safe access for cleaning and maintenance for units in ceiling voids.	2
	Provision of outdoor air	SOU's to be provided with ventilation in accordance with AS1668.4:2012. Common areas to be a combination of natural and mechanical ventilation in accordance with the respective standards.	
LIGHT QUALITY	Daylight	For Class 2 buildings, 60% of the combined living and bedroom area in each unit must meet daylight requirements, excluding kitchens from the calculation. Specifically, daylight levels must be achieved in at least 20% of the area within each bedroom and living space. Daylight calculations should utilize Daylight Autonomy methods.	2
ACOUSTIC COMFORT	Internal noise, Impact Noise Transfer	Internal noise levels from services and the outside are limited through an acoustic comfort strategy. Reduction in Noise transfer through floors.	2

EXPOSURE TO TOXINS	TVOC and Formaldehyde testing	Test must be undertaken to verify all sample measurements are TVOC <0.27ppm and formaldehyde <0.02ppm. Nominated area: primary secondary & tertiary.	2
AMMENITY AND COMFORT	Dedicated amenity rooms	The building includes designated rooms to promote inclusivity, mindfulness, or exercise for occupants.	2
CONNECTION TO NATURE	Views, plants and nature-inspired design	The building provides views, includes indoor plants, and a nature inspired design or 5% of the buildings floor or site area is allocated to engageable nature.	1
	Nature Interaction-indoor plants	The building provides views, indoor plants, a nature inspired design, and 5% of the buildings floor or site area is allocated to engageable nature.	1
RESILIENT CREDIT			
CLIMATE CHANGE RESILIENCE	Climate change risk and adaptation assessment	Suitably qualified professional will undertake a climate change risk and adaptation assessment in design phase in accordance with AS 5334:2013 and AS/NZS ISO 31000:2009, and author a report.	1
	Managing Risks	Ensure extreme and high risks are addressed, as well as at least 2 risks are addressed by specific design responses.	
HEAT RESILIENCE	Heat Island Effect Reduction	At least 75% of the whole site area (excl. PV, SHW, skylights, translucent sheeting) comprises one or combination of strategies that reduce heat island effect.	1
POSITIVE CREDIT			
UPFRONT CARBON EMISSIONS	Reducing Upfront carbon	The building's upfront carbon emissions from materials and products will be reduced.	3
ENERGY USE	Residential pathway: 7-star NatHERS average	Must achieve a 7-star average and 5.5-star minimum NatHERS rating for each sole occupancy unit. (Refer to the green star strategy sheet for other services credit that needs to be met 4 out of 9)	3
ENERGY SOURCE	Renewable Electricity & Renewable	All energy under the control of the building owner/operator and all non-electricity energy provided for uses that are not under the building	6

	Energy	owner's control must be sourced from renewables. Fossil fuels cannot be used on site for any domestic hot water, space heating or cooking under any circumstances regardless of base build or tenant use.	
Other Carbon Emissions	Offsetting refrigerants emissions	Offsetting the refrigerant emission by purchasing carbon credits.	2
LIFE CYCLE IMPACTS	30% reduction in life cycle impacts compared to standard practice	30% reduction in life cycle impacts cradle-to-grave (per m2 GFA) incl. all EN 15978 modules (A to D).	2
PEOPLE CREDIT			
INCLUSIVE CONSTRUCTION PRACTICES	Need analysis	Perform a needs analysis of site workers and site workers to determine appropriate actions. Programs and policies developed must be relevant to all works for the full duration of construction.	1
	Physical and mental health program	The head contractor must show that they have introduce programs and solutions to at least 5 of the health issues. The programs must cover 80% of the workforce that are at the site for 3 days or more.	
	Evaluating the program's effectiveness	Provide an evaluation report to the client with the information of the programs delivered, attendance, available languages. A review on the delivery of intended outcomes and future recommendations.	
	Additional gender-specific facilities and PPE	Gender-inclusive bathrooms and changing facilities are required, with opportunities for additional facilities and gender-specific personal protective equipment (PPE).	1
NATURE CREDIT			
WATERWAY PROTECTION	Stormwater Volume	Stormwater volume to accommodate the 1 in 100-year critical storm event which will be detained and infiltrated on site. The development will not increase impervious area and no stormwater will be discharged off-site.	2
TOTAL TARGETED POINTS			**38**

Emergen has provided a 3 points buffer for the 5-star uncertified Green Star Strategy.

Detailed Greenstar Strategy sheet can be found in Appendix 1.

4.2 GREEN STAR PLAN

The total number of points available for each of the categories in the Green Star Buildings tool is:

CATEGORY	AVAILABLE POINTS	TARGETED POINTS 5 STARS
Responsible	17	5
Healthy	14	11
Resilient	8	2
Positive	30	16
Places	8	0
People	9	2
Nature	14	2
Leadership	Unlimited	0
TOTAL	**100**	**38**

Detailed Greenstar Strategy sheet can be found in Appendix 1.

4.3 DETAILED REQUIREMENTS

This section lays out the detailed Greenstar requirements for the project design and construction team to adhere to in order to achieve the aspirational 5-star design outcome.

4.3.1 RESPONSIBLE

4.3.1.1 Industry Development

4.3.1.1.1 Green Star Accredited Professional

Emergen has a number of GSAPs that will satisfy this credit.

The GSAP's will need to host a design team workshop, including reviewing potential credits and explaining the Green Star certification process.

A Greenstar Specification will be provided regarding all services identifying the requirements of the Green Star Buildings tool for the initiatives included by the design team.

4.3.1.1.2 Financial Transparency

The project team must complete, and include in the submission, the *Green Star Financial Transparency Disclosure Template*. The template assists the project team to submit the cost of sustainable building practices of the project including design, construction, and documentation to the GBCA.

The project team must provide the project's financial data in Excel format with the project's Green Star submission, not as a PDF. The *Disclosure Template* is available on the GBCA website. Project teams must use the latest available version.

4.3.1.2 Responsible Construction

4.3.1.2.1 Environmental management system

The builder or head contractor (responsible party) will have a formalised systematic and methodical approach to planning, implementing, and auditing in place during construction. the responsible party must have an Environmental Management System (EMS) certified to a recognised standard such as AS/NZS ISO 14001, BS 7750 or the European Community's EMAS.

The EMS can be stand-alone or part of an integrated management system and must be valid for the duration of construction activities.

4.3.1.2.2 Environmental management plan

The Environmental Management Plan (EMP) will be project specific and cover the scope of construction activities. It must be implemented from the start of construction and include all works within the project scope.

4.3.1.2.3 Construction and demolition waste

Projects must divert at least 90% of construction and demolition waste from landfill.

4.3.1.2.4 Sustainability training

The head contractor will provide the following training to 95% of all contractors and subcontractors present on site for at least three days:

- Information on the sustainable building certification(s) sought, including:
  - the sustainability attributes of the building and their benefits.
  - the value of certification; and

- the role site worker(s) play in delivering a sustainable building

4.3.1.3 Verification and Handover

4.3.1.3.1 Metering and monitoring

The building will have accessible energy and water metering for all common uses, major uses, and major sources.

The meters will be connected to a monitoring system capable of capturing and processing the data produced by the meters.

The monitoring system must accurately and clearly present the metered data and include reports on consumption trends for the automatic monitoring system. The monitoring strategy must be developed in accordance with a recognised Standard, such as CIBSE TM39 Building Energy Metering. The monitoring strategy must include a metering schedule and identify the location and types of meters.

4.3.1.3.2 Commissioning and tuning

A commissioning plan will be developed prior to practical completion.

Building tuning process will be in place that includes quarterly adjustments and measurements for at least the first 12 months after occupation.

4.3.1.3.3 Services and maintainability review

During design, the project team will conduct a services and maintainability review of the building. The review must include all project team roles involved within the design process i.e. Owner's Representative, Design consultants, Architect, ESD Consultant, Facilities Manager, Head Contractor.

4.3.1.3.4 Building Information

The project team will provide operations and maintenance information for all nominated building systems to the building owner (or designated representative).

The project team will develop a building logbook to present to the building owner (or designated representative) before practical completion of the project.

4.3.1.4 Responsible Resource Management - Operational Waste

To satisfy the conditions of the development application and to comply with the requirements of Green Star accreditation, the City of Vincent (the City) requires the submission of an Operational Waste Management Plan (OWMP) that will identify how waste is to be stored and collected from the Proposal. An Operational Waste Management plan has been developed by Talis Consultants outlining this.



Figure 5: Operational Waste Management Plan

4.3.1.5 Responsible Finishes

60% of all internal building finishes (by cost) meet a Responsible Products Value of at least 7. To ensure this, all internal specified finishes will have at least one recognized initiative below:

- Industry wide environmental product declarations (EPD)
- Product specific environmental product declarations (EPD)
- ISO14001 certification
- Climate Active Carbon Neutral Certification
- Chain of custody certification
- Third-party product certification schemes.

4.3.2 HEALTHY

4.3.2.1 Clean Air

4.3.2.1.1 Ventilation system attributes

Ventilation systems will be designed to comply with the separation distances as outlined in the table below.

minimum distance (L/s)	Minimum separation distance from discharges to intakes, or natural ventilation opening of adjacent Sole Occupancy Unit, or site boundary (m)	Minimum separation distances from discharges to intakes, or natural ventilation opening within Sole Occupancy Unit (m)
<100 L/s	1	N/A
<200 L/s	2	1
<400 L/s	3	2
<600 L/s	4	3
<800 L/s	5	4
<1000 L/s	6	5
≥1000 L/s	7	6

Diversity factors cannot be applied in meeting this credit.

Figure 6: Separation Distances

All new and existing ductwork that serves the building will be cleaned prior to occupation in accordance with a recognised Standard. This includes all ductwork in the base building that serves the building from the air handling unit(s) to the supply vents. If no ductwork exists, these requirements are deemed to be met.

Any mechanical ventilation system within the building, whether existing or new, will provide adequate access to both sides of all moisture and debris-catching components for maintenance within the air distribution system.

4.3.2.1.2 Provision of Outdoor Air

Sole Occupancy Units to be provided with ventilation in accordance with AS1668.4:2012. Common areas to be a combination of natural and mechanical ventilation in accordance with the respective standards.

4.3.2.1.3 Exhaust or elimination of pollutants

Pollutants from printing and photocopying equipment, cooking processes and equipment are limited from the nominated area by:

- Exhausting the pollutants directly to the outside.
- the default occupancy.

4.3.2.2 Light Quality

4.3.2.2.1 Lighting comfort

Lighting within the building will meet the following criteria:

- All lighting must be flicker-free.
- Light sources must have a minimum Colour Rendering Index (CRI) average R1 to R8 of 85 or higher and have a CRI R9 of 50 or higher.
- Light sources must meet best practice illuminance levels for each task within each space type with a maintained illuminance that meets the levels recommended in AS/NZS 1680.1:2006 series applicable to the project type and including maintenance.
- The maintained Illuminance values must achieve a uniformity of no less than that specified in Table 3.2 of AS/NZS 1680.1:2006, with a maintenance factor method as defined in AS/NZS 1680.4.; and
- All light sources must have a minimum of 3 MacAdam Ellipses.

4.3.2.2.2 Daylight

Daylight modelling in accordance with Greenstar requirements will be undertaken at detailed design stage.

- For Class 2 buildings, 60% of the combined living and bedroom area of each unit must comply with the daylight requirements. Kitchens are not included in the calculations.
- The daylight levels must also be present in at least 20% of the area of each bedroom and living area. Daylight must be calculated using Daylight Autonomy.

Blockout blinds or curtains will be provided to all bedrooms. If blinds or curtains are part of a packaged décor, blockout blinds must be offered as standard inclusion.

4.3.2.2.3 Glare

Bare light sources must be fitted with baffles, louvers, translucent diffusers, ceiling design, or other means that obscures the direct light source from all viewing angles of occupants, including occupants looking directly upwards.

4.3.2.3 Acoustic Comfort

An Acoustic Comfort Strategy will be prepared by the Acoustic Consultant describing how building design will deliver this to occupants addressing criteria: quiet enjoyment of space; functional use of space; control of intrusive or high levels of noise; privacy; noise transfer; and speech intelligibility.

4.3.2.3.1 Maximum Internal Noise Levels

Greenstar measures in accordance with the NSW sleep disturbance criteria as below:

- Up to two noise events per night: maximum internal noise levels below 70 dB Lamax;
- All other events: maximum internal noise levels below 55 dB Lamax.

The project will endeavour to meet this however is uncertain as this is not typical for WA projects.

4.3.2.3.2 Impact Noise Transfer

Impact noise transfer measured in accordance with ISO 16283-2 through a floor where:

- Floors are located above nominated areas; or
- Adjacent spaces belonging to different tenancies which share a floor must not exceed dB LnT,w:
  - 55 for floors above residential accommodation spaces
  - 60 for all other spaces

4.3.2.4 Exposure to Toxins

4.3.2.4.1 Paints, adhesives, sealants and carpets

At least 95% of internally applied paints, adhesives, sealants (by volume) and carpets (by area) will meet TVOC Limits (handbook pg. 91-92). Compliance can be achieved via a recognised and current at time of purchase Product Certification Scheme; laboratory product testing; or there are none of these materials present at PC.

4.3.2.5 Engineered wood products.

Either no new engineered wood products are used in the building, or at least 95% (by area) of all engineered wood products meet specified formaldehyde emission limits (handbook pg.92-93). Compliance can be achieved via a recognised and current at time of purchase Product Certification Scheme, or laboratory product testing. Excl. formwork, car parking applications and non-engineered wood products.

4.3.2.6 Lead, asbestos and PCBs

Comprehensive hazardous materials survey must be performed on existing structures on site in accordance with relevant Environmental and OH&S legislation (pg. 86). Where these materials identified, materials must be stabilised/removed and disposed of in accordance with best practice guidelines; or simply conclude none found on site.

4.3.2.7 AMENITY AND COMFORT

4.3.2.7.1 Amenity Room

The building includes one room designed to promote either inclusivity, mindfulness or exercise for staff or occupants.

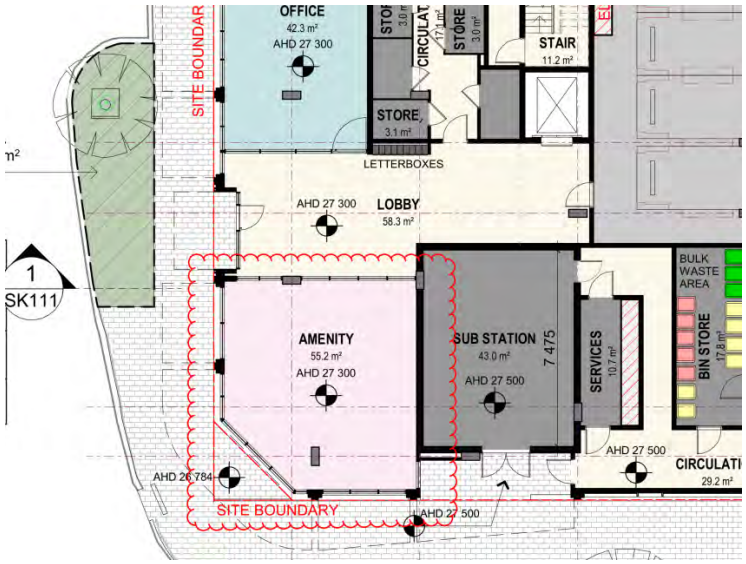


Figure 7: Amenity Room

4.3.2.8 Connection to nature

4.3.2.8.1 Views

At least 60% of regularly occupied areas must have a clear line of sight to a high quality internal or external view. All floor areas within 8m from a compliant view meet this credit criterion.

4.3.2.8.2 Nature-inspired design

Five additional nature-inspired design interventions will be provided in alignment with the following principles:

- Elements that provide multiple natural sensory experiences
- Elements that reflect natural and cultural patterns and forms
- Using natural materials
- Large scale and holistically incorporated natural motifs and art

4.3.2.8.3 Outdoor Plants

At least 5% of the building's total regularly occupied areas or land within the site boundary (whichever is greater) will be planted area located externally, either vertical or horizontally. The planted areas must be accessible and necessary infrastructure to allow the activity to occur.

4.3.2.8.4 Indoor Plants

Indoor plants wil be provided in at least two regularly occupied areas of the base building which is accessible by all building occupants (eg. reception, common rooms) and have a total soil area that is equivalent to 2% of the regularly occupied base building areas. An ongoing maintenance plans must be established for the indoor plants to ensure plant health is maintained.

4.3.3 RESILIENT

4.3.3.1 Climate Change Resilience

4.3.3.1.1 Climate Change Risk and Adaptation Assessment

Climate Change Risk and Adaptation Assessment will be undertaken at detailed design to consider potential impacts from climate change including, but not limited to:

- Direct damage or failure of project components
- Accelerated deterioration of project components or reduced design life
- Reduced operating capacity
- Climate hazard impacts to surrounding areas (e.g., impacting access and egress)
- Impacts to the health and wellbeing of building occupants and other relevant stakeholders
- Indirect risks from impacts to other interdependent systems and services (e.g., transport networks, power, water, telecommunications)

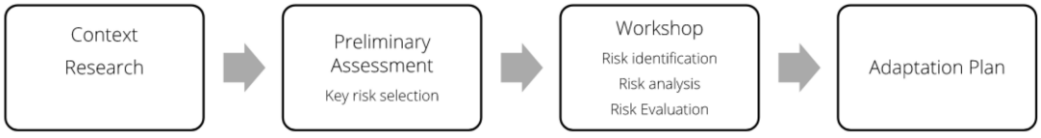


Figure 8 Project approach adopted from 'Climate Change Impacts & Risk Management - AGO'

4.3.3.2 Heat Resilience

A light-coloured roof with a Solar Reflectance Index (SRI) ≥70 will be proposed to minimise heat absorption and reduce urban heat island effects.

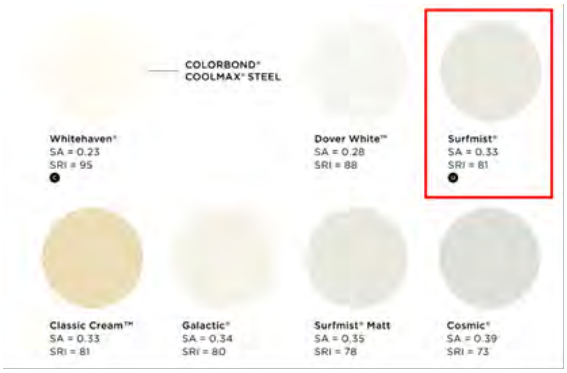


Figure 9 Proposed Roof Colour

4.3.4 POSITIVE

4.3.4.1 Upfront Carbon Emissions

The building aims to achieve upfront carbon emissions that are at least 20% lower than those of a reference building.

The design team will focus on material selection that reduces embodied energy. This approach includes the use of sustainably sourced steel for the building roof and the implementation of construction processes that prioritize high durability and waste reduction.

4.3.4.2 Energy Use

4.3.4.2.1 Class 2 Apartments (NatHERS)

The construction for the proposed building is as per plans provided and outlined below.

Table 3: Class 2 Specification.

CONSTRUCTION		DESCRIPTION	REQUIREMENT
EXTERNAL & PARTY WALLS	External Walls	External stud-frame wall (metal cladding and fibre cement cladding)+ Internal Plasterboard Lining	**90mm R2.5HD Insulation batts + Building Wrap** ***Rt=3.24***
	Party Walls	Concrete wall with stud frame and plasterboard lining on both sides.	**No Insulation Required for Thermal Performance.** ***Rt=0.70***
		Double-stud frame wall with plasterboard lining on both sides	**R2.0 insulation on either side of the stud.** ***Rt=0.49***
INTERNAL WALLS	Internal Apartment Walls	Steel framed wall with plasterboard lining.	**No Insulation Required.**

FLOORS	Construction Type 1:	Minimum 250mm Suspended Concrete Slab	**30mm R1.3 K10 Soffit Insulation to exposed slab areas.**
	Coverings	*As per the drawings. If none specified; defaults used.*	
CEILINGS/ ROOFS	Construction Type 1:	Minimum 250mm Suspended concrete slab.	**R4.0 Rigid Board Insulation** (or similar)

Table 4: Window specification for all Apartment

WINDOW SPECIFICATION		U-VALUE	SHGC (+/- 5%)
TYPE 1	Double-Glazed, Low E Clear, in Aluminium Frame (Sliding, fixed windows)	**4.10**	**0.47**
TYPE 2	Double-Glazed, Low E Clear, in Aluminium Frame (Awning, casement windows)	**4.10**	**0.52**

Note: Glazing values provided are for Whole System (Frame + Glass)

Table 5: Options and Upgrades

DWELLING	FLOOR INSULATION (R1.3)	CEILING INSULATION (R4.0)	STAR RATING
UNIT 01	X		6.8
UNIT 04	X		6.9
UNIT 05	X	X	6.1
UNIT 06	X		7.6
UNIT 07	X		7.3
UNIT 12	X		7.1
UNIT 33	X		7.9
UNIT 35			6.4
UNIT 41	X		7.7
UNIT 46		X	7.5

Table 6: Unit NatHERS Results

DWELLING	HEATING	COOLING	TOTAL	STAR RATING
UNIT 01	47.2	17.4	64.6	6.8
UNIT 04	23.5	39.7	63.2	6.9
UNIT 05	54.8	21.7	76.5	6.1
UNIT 06	13.2	38.3	51.5	7.6
UNIT 07	6.5	49.5	56	7.3
UNIT 12	36.4	23	59.4	7.1
UNIT 33	4.6	39.7	44.3	7.9
UNIT 35	8.3	63.2	71.5	6.4
UNIT 41	12.3	35.8	48.1	7.7
UNIT 46	21.7	31	52.7	7.5

Note: Project team is confident that the development will be able to meet the average of 7 stars and meet NCC 2022 requirements based on the results above.

4.3.4.2.2 PV Generation

PV generation will reduce the operational energy loads and peak demand of the building due to the expected load profile correlating to the available solar resource. A 30kW PV solar system shall be provided, subject to available roof area.

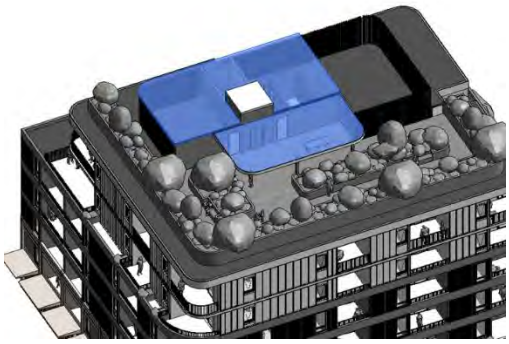


Figure 10 Proposed Roof Area for Solar PV

4.3.4.3 Energy Source

All energy under the control of the building owner/operator and all non-electricity energy provided for uses that are not under the building owner's control will be sourced from renewables.

Fossil fuels will not be used on site for any domestic hot water, space heating or cooking under any circumstances regardless of base build or tenant use.

4.3.4.4 Other Carbon Emissions

High-GWP refrigerants will be eliminated from the building by either of the following:

- The use of refrigerants with a GWP of 10 or less is considered to comply with the credit.
- 100% of carbon emissions from refrigerants will be offset.

4.3.4.5 Water Use

4.3.4.5.1 Proposed Sanitary fixture and appliance efficiency

FIXTURE / EQUIPMENT TYPE	WELS RATING
Taps	5 Star
Toilets	5 Star
Showers	3 Star
Washing Machine	4 Star
Dishwashers	5 Star

4.3.4.6 Life cycle impacts

LCA assessment is completed under Section 3 of this report.

4.3.5 PLACES

4.3.5.1 Movement and Place

4.3.5.1.1 Encouraging walkability

The building's design and location encourage walking to and from a number of amenities. This means designing roads within the building boundary to prioritise pedestrians, and either providing within, or being located close to, a number of amenities.

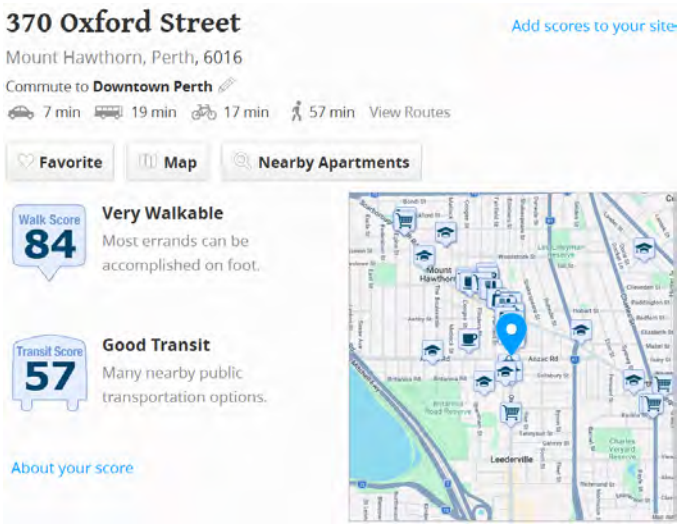


Figure 11: Walkability score of the site.

4.3.6 PEOPLE

4.3.6.1 Inclusive Construction Practises

4.3.6.1.1 On-site Facilities, Policies, and Training

The head contractor will ensure the following is provided or available on-site:

- Separate gender inclusive bathroom facilities and changing amenities with a high degree of privacy
- Diverse gender-specific fit-for-purpose personal protective equipment (PPE) for diverse body sizes and types

The head contractor will:

- Implement policies to address issues of discrimination, racism, and bullying on-site.
- Introduce on-site redress procedures for any relevant breaches and corrective measures to be put in place should any incident be identified.
- Empower a diverse lead team to manage these policies on-site.
- Training will be provided to 95% of all contractors and subcontractors present on site for at least three days for:
    - Information on drug and alcohol awareness and mental health
    - Information on policies implemented on discrimination, racism, bullying on site, and safe ways to report poor behaviour.

4.3.6.1.2 Needs Analysis

The responsible party should carry out a needs analysis of potential site workers and sub-contractors at tender (or similar early stage) to determine appropriate actions. The policies and programs should be relevant to all construction workers on site for the full duration of construction.

4.3.6.1.3 Physical and Mental Health Programs

The head contractor will show that they have introduced programs and solutions to address at least five of the following:

- Suicide prevention
- Healthy eating and active living
- Reduce harmful alcohol and tobacco consumption and avoid drug use
- Increased social cohesion, community, and cultural participation
- Understanding depression
- Preventing violence and injury
- Decreased psychological stress
- Finding fulfilment at work or mindful meditation
- Other issues identified in the Needs Analysis

4.3.6.1.4 Evaluating the Program's Effectiveness

The project will provide an evaluation report to the client and sub-contractors with the following information:

- Information on the programs or initiatives that were delivered, including information on dates, attendance, and available languages
- A review on whether the programs delivered the intended outcomes including recommendations for improving future delivery of these programs.

4.3.7 NATURE

4.3.7.1 Impacts to Nature

4.3.7.1.1 Not built on, or impacted, a site with high ecological value

At the date of purchase or option contract, the building, infrastructure, or construction works do not clear:

- Old-growth forest,
- Prime agricultural land,
- Any wetland listed as being of 'High National Importance',

4.3.7.1.2 External Lighting

External lighting shall be selected to provide only downward component.

4.3.7.2 Waterway Protection

4.3.7.2.1 Stormwater Volume

Stormwater volume to accommodate the 1 in 100-year critical storm event which will be detained and infiltrated on site (an improvement on the existing site conditions). Further, throughout the site we are not increasing impervious area to accommodate the new building structure. Any stormwater from the area will be predominantly roof and façade runoff and no stormwater will be discharged offsite.

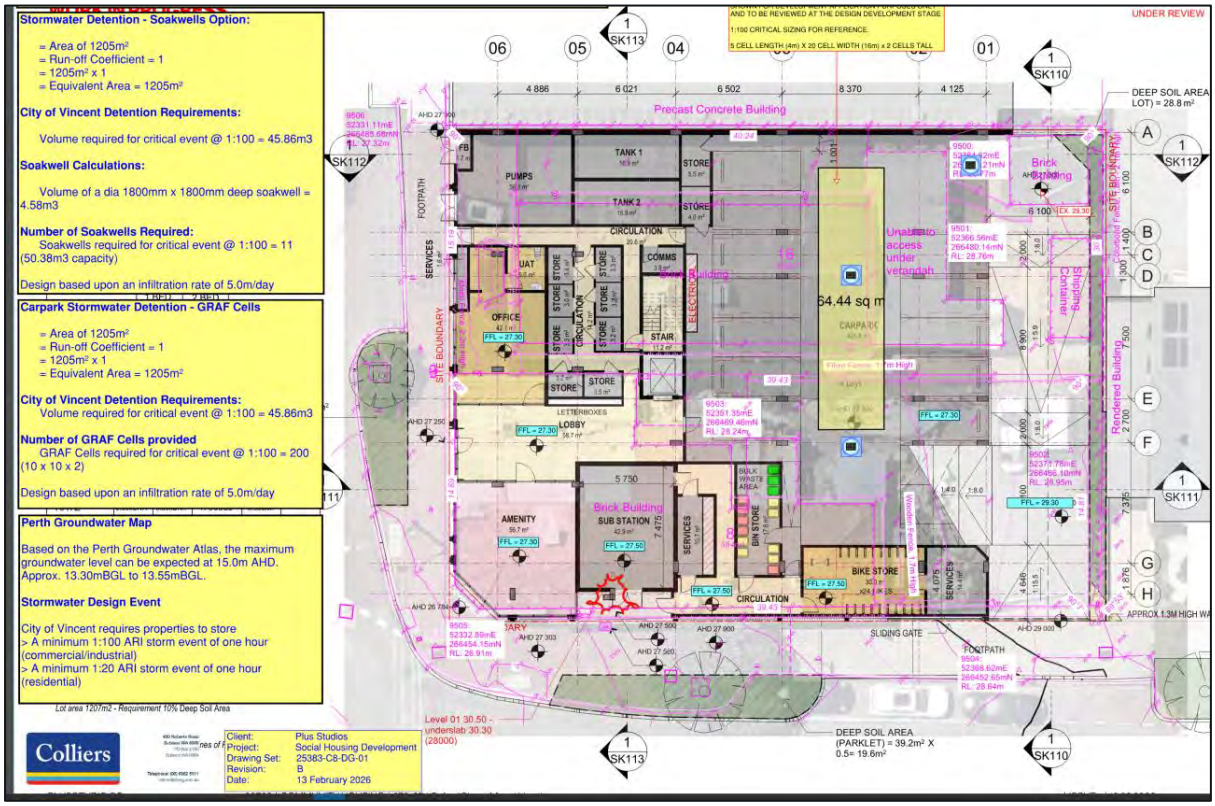


Figure 12: Proposed Civil Design

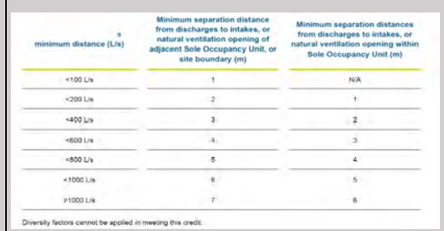
EMERGEN

APPENDIX 1 – GREEN STAR STRATEGY

GREEN STAR BUILDINGS STRATEGY - 5 STAR SELF-ASSESSMENT

TARGETED	35	(Minimum Required - 35)								
CREDIT	**CREDIT CRITERIA**	**CREDIT DESCRIPTION**	**RESPONSBILE**	**STAGE**	**POINTS AVAILABLE**	**TARGETED**	**POTENTIAL**	**DROPPED**	**EMERGEN COMMENTS**	**CONSULTANTS COMMENTS**
RESPONSIBLE										
Industry Development	Green Star Accredited Professional	At least one GSAP engaged as part of project team at time of registration or within one month following for duration of project. GSAP must act as project contact for purposes of communicating with GBCA; provide advice, guidance and support to project team through to certification; and ensures project team has access to info covering GS principles, structure, timing and processing including eligibility, GS strategy, technical Q's, the submission, certification process and GS branding/marketing rules.	EMERGEN	DESIGN	**1**	**1**			EMERGEN will satisfy credit.	
	Financial transparency	Project team must complete and include in submission the *GS Financial Transparency disclosure Template* and project's financial data in Excel format.	CONTRACTOR	COMPLETION					Contractor to complete.	
	Marketing sustainability achievements	Project's marketing team must complete GS Case Study Template; project team must specify how building will detail its sustainability achievements to its stakeholders (i.e. typical occupants & visitors); and GS Certification achieved must be prominently displayed in location visible to public.	EMERGEN / CLIENT	COMPLETION					NA for uncertified jobs	
Responsible Construction	Environmental Management System	Builder/ head contractor must have formalised systematic and methodical approach to planning, implementing and auditing in place during construction: for projects <$10m, must have EMS that complies with either *NSW Environmental Management System Guidelines* or another recognised standard	CONTRACTOR	TENDER	Nil				Contractor specific requirements. Will be included oin Greenstar Specification.	
	Environmental Management Plan	EMP must be project specific, cover scope of construction activities, be implemented from start of construction and include all works within project scope.	CONTRACTOR	TENDER						
	Construction and demolition waste	Must divert at least 80% C&D waste from landfill. Disclosure Statement required from waste contractors and processing facilities outlining how company and their reporting aligns with *GS C&D Waste Reporting Criteria.*	CONTRACTOR	TENDER					Contractor specific requirements. Will be included oin Greenstar Specification.	
	Sustainability training	Head contractor must provide following training to 95% of all contractors/SCs present on site for at least 3 days: info on sustainable building certifications sought incl. sustainability attributes of building and their benefits; the value of certification; and the role site workers play in deliver of a sustainable building.	CONTRACTOR	CONSTRUCTION						
	Construction and demolition waste diversion	Divert at least 90% C&D waste from landfill. Waste contractors and facilities must comply with *GS C&D Waste Reporting Criteria* and must be measured in kg - report total amount of waste generated and diverted from landfill, and % diverted.	WASTE CONTRACTOR	CONSTRUCTION	**1**	**1**			Contractor specific requirements. Will be included oin Greenstar Specification.	
Verification and Handover	Metering and monitoring	The building must have accessible energy and water metering for all common uses, major uses, and major sources. The meters must be connected to a monitoring system capable of capturing and processing the data produced by the meters. The meters and monitoring systems must: • Provide continual information (up to 1-hour interval readings); • Be commissioned and validated per the most current 'Validating Non-Utility Meters for NABERS Ratings' protocol, or National Measurement Institute (NMI) standards; • Be capable of identifying inaccuracies in the meter network and producing alerts. Inaccuracies are defined as those over meter tolerances based on their metering accuracy class (e.g. 'Class 1' meters shall not have inaccuracies of more than 1% due to metering accuracy class); and • Be sufficient to support future achievement of a NABERS rating.	ELECTRICAL	DESIGN	Nil				Electrical to review and confirm	Forth-Hyd: Hydraulic documentation to include water submetering. Emergen to clarify the water submetering areas - minimum zone required, e.g. submetering per floor or per apartment.
	Environmental performance targets and information	At design, the project team must set and document environmental performance targets for the project outlining: • The targets for the project energy and water consumption for all nominated building systems; • Metering diagrams for energy and water, and expectations relating to the monitoring of energy and water, as well as indoor environment quality, in operation; • Descriptions of the functions, intended operation and maintenance requirements of nominated building systems; and • Design airtightness targets as described in the Energy Use credit.	EMERGEN / SERVICES	DESIGN					Services specification and Strategy sheet to cover this requirement.	
	Services and maintainability review	Before construction, the project team must conduct a services and maintainability review of the building. The review must include the head contractor, the owner's representative, the commissioning agents, the design consultant and the facilities manager, where possible. The review must address the following: • Commissionability; • Controllability; • Maintainability; • Operability; and • Safety of all systems. The services and maintainability review and its outcomes must be summarised in a 'Service and Maintainability Report'. It must be signed off by all involved parties	ICA / SERVICES	DESIGN					Emergen will provide Services & Maintainability Review template for services team to complete at DD stage.	
	Building commissioning	During construction and before practical completion, all building systems must be commissioned per a recognised commissioning standard (CIBSE or ASHRAE commissioning guides). A commissioning specification must be included in the construction documentation listing requirements for each system. A commissioning plan must be developed prior to practical completion. The contractual tender or construction documentation must list the commissioning requirements for each system. It is not enough to state that systems must be commissioned to the relevant standard. The person responsible for the commissioning of the nominated services must have specific and demonstrable knowledge of the types of systems to be commissioned. Airtightness must be considered as part of the commissioning process during the following stages: • Schematic design: review of design including an air barrier system schematic; • Design Development: review for tightness including air barrier continuity on building plans, sections and details. Scope of work and necessary coordination between trades and responsibilities must be considered; • Construction: A plan for stages of commissioning for air tightness must be defined and included in the project timeline; and • The building must undertake an airtightness test in accordance with AS/NZS ISO 9972:2015 Thermal performance of buildings determination of air permeability of buildings - Fan pressurisation method.	ICA / CONTRACTOR	CONSTRUCTION					Commissioning requirements to be included in Services Specification. Emergen to provide Air tightness design advice. Testing scope and fee can be provided upon request.	

	Building systems tuning	The owner must contractually commit to a tuning process that includes quarterly adjustments and measurements for at least the first 12 months after occupation. The commitment must include: • A building tuning manual or plan; • A description of the building tuning team; and • Confirmation the owner has engaged parties to tune the nominated systems The building tuning team must include: • The facilities manager; • The owner's representative and the independent commissioning agent (ICA, if applicable); • The head contractor; and • The services design professionals	ICA	OPERATION					Building Owner to commit.	
	Building information	Supply the following - provide O&M info for all nominated building systems to building owner including: appropriate content developed and provided; user group access to required info to deliver best practice environmental outcomes; guidance on keeping info up-to-date provided to FM team. - develop log book in line with *CIBSE TM31: Building Log Book Toolkit* covering all nominated building systems and incl. links/references to relevant O&M info to present to building owner before project PC. - building user info must be able to be updated and edited by FM team, or other stakeholders, to ensure it remains current and relevant to users throughout life of building. Must be available at PC.	CONTRACTOR	CONSTRUCTION					Contractor to provide O&M information EMERGEN can supply Building Log book template and Building User Guide.	
	Soft landings approach	The Soft Landings Framework to be developed for the project.	EMERGEN	DESIGN AND CONSTRUCTION	**1**		**1**		Emergen can provide fee to prepare this during construction stage.	
Responsible resource management (Operational Waste)	Separation of waste streams	Building must provide labelled, easy to access and evenly distributed bins to allow occupants to separate waste, as a minimum into: general landfill waste, recycling streams to be collected by waste collection service (paper & cardboard, glass, plastic), and one other waste stream representing at least 1% of total annual operational waste (by volume) e.g. organics, e-waste, batteries. Any other waste stream (excl. food) >5% of total annual operational waste (by volume) must be accounted for.	WASTE CONSULTANT	DESIGN	Nil				Complete.	Complete. WMP provided.
	Dedicated waste storage area	Must provide dedicated area(s) for storage and collection of waste streams that is sized to accommodate at least one collection cycle. Calculations must be based on forecasted occupant waste generation and collection frequencies using figures outlined in third-party best practice guidelines. Area(s) must have easy and safe access by collection vehicles.	WASTE CONSULTANT	DESIGN						
	Signoff by waste specialist and/or contractor	A waste specialist and/or contractor must sign-off on the designs to confirm they are adequately sized and located for the safe and convenient storage and collection of the waste streams identified.	WASTE CONSULTANT	DESIGN						
Responsible Finishes	Responsible Products Value (RPV) Compliance	40% of all internal building finishes (by cost) meet a Responsible Products Value of at least 7. To be demonstrated by completing GBCA's online calculator.	ARCHITECT	DESIGN	**1**	**1**			Finishes will have relevant EPD, FSC certificate	
	RPV Compliance and Additional Criteria	In conjunction with the Credit Achievement: •10% of all internal building finishes (by cost) meet a Responsible Products Value of at least 12 OR •60% of all internal building finishes (by cost) meet a Responsible Products Value of at least 7.	ARCHITECT	DESIGN	**1**	**1**			Finishes will have relevant EPD, FSC certificate	
Total						**4**	**1**			

HEALTHY										
Clean Air	Ventilation system attributes	Class 2 building ventilation systems must be designed to comply with the separation distances as outlined in the table below. The table below is based on the Australian Standards 1668.2:2012 (table 3.4) and applied in the same way.  Diversity factors cannot be applied in meeting this credit. All new and existing ductwork that serves the building must be cleaned prior to occupation in accordance with a recognised Standard. This includes all ductwork in the base building that serves the building from the air handling unit(s) to the supply vents. If no ductwork exists, these requirements are deemed to be met.	MECHANICAL	DESIGN	Nil				Mechanical to review and confirm.	Separaration distances between SOU 's and within same SOU to comply with table as shown.
		The regularly occupied areas must be provided with good access to outdoor air, appropriate for the activities and conditions by using one of the following options: •Where ventilation is by mechanical means, the building must provide outdoor air as per AS1668.2:2012 for the default occupancy. •Where ventilation is by natural means, the building must meet natural ventilation requirements as per AS1668.4:2012.	MECHANICAL	DESIGN	Nil				Mechanical to review and confirm.	SOU's to be provided with ventilation in accordance with AS1668.4:2012. Common areas to be a combination of natural and mechanical ventilation in accordance with the respective standards.

Minimum separation distance from discharges to intakes, or natural ventilation opening of adjacent Sole Occupancy Unit, or site boundary (m)	Minimum separation distances from discharges to intakes, or natural ventilation opening within Sole Occupancy Unit (m)
1	N/A
2	1
3	2
4	3
5	4
6	5
7	6

	Provision of outdoor air	In addition to the Minimum Expectation, the project must comply with both of the following criteria Ventilation System Attributes Any mechanical ventilation system within the building, whether existing or new, must provide adequate access to both sides of all moisture and debris-catching components for maintenance within the air distribution system. Where it can be demonstrated that it is not possible to provide adequate access for cleaning and maintenance purposes [for example, ducted split system fan coil units (DX split/VRF/VRV)], the following requirements apply: • Design teams may provide access to the upstream side of fan coil units where the coils are protected by a filter rated at MERV 8 or higher and: – Provide heating only – Provide cooling only with the coil assembly no more than 4 rows deep – Provide dual heating/cooling with the coil assembly no more than 4 rows deep • For fan coil units or air handling units located within a ceiling void, in addition to the above criteria, the project team must fully demonstrate safe access for cleaning and maintenance. This may include: – Access panels in unit / ductwork is in close proximity to the coil to be cleaned – Access panels in the ceiling below the unit is in close proximity to the unit / ductwork access panel – The upstream surface of the coil must be accessible within 1m of the ceiling panel Provision of Outdoor Air The regularly occupied areas must be provided with good access to outdoor air, appropriate for the activities and conditions by using one of the following options: • Where ventilation is by mechanical means, the building must provide a 50% improvement of outdoor air over AS1668.2:2012 for the default occupancy. • Where ventilation is by natural means, an engineered natural ventilation system with a minimum equivalent ventilator area per bedroom and living space of at least 15,000mm2, with a minimum total ventilator area of 40,000mm2 per dwelling. Ventilators must be independent of any mechanical extract fans. Ventilators must be located at either: – Minimum of 1750mm above finished floor level where the dwelling has multiple exposed facades or less than 70% of equivalent area is located on the one façade – At both high (min 1750mm above finished floor level) and low (maximum 750mm below finished floor level) location where the dwelling has single exposed façade or more than 70% of equivalent area is located on the one façade	MECHANICAL	DESIGN	**2**	**1**			Mechanical to review and confirm.	Access panel to be provided in supply air ductwork to allow access to front side of coils.
	Exhaust or elimination of pollutants	Must be demonstrated that pollutants from printing and photocopying equipment, cooking processes and equipment are limited from nominated area by either: removing source of pollutants (i.e. pollutant sources compliant with minimum emissions standards or not be present); or directly exhausting pollutants outside in accordance with recognised standard and/or physically separated from occupants.	MECHANICAL	DESIGN	Nil				Mechanical to review and confirm.	Pollutants form cooking processes directly exhausted to outside
Light Quality	Lighting comfort	Lighting within the building must meet the following criteria: -All lighting must be flicker-free; -Light sources must have a minimum Colour Rendering Index (CRI) average R1 to R8 of 85 or higher, and have a CRI R9 of 50 or higher; -Light sources must meet best practice illuminance levels for each task within each space type with a maintained illuminance that meets the levels recommended in AS/NZS 1680.1:2006 series applicable to the project type and including maintenance; -The maintained Illuminance values must achieve a uniformity of no less than that specified in Table 3.2 of AS/NZS 1680.1:2006, with a maintenance factor method as defined in AS/NZS 1680.4.; and -All light sources must have a minimum of 3 MacAdam Ellipses.	ELECTRICAL	DESIGN	Nil				Electrical to review and confirm.	Luminaires shall be selected to align with the min CRI. All non-apartment areas shall be designed to AS1680 levels (including uniformity requirements). Apartment lighting levels shall be minimum safety level AS1680 and selected to suit application, aesthetics, and amenity.
	Glare	Glare must be limited in nominated area via either prescriptive, performance or a combination of methods: Prescriptive method 1 Bare light sources must be fitted with baffles, louvers, translucent diffusers, ceiling design, or other means that obscures the direct light source from all viewing angles of occupants, including occupants looking directly upwards. Alternatively, for LED luminaires the Unified Glare Rating (UGR), as estimated from the manufacturers data sheets for a standard room, must not exceed the maximum values listed in Table 8.2 of AS/NZS 1680.1:2006. Prescriptive method 2 Where the nature of the tasks, layout and surface reflectance in a space are not known (e.g. shell and core) the lighting system must comply with the Luminaire selection system as detailed in Clause 8.3.4 of AS/NZS 1680.1:2006. Performance method The Unified Glare Rating (UGR) calculated for the lighting on a representative floor must not exceed the maximum values listed in Table 8.2 of AS/NZS 1680.1:2006. The UGR rating must be calculated in accordance with the procedure outlined in Clause 8.3.3 of AS/NZS 1680.1:2006.	ELECTRICAL	DESIGN					Electrical to review and confirm.	Glare ratings shall be achieved predominantly using Prescriptive Method 1.
	Daylight	Ensure building is providing daylight access above typical federal, state or local regulations by showing how building's design: maximises no. of occupants in or near daylit area during daily activities; ensure regularly occupied spaces are in reasonable proximity to glazed facades, windows or skylights; controls/mitigates glare in daylit spaces; maximises daylight to spaces that prioritise learning, healing and living; and provides occupants with unrestricted access to daylit indoor common spaces.	EMERGEN	DESIGN					Project Commitment. Daylight modelling to be undertaken at DD.	
	Artificial Lighting and Daylight	<u>Daylight</u> For Class 2 buildings, 60% of the combined living and bedroom area of each unit must comply with the daylight requirements. Kitchens are not included in the calculations. The daylight levels must also be present in at least 20% of the area of each bedroom and living area. Daylight must be calculated using Daylight Autonomy. Class 2 buildings must provide room blockout blinds or curtains to all bedrooms. If blinds or curtains are part of a packaged décor, blackout blinds must be offered as standard inclusion.	EMERGEN	DESIGN	**4**	**2**			Project Commitment. Daylight modelling to be undertaken at DD.	
	Acoustic Comfort Strategy	An Acoustic Comfort Strategy must be prepared describing how building design will deliver this to occupants addressing criteria: quiet enjoyment of space; functional use of space; control of intrusive or high levels of noise; privacy; noise transfer; and speech intelligibility. The Acoustic Comfort Strategy is to include: •A summary of the Standards, legislation, guidelines, and other requirements that apply to the project •The proposed performance metrics for each of the Acoustic Comfort criteria relevant to the different uses within the building and whether this exceeds minimum legislative or best practice guidelines •Description of how the design solution is intended to achieve the proposed performance metrics Must be prepared by qualified acoustic consultant during design stage and design solutions in strategy must be incorporated into Contract Documents.	ACOUSTIC	DESIGN	Nil				Project Commitment.	This is straight forward.

Acoustic Comfort	Maximum Internal Noise Levels	In Class 2 dwellings, the internal ambient noise levels can exclude those services under the direct control of the occupant such as split system air-conditioning units and switchable exhaust fans (e.g., toilet, kitchen hoods and laundries). In buildings with sleeping areas (e.g., Class 2, Class 3, Class 9a) noise levels must not exceed recommended Sleep Disturbance criteria as defined in the NSW EPA Road Noise Policy 2011: •Up to two noise events per night: maximum internal noise levels below 70 dB LAmax •All other events: maximum internal noise levels below 55 dB LAmax	ACOUSTIC	DESIGN					Acoustics Consultant to review and confirm.	We don't assess in accordance with the NSW sleep distrubance criteria - hence this is an unknown. Probabyl would meet it, but cannot be certain.
	Acoustic separation	<u>Privacy</u> For Class 2: •All walls and floors (excluding riser walls) separating enclosed spaces must exceed the minimum NCC requirements by 5 points (excluding impact noise – refer impact noise transfer credit) •Party walls separating open plan kitchens (where joinery units are fixed) from another open plan kitchen/living room shall be discontinuous in construction (discontinuous in accordance with the National Construction Code) •Entry doors must have perimeter and threshold seals	ACOUSTIC	DESIGN	**2**	**2**			Acoustics Consultant to review and confirm.	This is quite onerous on the construction requiremtns (both cost and spatial requirements), and typically has not been targetted as a result.
	Impact noise transfer	Impact noise transfer measured in accordance with ISO 16283-2 through a floor where: • Floors are located above nominated areas; or • Adjacent spaces belonging to different tenancies which share a floor must not exceed dB LnT,w: – 55 for floors above residential accommodation spaces – 60 for all other spaces	ACOUSTIC	DESIGN					Acoustics Consultant to review and confirm.	This is industry standard (for the floors above accom). Above "other" spaces may require additional work, but not much.
Exposure to Toxins	Paints, adhesives, sealants and carpets	At least 95% of internally applied paints, adhesives, sealants (by volume) and carpets (by area) must meet TVOC Limits. Compliance can be achieved via a recognised and current at time of purchase Product Certification Scheme; laboratory product testing; or there are none of these materials present at PC.	ARCHITECT	TENDER	Nil				Architect to include in their specification	
	Engineered wood products	Either no new engineered wood products are used in the building, or at least 95% (by area) of all engineered wood products meet specified formaldehyde emission limits. Compliance can be achieved via a recognised and current at time of purchase Product Certification Scheme; or laboratory product testing. Excl. formwork, car parking applications and non-engineered wood products.	ARCHITECT	TENDER						
	Lead, asbestos and PCBs	Comprehensive hazardous materials survey must be performed on existing structures on site in accordance with relevant Environmental and OH&S legislation Where these materials identified, materials must be stabilised/removed and disposed of in accordance with best practice guidelines; or simply conclude none found on site.	CLIENT	DESIGN						
	TVOC and formaldehyde testing	A test must be undertaken to verify that the TVOC and formaldehyde levels are within the concentration limits stipulated below: TVOC- 0.27 ppm Formaldehyde- 0.02 ppm	EMERGEN	CONSTRUCTION	**2**		**2**		Emergen can provide VOC testing quote at PC.	
Amenity and Comfort	Dedicated amenity rooms	Building includes one or several rooms designed to promote either inclusivity, mindfulness or exercise for staff/occupants. For room qualification, classification must be: parent room; relaxation, meditation or prayer room; exercise room or combination (pg. 100). Room must be sized at a ratio of 1m2 per every 10 occupants and >=10m2. Rooms must meet: CA11 Light Quality; CA12 Acoustic Comfort; and the 'Equal access to the building' criterion of the *Design for Inclusion* Credit. See handbook pg. 99 for occupancy, accessibility, separation, infrastructure and exclusions.	ARCHITECT	DESIGN	**2**	**2**			Amenity Room provided.	
Connection to Nature	Views, Nature-inspired design, Outdoor Plants	Building provides (UPDATED BASED on GBCA FAQ F-00333): **1. Views:** At least 60% of regularly occupied areas must have a clear line of sight to a high quality internal or external view. All floor areas within 8m from a compliant view meet this credit criterion. **2. Nature-inspired design:** Five additional nature-inspired design interventions must be provided in alignment with the following principles: •Elements that provide multiple natural sensory experiences •Elements that reflect natural and cultural patterns and forms •Using natural materials •Large scale and holistically incorporated natural motifs and art Project teams must provide a narrative against a set of design principles to show how the project's ambition for nature inspired design has been embedded from design concept stage. **3. Outdoor Plants:** At least 5% of the building's total regularly occupied areas or land within the site boundary (whichever is greater) must be planted area located externally, either vertical or horizontally. The planted areas must be accessible and necessary infrastructure to allow the activity to occur.	EMERGEN/ ARCHITECT/ LANDSCAPE	DESIGN	**1**	**1**			Project Commitment. Emergen to do Views at DD Arch to prvide commentary on item 2. Landscape to comment on item 3.	
	Indoor plants	Indoor plants must be provided in at least two regularly occupied areas of the base building which is accessible by all building occupants (eg. reception, common rooms) and have a total soil area that is equivalent to 2% of the regularly occupied base building areas. An ongoing maintenance plans must be established for the indoor plants to ensure plant health is maintained.	ARCHITECT/LANDSCAPE	DESIGN	**1**	**1**			Landscape to review and confirm.	
Total						**9**	**2**			
RESILIENT										
Climate Change Resilience	Climate Change Checklist	EMERGEN to complete the climate change pre-screening checklist using historic and future data considering, but not limited to, the following potential impacts: direct damage or failure of components; accelerated deterioration of project components/reduced design life; reduced operating capacity; climate hazard impacts to surrounding areas (e.g. access & egress); occupant & stakeholder health and wellbeing impacts; indirect impacts to other interdependent systems and services (e.g. transport, utilities). The project team must communicate the building's exposure to climate change risks to owner.	Third Party	DESIGN	Nil				Project Commitment. Climate Change Resilience checklist to be undertaken by Emergen at DD.	
	Climate change risk and adaptation assessment	Suitably qualified professional must undertake a climate change risk and adaptation assessment as early in design phase as possible in accordance with AS 5334:2013 and AS/NZS ISO 31000:2009, and author a report.	Third Party	DESIGN	**1**	**1**				
	Managing risks	Project team must ensure risks are addressed as follows: 'extreme' risks must be addressed through specific design responses; 'high' risks must be addressed through design or future operational responses; and regardless of risk rating, at least two identified risks must be addressed by specific design responses.	Third Party/Services	DESIGN						
Heat Resilience	Heat Island Effect reduction	At least 75% of the whole site area (excl. PV, SHW, skylights, translucent sheeting) comprises one or combination of strategies that reduce heat island effect. Such strategies may include: vegetation; green roofs; roof materials/shading structures pitched <15° - a 3 year SRI >=64, and >15° - a 3 year SRI >=34; unshaded hardscaping elements with a 3 year SRI >=34 or initial SRI >=39; hardscaping elements shaded by overhanging vegetation; and/or water bodies/courses. Site area shaded by permanent structures during summer solstice are deemed compliant.	ARCHITECT	DESIGN	**1**	**1**			Project Commitment.Heat Resilience memo to be undertaken by Emergen at DD.	
Total						**2**	**0**			
POSITIVE										

Upfront Carbon Emissions	Reducing upfront carbon emissions	The building's upfront carbon emissions (i.e. from modules A1-A5 as in EN 15978) are >=10% less than those of a reference building excl. demolition works.	EMERGEN / STRUCTURAL	DESIGN	Nil			Project Commitment.Emergen to undetake at DD stage.	
	Reducing upfront carbon emissions	The building's upfront carbon emissions are at least 20% less than those of a reference building. The building's upfront carbon emissions reductions must occur through good design and material selection. The reduction targets do not include demolition works (i.e., demolition works are not included in the reference or proposed building).	EMERGEN / STRUCTURAL	DESIGN	**3**	**3**		Project Commitment.Emergen to undetake at DD stage.	
	Offsetting demolition works	Full or partial demolition works must be recorded and offset: - for an existing building <30 years old, embodied carbon calculation must be done for demolished portion and these emissions offset. - for an existing building 30-50 years old, embodied carbon calculation performed and discounted 10% for every 2 years past 30. - in absence of data, existing building can be assumed to follow modern code-compliant construction techniques for purpose of this calculation.	CLIENT	OPERATION					
Energy Use	Residential Pathway-Minimum Expection	<u>NatHERS ratings</u> Area weighted average: The weighted-area average of all sole occupancy units in the building must achieve a NatHERS energy rating of at least 6.5 stars. Sole Occupancy rating: Each sole-occupancy unit must achieve a NatHERS energy rating of at least 5 stars.	EMERGEN	DESIGN	Nil			4 out of 9 Building Services numbered in the credit description to be targeted.	**Elec:** Lighting in carpark shall be linked to motion sensor operation. A 30kW PV solar system shall be provided, subject to available roof area. ---------- **Mech:** 3. DX Split systems to be specified to meet the miniimum seasonal energy efficiency ratings as noted. 4. Architect/client to confirm proposed clothes dryer detail. 5. Ceiling fans specified by architect and documented by electrical consultant. 6. Car park subject to further development, may required mechanical ventilation. 7. Lobbies to be either naturally or mechanically ventilated-subject to further development
		<u>Domestic Hot Water</u> The relevant fixtures and water-using appliances installed within the project's scope must, at a minimum, meet the following WELS ratings to reduce the Domestic Hot Water energy use: Showers- 3 Stars with a maximum flow rate of 9L/min Taps-Kitchen: 4 stars with a maximum flow rate of 7.5 L/min Taps-Handwash basin: 5 stars with a maximum flow rate of 6L/min	HYDRAULIC	DESIGN	Nil				
		<u>Energy Efficiency Requirements</u> All buildings, irrespective of location, are required to comply with NCC Parts J3 to J8. No state amendments or exclusions are allowed.	ESD/SERVICES	DESIGN	Nil				
	Residential Pathway-Credit Achievement	<u>NatHERS ratings</u> Area weighted average: The weighted-area average of all sole occupancy units in the building must achieve a NatHERS energy rating of at least 7 stars. Sole Occupancy rating: Each sole-occupancy unit must achieve a NatHERS energy rating of at least 5.5 stars.	EMERGEN	DESIGN	**6**	**3**			
		<u>1. Domestic Hot Water</u> All showers have a minimum WELS rating of 4 Stars with a maximum flow rate of 7.5L/min. All hot water pipes outside of the sole-occupancy units are insulated with a minimum R-value of 2.0. All hot water pipes inside sole-occupancy units are insulated with a minimum R-value of 0.5.	HYDRAULIC	DESIGN					
		<u>2. Domestic Hot Water Generation</u> The building provides one or a combination of: •A solar thermal heating system is provided, or heat is recovered from another process (for example chiller heat recovery) or a combination of both, which contributes at least 30% of the annual thermal energy requirement for water heating •The primary non-renewable heat source for domestic hot water is an electric heat pump with a minimum COP of 3.0 at 20°C ambient and 65°C leaving temperature.	HYDRAULIC	DESIGN					
		<u>3.Heating and Cooling of Sole Occupancy Units</u> The building provides efficient outcomes for heating and cooling. For cooling, the building provides one or a combination of the following: •DX Split Systems: a minimum 3.5 Star SEER Cooling Star Rating (mixed zone) •Centralised Condenser Water System: water cooled packaged units with a minimum cooling EER of 3.5 AND the condenser water system exceeds energy efficiency requirements of NCC Section J5.7 and J5.12 by at least 10% •Central Chilled Water System: the chiller and chilled water systems exceed energy efficiency requirements of NCC Section J5.7 and J5.10 by at least 10%. If a cooling tower is installed, then this must exceed energy efficiency requirements of NCC Section J5.12 by at least 10% •No refrigerant-based cooling is provided For heating, the building provides one or a combination of the following: •DX Split Systems: 3 Star SEER Heating Star Rating (mixed zone) •Centralised Condenser Water System: water cooled package units with a minimum heating EER of 4.0 AND the condenser water pump system exceeds energy efficiency requirements of Section J5.7 by at least 10% •Central Heating Hot Water System: the heat source is a heat pump with a with a minimum COP of 4.0 at 10°C ambient outside air temperature AND the heating hot water pumping system exceeds energy efficiency requirements of NCC Section J5.7 by at least 10% •Electric heater: 10% better than Section J5.9 requirements •No electric or combustion-based heating is provided	MECHANICAL	DESIGN					
		<u>4.Clothes Drying</u> 95% of dwellings contain both: •External clothes drying facility •Either no available space for a clothes dryer OR a heat pump clothes dryer with auto-sensing feature and vented to the outside	MECHANICAL	DESIGN					
		<u>5.Ceiling Fans</u> Ceiling fans are installed in all bedrooms and living rooms and comply with the requirements of NCC Section J0.3.	MECHANICAL	DESIGN					
		<u>6.Car Parking</u> The building complies with one of the following: •No undercover car parking is provided •75% of undercover car parking is naturally ventilated with no mechanical ventilation systems •Undercover car parking is limited to 1 car space per 5 sole-occupancy units Where undercover parking is provided, lighting control linked to occupancy sensors must be installed, with minimum lighting levels provided for safety and security purposes.	ARCHITECT/ MECHANICAL	DESIGN					
		<u>7.Vertical Transportation</u> The energy associated with lift machinery or other vertical transportation complies with all the following: •The minimum lift energy efficiency is class A or B in accordance with ISO 25745-2 •The lift idle and standby energy performance level is 1 in accordance with ISO 25745-2. •The minimum escalator energy performance is class A+ to A+++ in accordance with ISO 25745-3. Requirements must be met for all relevant systems where present.	ELECTRICAL	DESIGN					
		<u>8.Lift Lobbies and Corridors</u> Lift lobbies and hallways (excluding main entrance lobby to the building) are either: •Naturally ventilated •Supply / exhaust air only with no heating or cooling (A/C or tempered)	MECHANICAL	DESIGN					

		9.On-site solar PV A minimum of 500kWh of annual electricity generation per dwelling is provided by an on-site solar PV system.	ELECTRICAL	DESIGN						
Energy Source	Zero Carbon Action Plan	Must develop a Zero Carbon Action Plan prior to tender phase which: must be signed off by building owner; incl. in operational documents; incl. a target date; cover all energy consumption, procurement and generation and cannot rely solely on the latter; must incl. infrastructure provided for tenants/future occupants. Outcomes should be integrated with other credits during certification.	EMERGEN	TENDER	Nil				NOT REQUIRED AS THE BUILDING IS ALL ELECTRIC	
	Renewable Electricity	All electricity under the control of the building owner or operator must be accounted for and sourced from renewables. Electricity use for tenant loads is excluded from this credit. Both on-site and off-site renewables are acceptable. Where the project team claims the credit through off-site renewables, the building owner must sign a renewable energy contract. The shortest contract length is: •Five years •Where the building is owned and managed by an entity that has signed to the Global Commitment for Net Zero Carbon Buildings managed by WorldGBC, the shortest contract length is three years. Other commitments may be acceptable through a Technical Question.	CLIENT	OPERATION	**3**	**3**			Client to confirm . Embedded Network Provider could assist.	
	Renewable Energy	All energy under the control of the building owner/operator and all non-electricity energy provided for uses that are not under the building owner's control must be sourced from renewables. Fossil fuels cannot be used on site for any domestic hot water, space heating or cooking under any circumstances regardless of base build or tenant use. Any fossil fuels used for emergency power or laboratory equipment must be less than 1% of the total building energy consumption and be offset for the first five years of operation. Both on-site and off-site renewables are acceptable. Where the project team claims the credit through off-site renewables, the building owner must sign a renewable energy contract. The shortest contract length is: •Five years •Where the building is owned and managed by an entity that has signed to the Global Commitment for Net Zero Carbon Buildings managed by WorldGBC, the shortest contract length is three years. Other commitments may be acceptable through a Technical Question. The contract can be part of a corporate power purchasing agreement for a building portfolio.	CLIENT/ SERVICES	OPERATION	**3**	**3**				
Other Carbon Emissions	Offsetting refigerants emissions	Emissions are calculated by multiplying the total refrigerant charge by its Global Warming Potential (GWP) for each type of refrigerant, and adding these together. Where refrigerants are used in the building, adequate access for maintenance and/or replacement must be provided.	CLIENT/ MECHANICAL	OPERATION	**2**	**2**			Mandatory for 5-star rating. Mechanical Consultant to provide Refrigerant charge for systems.	
Water Use	Sanitary fixture and appliance efficiency	All fixtures and water-using appliances installed within the project's scope must, at a minimum, meet the following WELS ratings : Taps -5 Star, Urinals, 5 Star, Toilets, 4 Star, Showers - 3 Star, Clothes Washing Machine - 4 Star, Dishwashers - 5 Star	ARCHITECT	DESIGN	Nil				Arch/Hydraulics to include in specification.	
Life Cycle Impacts	30% reduction in life cycle impacts compared to standard practice	30% reduction in life cycle impacts cradle-to-grave (per m2 GFA) incl. all EN 15978 modules (A to D).	EMERGEN	DESIGN	**2**	**2**			LCA underway.	
Total						**16**	**0**			
PLACES										
Movement and Place	Changing facilities	Showers must be at least 900mm x 900mm and installed based on occupancy.	ARCHITECT	DESIGN	Nil				NA for class 2	
	Accessible, inclusive, and located in a safe and protected place	Upon accessing, pedestrians and cyclists must be protected from the elements and other vehicles. Facilities' access must be: safe (i.e. avoid steep gradients, slippery surfaces, lack of visibility e.g. corners etc.); and well lit between entryway and bike parking, all amenities, lift lobbies and main access points. All regular occupants must have easy access to lockers, showers and building entry and be able to find facilities due to clear signage and access points. Applies to all buildings excl. residential.	ARCHITECT	DESIGN					NA for class 2	
Total						**0**	**0**			
PEOPLE										
Inclusive Construction Practices	Onsite gender inclusivity and discrimination, racism and bullying policies	Head contractor must: ensure availability of separate gender inclusive bathroom facilities and changing amenities with a high degree of privacy; provide gender-specific fit-for-purpose PPE for diverse body sizes and types; implement policies to address discrimination, racism & bullying onsite; introduce onsite redress procedures and corrective measures for any relevant breaches and/or incidents; empower a diverse lead team to manage onsite policies; provide training to 95% contractors and subcontractors present on site for >= 3 days on: relevant aforementioned onsite policies; and drug and alcohol awareness and mental health.	CONTRACTOR	TENDER	Nil				Contractor Specific Requirement to be included in Tender requirements	
	Needs analysis	Must perform needs analysis of site workers and contractors to determine appropriate actions. Programs and policies developed must be relevant and cover >=80% workforce that have attended site >3 days from commencement to PC. A mix of programs is acceptable. The programs and solutions can be implemented directly by head contractor or in partnerships with mental and physical health organisations.	CONTRACTOR	TENDER	**1**	**1**				
	Physical and mental health impacts	Head contractor must show the introduction of programs and solutions to address at least five of the following: suicide prevention; healthy eating and active living; reduce harmful alcohol and tobacco consumption and avoid drug use; increased social cohesion, community and cultural participation; understanding depression; preventing violence and injury; decreased psychological stress; and finding fulfilment at work or mindful meditation.	CONTRACTOR	TENDER						
	Evaluating the program's effectiveness	Must provide an evaluation report to client and subcontractors with the following: info on programs or initiatives that were delivered incl. dates, attendance and available languages; and a review on whether these delivered intended outcomes and recommendations on improving future delivery.	CONTRACTOR	TENDER						
	Additional gender-specific facilities and PPE **(innovation)**	Provision of gender inclusive bathrooms and changing facilities are a minimum expectation and where a building's construction identifies opportunities to provide additional facilities and gender-specific PPE to celebrate diversity, the building may seek additional *Leadership* point(s) under *Market Transformation.*	CONTRACTOR	TENDER	**1**	**1**				
Total						**2**	**0**			
NATURE										

Impacts to Nature	Not built on, or impacted, a site with high ecological value	-The building was not built on, or significantly impacted, a site with a high ecological value. -The building's light pollution has been minimised. -There is ongoing monitoring, reporting, and management of the site's wetland ecosystem. **Light pollution to neighbouring bodies** The project team must demonstrate that all outdoor lighting on the project complies with AS/NZS 4282:2019 Control of the obtrusive effects of outdoor lighting. The conditions apply to all boundaries, apart from boundaries with roads. The boundary shall be taken as the site boundary, with no setback and no consideration of the location of adjacent buildings (i.e., worst-case scenario). The following values from Table 2.1 of AS/NZS 4282:2019 must be applied: • For Class 2 buildings (residential), the compliance is for columns 4 and 5 as per Table 2.1 of AS/NZS 4282:2019 • For Class 3 to 9 buildings (non-residential), the compliance is as per column 3 as per Table 2.1 of AS/NZS 4282:2019 The system must comply with both pre- and post-curfew requirements. **Light pollution to night sky** It must be demonstrated that one of the following specified reductions in light pollution has been achieved by the project: Control of Upward Light Output Ratio (ULOR) For this option, the project team must demonstrate that no external luminaire on the project has a ULOR that exceeds 5%, relative to its actual mounted orientation. Project teams must demonstrate that the ULOR provided or calculated in the documentation, is relevant to the as-installed orientation of the luminaire. Control of Direct Illuminance For this option, the project team must demonstrate that direct illuminance from external luminaires on the project produces a maximum initial point illuminance value no greater than: • 0.5 Lux to the site boundary • 0.1 Lux to 4.5 metres beyond the site into the night sky, when modelled using a calculation plane set at the highest point of the building Calculations shall be in accordance with AS/NZS 4282:2019.	CLIENT/ ELECTRICAL	SCHEMATIC	Nil				Electrical to review and confirm - Light Pollution	External lighting shall be selected to provide only downward component.
Biodiversity Enhancement	Landscape area	At a minimum, external landscape in the building, whether horizontal or vertical must be provided at a ratio of either 15% of the site area or at a ratio of 1:500 of the GFA, whichever is larger.	LANDSCAPE ARCHITECT	DESIGN	**2**			**2**	Landscape Architect to review and confirm.	We are currently well below this target. According to the architects' current plans, we have 28.8m2 of true deep soil on ground in the lot (2.4%). Plus, approximately 4.8% on-structure soil on the roof terrace. Our proposal is showing landscape works in the road reserve as well (but this is outside the lot). So overall we are achieving less than 10% for our site
	Diversity of species	Landscape must: be diverse and incl. multiple species/genus/etc., >60% of plants must be indigenous, site must incl. >=1 significant tree or equivalent habitat provision per 500m2 landscaped area, and no invasive species allowed as per *Australian Weeds Strategy 2017 to 2027* . Two pathways: - prescriptive - landscaping must meet plant diversity targets: 10% plant species; 20% plant genus; and 30% plant family. - performance - ecologist must assess, verify and provide narrative that the choice of landscaping and biodiversity is diverse and resilient to climate change impacts increasing longevity of landscape.	LANDSCAPE ARCHITECT	DESIGN					Landscape Architect to review and confirm.	The client brief is for low maintenance, easy access, resilient gardens, and some edible gardens for residents. Achieving a species rich, diverse indigenous planting palette will be very hard. Indigenous gardens are difficult to establish in the urban context.
	Biodiversity management plan	A suitably qualified professional, such as a qualified ecologist or landscape architect, must prepare the Plan. The plan must outline key actions that need to be undertaken in order to maintain the ecological integrity of biodiversity on the site, whether this is existing or that created as part of the development. The following key requirements must be outlined in the biodiversity management plan: •The vision and objectives for the site's biodiversity values •Roles and responsibilities in the implementation of the Plan •A description of the biodiversity baseline on and surrounding the site •A description of the proposed biodiversity enhancements and how they connect to the existing baseline on and surrounding the site •How success and implementation will be measured •How impacts or threats to biodiversity on site post practical completion will be mitigated •Provision for update of the Biodiversity Management Plan where necessary The Plan must be included as part of the project's handover.	LANDSCAPE ARCHITECT	DESIGN					Landscape Architect to review and confirm.	It is highly unlikely on this project.
Waterway Protection	Stormwater Volume	The project must demonstrate a reduction in **average annual stormwater discharge (ML/yr) of 40%** across the whole site. The project team must provide a plan documenting how appropriate evaluation, monitoring, and maintenance of stormwater control measures (and associated reporting of their condition) will be undertaken to enhance their design stormwater treatment function.	CIVIL CONSULTANT	DESIGN	**2**	**1**		**1**	Civil Consultant to review and confirm.	[Colliers] – A 40% reduction in the average annual stormwater discharge is not possible based on the existing site constraints. Instead, we will provide stormwater volume to accommodate the 1 in 100-year critical storm event which will be detained and infiltrated on site (an improvement on the existing site conditions). Further, throughout the site we are not increasing impervious area to accommodate the new building structure. Any stormwater from the area will be predominantly roof and façade runoff and no stormwater will be discharged offsite. [Colliers] – To meet this target on previous projects we had to go down the route of music modelling to assess the gross pollutants and installation of Vorteceptors at the client's expense. Given the site constraints, its very unlikely that this would be achievable. Can you advise?
	Pollution Reduction Targets	All stormwater discharged from site meets specified pollution reduction targets listed in the table below. Total Suspended Solids (TSS) - 85% Gross Pollutants - 90% Total Nitrogen (TN) - 45% Total Phosphorus (TP) - 65% Minimise the risk of chemical pollutants and other toxicants entering the stormwater system, including by, but not limited to: • Chemical storage, loading, refuelling or work areas must install bunding, with any spills draining to trade waste or appropriate treatment devices. These areas must have an awning or roofing to separately divert rainfall into the stormwater system. • If a site has more than 200m² of uncovered areas where vehicles are likely to transit and/or park, then hydrocarbon treatment devices must be installed, specified to remove at least 98% of hydrocarbons, sized to treat a 1-in-3 month ARI (4EY) flow. Electric vehicle only parking areas do not count towards the total.	CIVIL CONSULTANT	DESIGN						
	Stormwater Volume	Must demonstrate an **annual average flow reduction (ML/yr.) of 80%** compared to pre-development levels.	CIVIL CONSULTANT	DESIGN	**2**	**1**		**1**		
	Pollution Reduction Targets	All stormwater discharged from site meets specified pollution reduction targets listed in the table below. Total Suspended Solids (TSS) - 90% Gross Pollutants - 95% Total Nitrogen (TN) - 60% Total Phosphorus (TP) - 70%	CIVIL CONSULTANT	DESIGN						
Total						**2**	**0**			
						TARGETED	**POTENTIAL**			
						35	**3**			

CITY OF VINCENT

ATTACHMENT 9

DEVELOPMENT ASSESSMENT PANEL MEETING

Waste Management Plan

Operational Waste Management Plan

370-374 Oxford Street, Mount Hawthorn

Prepared for Community Housing Limited

26 May 2026

Project Number: WMP25148

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	24/02/2026	JL	AB	AB
2.0	Second Approved Release	26/05/2026	JL	AB	AB

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Executive Summary

Community Housing Limited is seeking development approval for the proposed community housing development located at 370-374 Oxford Street, Mount Hawthorn (the Proposal).

To satisfy the conditions of the development application and to comply with the requirements of Green Star accreditation, the City of Vincent (the City) requires the submission of an Operational Waste Management Plan (OWMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this OWMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Refuse	2,358	240	Five	Twice each week	Private Contractor
Recycling	1,398	240	Six	Once each week	Private Contractor
FOGO	1,359	240	Three	Twice each week	City of Vincent

The City/private contractor will collect refuse, recyclables and FOGO from the Proposal utilising its kerbside collection service. The City/private contractor's waste collection vehicle will service the bins from the Bin Presentation Area on Anzac Road.

A strata manager/caretaker will oversee the relevant aspects of waste management at the Proposal.

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1 Introduction

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To satisfy the conditions of the development application and to comply with the requirements of Green Star accreditation, the City of Vincent (the City) requires the submission of an Operational Waste Management Plan (OWMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this OWMP to satisfy the City's requirements.

The Proposal is bordered by commercial properties to the north, residential properties to the east, Anzac Road to the south and Oxford Street to the west, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse, recyclables and FOGO) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Separate at least three waste streams;
- Provide an adequately sized Bin Storage Area, including appropriate bins; and
- Ensure safe and efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse, recyclables and FOGO is based on the number of apartments at the Proposal. The Proposal consists of the following:

- One Bedroom Apartments – 29;
- Two Bedroom Apartments – 19; and
- Amenity – 55m^2.

The Office space will likely be utilised to provide onsite support and tenancy maintenance functions to the Proposal rather than a commercial tenancy and therefore has not been included as part of this report.

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City of Vincent's *Waste Guidelines for New Developments* (May 2020).

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	City of Vincent Guideline Reference	Refuse Generation Rate	Recycling Generation Rate	FOGO Generation Rate
One Bedroom Apartments	>12 Dwellings – One Bed	40L/week	20L/week	20L/week
Two Bedroom Apartments	>12 Dwellings – Two Bed	60L/week	40L/week	40L/week
Amenity	Offices	15L/week	15L/week	5L/week

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

Waste generation volumes in litres per week (L/week) adopted for this waste assessment are shown in Table 2-2. It is estimated that the residential apartments at the Proposal will generate 2,358L of refuse, 1,398L of recyclables and 1,359L of FOGO each week.

Table 2-2: Estimated Waste Generation

Residential Apartments	Number of Apartments/Floor Area (m^2)	Waste Generation Rate (L/week)	Waste Generation (L/week)
Refuse			
One Bedroom Apartments	29 apartments	40	1,160
Two Bedroom Apartments	19 apartments	60	1,140
Amenity	$55m^2$	15	58
		Total	**2,358**
Recyclables			
One Bedroom Apartments	29 apartments	20	580
Two Bedroom Apartments	19 apartments	40	760
Amenity	$55m^2$	15	58
		Total	**1,398**
FOGO			
One Bedroom Apartments	29 apartments	20	580
Two Bedroom Apartments	19 apartments	40	760
Amenity	$55m^2$	5	19
		Total	**1,359**

3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Diagram 1, and discussed in the following sub-sections.

3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available throughout the Proposal for the source separation of refuse, recycling and FOGO.

Each apartment will have room to accommodate two ~60L under the counter/kitchen bins for the source separation of refuse and recycling, and a 7L kitchen caddy for FOGO.

Residents will take the contents of their internal bins directly to the Bin Storage Area on the Ground Floor to be deposited into the appropriate bins, as required.

The amenity and office areas on the Ground Floor will also have room to accommodate ~60L refuse and recycling bins. These internal bins will be collected by the caretaker/staff/cleaners and transferred to the Bin Storage Area for consolidation into the appropriate bins, as required, typically at the end of each day.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist residents to dispose of their separate waste materials in the correct bins.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bin Sizes			
	240L	360L	*660L	*1,100L
Depth	735	885	780	1,070
Width	580	600	1,260	1,240
Height	1,080	1,100	1,200	1,300

Reference: City of Vincent's Waste Guidelines for New Developments (May 2020)

**Reference: SULO Bin Specification Data Sheets*

3.3 Bin Storage Area Size

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse and FOGO twice each week, and recyclables once each week.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

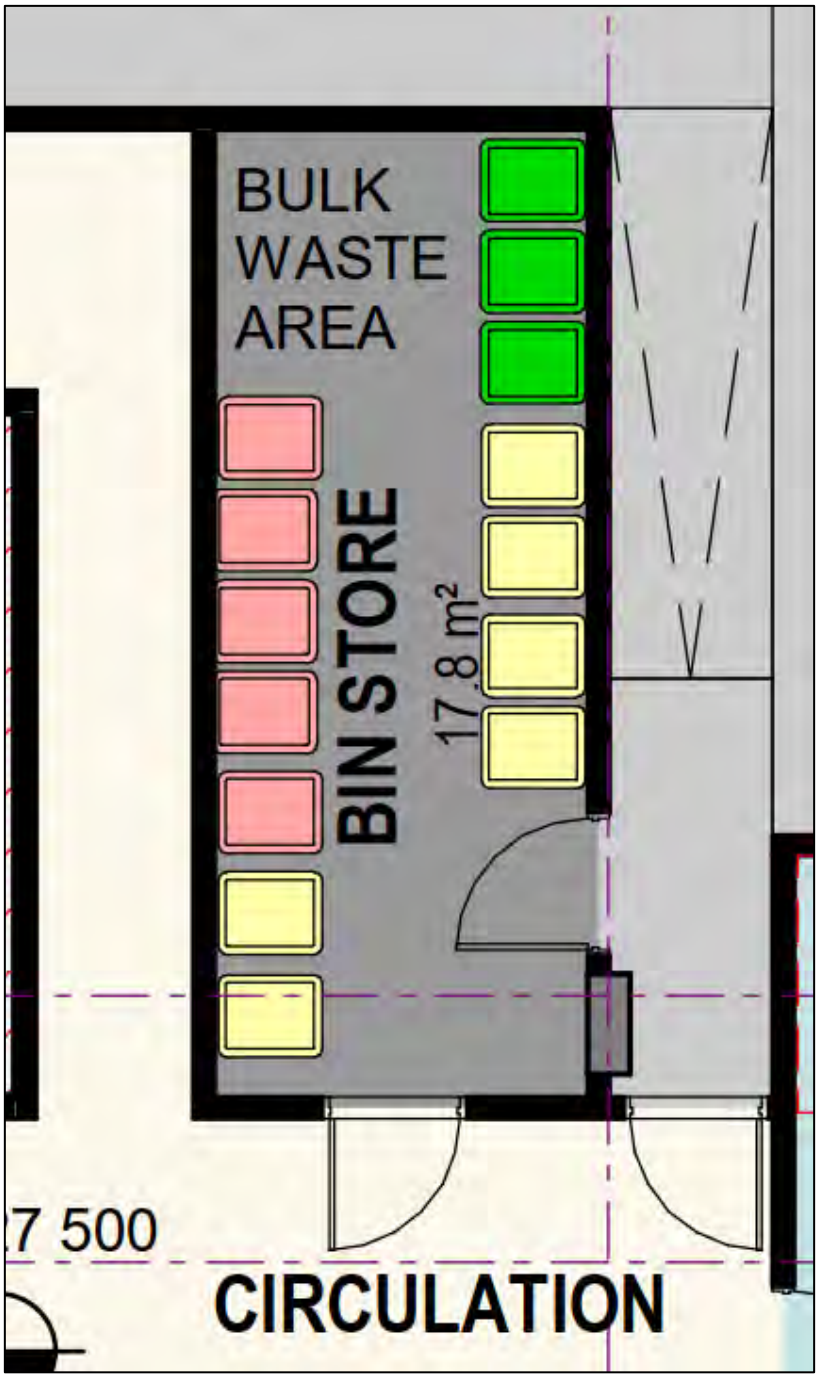
- Five 240L refuse bins;
- Six 240L recycling bins; and
- Three 240L FOGO bins.

Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required			
		240L	360L	660L	1,100L
Refuse	2,358	5	-	2	2
Recycling	1,398	6	4	3	2
FOGO	1,359	3	-	-	-

The configuration of these bins within the Bin Storage Area is shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the maximum requirements assuming two collections each week of refuse and FOGO, and one collection each week of recyclables.

Diagram 1: Bin Storage Area



3.4 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Easily accessible communal Bin Storage Area;
- A minimum aisle width of 1,000mm for access, turning and movement of bins for collection. The aisle shall be kept free of obstructions;
- Sufficient space provided to store refuse waste, comingled recycling material and FOGO in separate bins
- Located behind the front building setback;
- Bins shall not be visible from the property boundary except when presented for collection;
- Bins are reasonably secured from theft and vandalism;
- Concrete floors (in accordance with AS2870) grading to an industrial floor waste, with a hose cock to enable bins and the Bin Storage Area to be washed out;
- Undercover and be designed to not permit storm water to enter the drain;
- Bin Storage Area shall have enough space to facilitate the cleaning of bins;
- Walls and floors of Bin Storage Area constructed of a material which facilitates the cleaning of the Bin Storage Area;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Ventilated to a suitable standard;
- Bin Storage Area shall be provided with artificial lighting, sensor or switch controlled both internal/external to the room or area. All lighting in open areas shall comply with AS4282-1997 (Control of Obtrusive Outdoor Lighting); and
- Council approved signage shall be incorporated into the Bin Storage Area to inform users of the appropriate bins for disposing of waste and guidance for the separation of refuse waste, comingled recyclables and FOGO.

Bin numbers and storage space within the Bin Storage Area will be monitored by the strata manager/caretaker during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

4 Waste Collection

The City/private contractor will service the Proposal and provide:

- Five 240L refuse bins, collected twice each week;
- Six 240L recycling bins, collected once each week; and
- Three 240L FOGO bins, collected twice each week.

The City will collect FOGO and the private contractor will collect refuse and recyclables utilising a side arm waste collection vehicle.

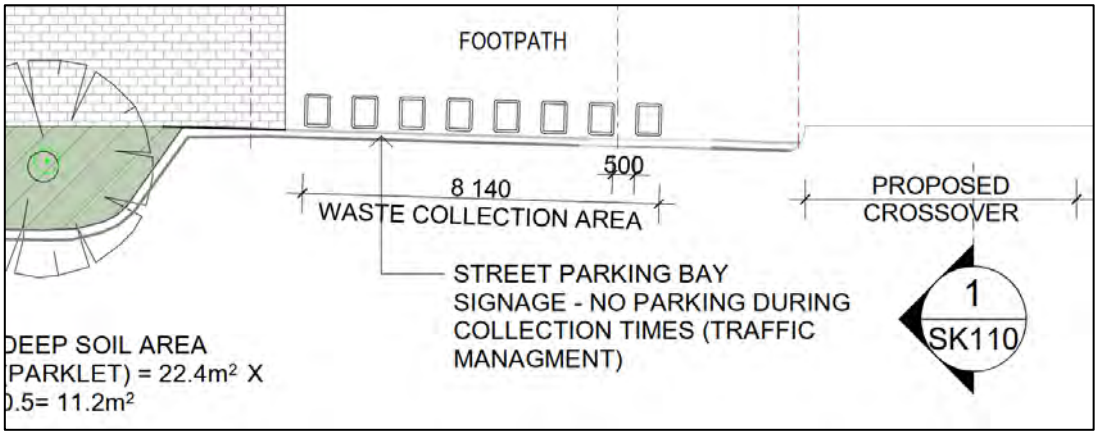
The City/private contractor will service bins from the Bin Presentation Area on the verge on Anzac Road at the front of the Proposal, as shown in Diagram 2. Note that nine 240L bins would be the maximum number of bins to be presented to the verge at any one time.

Bins will be presented for collection 1m from the verge with the wheels and handles facing away from the street. The bins will remain clear of obstructions such as power poles, signs and street trees, and will be placed so as not to obstruct pedestrians, footpaths or bike lanes. Bins will be lined up neatly and in a single row along the verge, with sufficient space between each bin to facilitate collection by the City/private contractor's side arm waste collection vehicle.

Signage advising when street parking bays should be kept clear for waste collections will be installed adjacent to the bays. The building manager/caretaker may also place traffic cones within the required bays when bins are presented to ensure that bays are clear of vehicles.

The strata manager/caretaker will ferry the bins to and from the Bin Presentation Area on collection days. The travel path between the Bin Storage Area and the Bin Presentation Area will be of flat surface and kept free of obstacles. The strata manager/caretaker will return the bins to the Bin Storage Area as soon as possible on the same day following collection.

Diagram 2: Bin Presentation Area



4.1 Residential Bulk Waste and Green Waste

To assist with the reduction of illegal dumping of bulk wastes, each apartment has an allocated store room of at least 3m^2 which could be used for the temporary storage of bulk waste.

Each financial year the City provides residents with two bulk verge valet collections and one green waste verge collection, details of the services provided by the City can be found on the City's website.

An area on the verge that is clear of overhanging trees and services or a fenced off parking bay, may be designated for use as a collection point for bulk waste and green waste, as required.

Residents would liaise with the strata manager/caretaker on organisation of the collection/delivery of the bulk waste services.

5 Waste Management

A strata manager/caretaker will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Area;
- Cleaning of bins and Bin Storage Area, when required;
- Ferrying of bins to and from the Bin Storage Area and Bin Presentation Area on collection days;
- Ensure all residents at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor resident behaviour and identify requirements for further education and/or signage;
- Monitor bulk general and green waste accumulation and assist with its removal, as required;
- Regularly engage with residents to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the City to ensure efficient and effective waste service is maintained.

6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for storage of refuse, recyclables and FOGO, based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse, recyclables and FOGO can be completed from the Proposal.

The above is achieved using:

- Five 240L refuse bins, collected twice each week;
- Six 240L recycling bins, collected once each week; and
- Three 240L FOGO bins, collected twice each week.

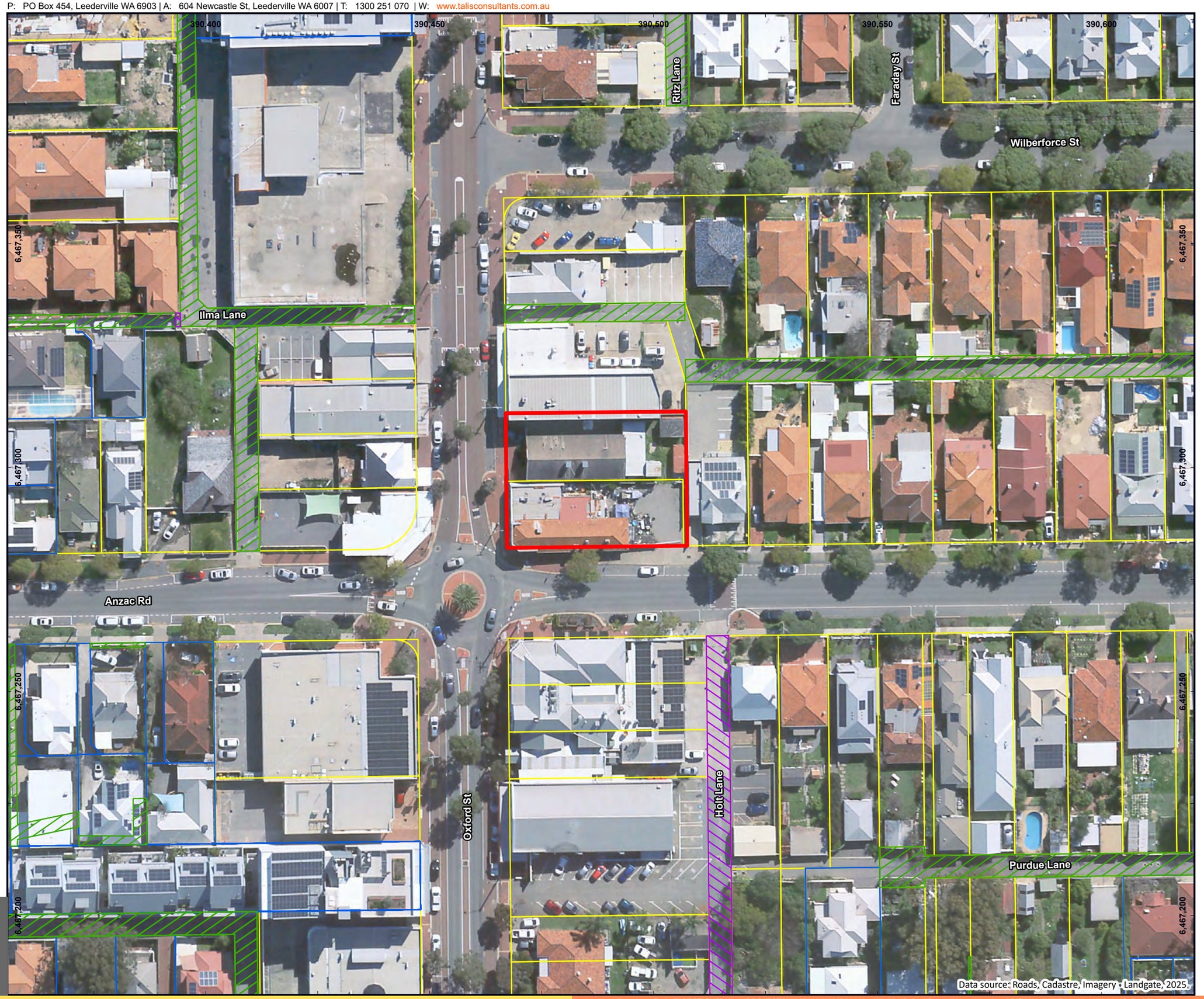
The City/private contractor will collect refuse, recyclables and FOGO from the Proposal utilising its kerbside collection service. The City/private contractor's waste collection vehicle will service the bins from the Bin Presentation Area on Anzac Road.

A strata manager/caretaker will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan

P: PO Box 454, Leederville WA 6903 | A: 604 Newcastle St, Leederville WA 6007 | T: 1300 251 070 | W: www.talisconsultants.com.au



LEGEND

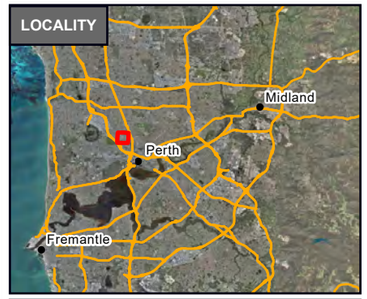
- Site Boundary

Cadastre

- Strata Plan or Lot
- Freehold
- Crown Allotment
- Easement
- Reserve

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LOCALITY



0 10 20 30 40 km

LOCALITY

370-374 Oxford Street
Mount Hawthorn WA 6016

Community Housing Limited

N 0 10 20 30 m

Coordinate System: GDA2020 MGA Zone 50
Scale @ A3: 1:800

Prepared:	Z O'Rourke	Date:	20/01/2026
Reviewed:	J Logothetis	Revision:	A
Project:	WMP25148		

talis consultants

Figure 01

Data source: Roads, Cadastre, Imagery • Landgate, 2025.

Document Path: T:\SECTIONS\Waste\PROJECTS\WMP2025\WMP25148 - 370-374 Oxford Street, Mount Hawthorn\GIS\Maps\WMP25148 - 370-374 Oxford Street, Mount Hawthorn\WMP25148 - 370-374 Oxford Street, Mount Hawthorn.aprx

Assets | Engineering | Environment | Noise | Spatial | Waste

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ABN 85 967 691 321

CITY OF VINCENT

ATTACHMENT 10

DEVELOPMENT ASSESSMENT PANEL MEETING

Previous Development Approval

Government of **Western Australia**
Development Assessment Panels

LG Ref: 5.2022.157.1
DAP Ref: DAP/22/02241
Enquiries: (08) 6551 9919

Mr Peter Simpson
PTS Town Planning Pty Ltd
PO Box 538
INGLEWOOD WA 6932

Dear Mr Simpson

METRO INNER-NORTH JDAP - CITY OF VINCENT - DAP APPLICATION - 5.2022.157.1 - DETERMINATION

Property Location:	No.370-374 (Lots 8 and 16) Oxford Street, Mount Hawthorn
Application Details:	Proposed Mixed Use Development

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the City of Vincent on 24 May 2022 for the above-mentioned development.

This application was considered by the Metro Inner-North JDAP at its meeting held on 28 September 2022, where in accordance with the provisions of the City of Vincent Local Planning Scheme No.2, it was resolved to **approve** the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, an application may be made to amend or cancel this planning approval in accordance with regulation 17 and 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Please also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the conditions of approval, please contact Mr Mitchell Hoad on behalf of the City of Vincent on 08 9273 6049.

Yours sincerely,

DAP Secretariat

4 October 2022

Encl. DAP Determination Notice
Approved Plans

Cc: Mr Mitchell Hoad
City of Vincent

Government of **Western Australia**
Development Assessment Panels

Planning and Development Act 2005

City of Vincent Local Planning Scheme No.2

Metro Inner-North Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Property Location: No.370-374 (Lots 8 and 16) Oxford Street, Mount Hawthorn
Application Details: Proposed Mixed Use Development

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 28 September 2022, subject to the following:

Approve DAP Application reference DAP/22/02241 and accompanying plans included in **Attachment 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 Vincent Local Planning Scheme No. 2, subject to the following conditions:

Conditions

1. General

    1.1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.

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

    1.3. This approval is for a mixed use development comprising of 36 Multiple Dwellings and one Shop as shown on the approved plans dated 31 August 2022. No other development forms part of this approval.

2. Building Design

    2.1. The surface finish of boundary walls facing adjoining property shall be of a good and clean condition, **prior to the occupation or use of the development**, and thereafter maintained, to the satisfaction of the City. The finish of boundary walls is to be fully rendered or face brick, or material as otherwise approved, to the satisfaction of the City.

    2.2. All external fixtures, such as television antennas (of a non-standard type), radio and other antennas, satellite dishes, solar panels, external hot water heaters, air conditioners, and the like, shall not be visible from the street(s), are designed integrally with the building, and be located so as not to be visually obtrusive.

2.3. Doors and windows and adjacent floor areas fronting Oxford Street and Anzac Road shall maintain an active and interactive relationship with this street, darkened obscured, mirrored or tinted glass or other similar materials as considered by the City is prohibited.

2.4. Ground floor glazing and/or tinting shall be a minimum of 70 percent visually permeable to provide unobscured visibility. Darkened, obscured, mirrored or tinted glass or other similar materials as considered by the City is prohibited.

2.5. Metre boxes shall be located behind the primary street setback area, not be visible from the street or be integrated into the building, to the satisfaction of the City.

2.6. The fire hydrant booster shall be integrated into the design of the building, to the satisfaction of the City.

2.7. The awning within the Oxford Street and Anzac Road reservations attached to the façade of the building shall be designed to be removable, to the satisfaction of the City.

2.8. All privacy screening shown on the plans is to be installed **prior to the occupation or use of the development** to a minimum height of 1.6 metres above the finished floor level and be 75% obscure, permanently fixed, made of durable material and restricts views into any adjoining property

This privacy screening is to be shown on the plans at the time of lodging a Building Permit.

3. Colours and Materials

Prior to the issuing of a building permit, a schedule detailing the colour and texture of the building materials, demonstrating that the proposed development complements the surrounding area, and includes details of the finish of the northern and eastern boundary walls shall be submitted to the City for approval.

The development must be finished, and thereafter maintained, in accordance with the schedule provided to and approved by the City, **prior to occupation or use of the development**

4. Landscaping

4.1 A detailed landscape and reticulation plan for the development site and adjoining road verge, to the satisfaction of the City, shall be lodged with and approved by the City prior to commencement of the development.

The plan shall be drawn to a scale of 1:100, be generally in accordance with the landscaping plan dated 31 August 2022 prepared by See Design Studio and show the following:

- The location and type of existing and proposed trees and plants;
- Areas to be irrigated or reticulated;
- The provision of a minimum 1.9 percent deep soil area, as defined by the Residential Design Codes Volume 2;

- The provision of a minimum of 31.8 percent on-structure planting areas;
- The provision of a minimum of three medium and 18 small trees contributing towards 37.2 percent canopy coverage within deep soil areas and on-structure planting areas provided. The tree species are to be in accordance with the City's recommended tree species list;
- The provision of new trees within the verge adjacent to the subject site to the satisfaction of the City, including:
  - One additional street tree within the Oxford Street verge, being either *Melaleuca viridiflora* or *Melaleuca leucadendra* with a minimum of 90 litre capacity; and
  - Two additional street trees within the Anzac Road verge, being either *Eucalyptus victrix* or *Agonis flexuosa* with a minimum of 90 litre capacity.

4.2 All works shown in the approved landscaping plan shall be undertaken in accordance with the approved plans to the satisfaction of the City, prior to occupancy or use of the development and maintained thereafter to the satisfaction of the City, at the expense of the owners/occupiers.

4.3 No verge trees shall be removed without the prior written approval of the City. Verge trees shall be retained and protected from damage including unauthorised pruning to the satisfaction of the City. Prior to any pruning of verge trees, an arborist report shall be prepared by the landowner and submitted to the City.

4.4 The approved landscaping plan is required to be maintained once implemented and maintenance requirements should be outlined in the strata management plan to ensure landscaping areas within strata properties are suitably maintained. Modifications to the approved landscaping that has been installed on site at the time of occupancy will require subsequent approval of the City.

5. Car Parking, Access and Bicycle Facilities

5.1. **Prior to the first occupation or use of the development**, a minimum of 33 resident bay, six visitor bays, 10 non-residential bays shall be provided on site and are to be permanently marked for the exclusive use of the mixed use development parking in accordance with Australian Standard AS2890.1.

5.2. **Prior to the first occupation or use of the development**, the car parking spaces provided for the residential component of the development shall be clearly marked and signposted for the exclusive use of the residents of the development.

5.3. Six visitor parking bays shall be permanently marked, maintained and legally accessible at all times for use exclusively by visitors to the property, be clearly visible or suitably sign posted from the street or communal driveway.

5.4. All driveways, car parking and manoeuvring area(s) which form part of this approval shall be sealed, drained, paved and line marked in accordance with the approved plans **prior to the first occupation or use of the development** and maintained thereafter by the owner/occupier to the satisfaction of the City.

5.5. **Prior to the first occupation or use of the development**, redundant or "blind" crossovers shall be removed and the verge and kerb made good to the satisfaction of the City, at the applicant/owner's full expense.

5.6. Bicycle racks shall be designed and constructed in accordance with Australian Standards AS2890.3: 2015 Parking Facilities Part 3: Bicycle Parking, and shall be installed **prior to occupancy or use of the development** in the following locations, to the satisfaction of the City:

- A minimum of three long term bicycle racks provided on-site; and
- A minimum of four short term bicycle racks provided within the adjacent verge.

5.7. **Prior to the occupation or use of the development**, an amended Parking Management Plan shall be submitted to and approved by the City. The Parking Management Plan is to include, but not limited to, addressing the following:

- Detailed management measures for the operation of the vehicular entry gate/s, to ensure access is readily available for owners/visitors/tenants to the residential and non-residential units at all times;
- The installation of signage along the Anzac Road frontage of the building to identify the location of, and access to the on-site car parking area. and
- The allocation of the car parking bays to ensure that there is a minimum of 33 resident bays, six visitor bays and 10 non-residential bays.

The approved Parking Management Plan shall be implemented, and the development shall be carried out in accordance with the approved Parking Management Plan and approved plans, to the satisfaction of the City at the expense of the owners/occupiers.

6. Acoustic Report and Noise Management

6.1. **Prior to the issue of the building permit** a revised Acoustic Report shall be lodged with and approved by the City, in accordance with the City's Policy No. 7.5.21 – Sound Attenuation**.** The revised acoustic report shall include details related to mechanical and plant equipment.

6.2. All recommended measures included in the approved Acoustic Report and the SPP5.4 Road Traffic Noise Assessment dated 30 August 2021 shall be implemented **prior to the occupation or use of the development** and be maintained thereafter, to the satisfaction of the City, at the expense of the owners/occupiers.

Written certification from an acoustic consultant shall be provided to the City demonstrating that the recommended measures have been undertaken to the City's satisfaction, **prior to occupancy or use of the development.**

6.3. A Notification under Section 70A of the *Transfer of Land Act 1893* must be registered over the certificate of title to the land the subject of the proposed development. The notification shall notify owners and prospective purchasers of the property as follows:

"The lot is situated in the vicinity of a transport corridor and in close proximity to commercial and non-residential activities. The use or enjoyment of the property may be affected by increased noise levels resulting from live and/or amplified music, traffic, car parking and other impacts associated with nearby commercial and non-residential activities within the transport corridor."

This notification shall be lodged and registered **prior to the occupation or use of the development.**

7. Construction Management

7.1. **Prior to the issue of a Building Permit**, a Construction Management Plan is to be prepared and submitted to the City that details how the construction of the development will be staged and managed to minimise the impact on the surrounding area (including demolition and/or forward works). The Construction Management Plan is required to address the following concerns that relate to any works to take place on the site:

- Public safety, amenity and site security;
- Contact details of essential site personnel;
- Construction operating hours;
- Noise control and vibration management;
- Where undertaken by the builder, dilapidation reports of nearby properties;
- Air, sand and dust management;
- Stormwater and sediment control;
- Soil excavation method;
- Waste management and materials re-use;
- Traffic and access management;
- Parking arrangements for contractors and subcontractors;
- Consultation plan with nearby properties; and
- Compliance with AS4970-2009 relating to the protection of trees on the development site.

7.2. The approved Construction Management Plan shall be complied with at all times, for the duration of the construction of the development.

8. Stormwater

Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve.

9. Signage

All signage is to be in strict accordance with the City's Local Planning Policy Signs and Advertising, unless further development approval is obtained.

10. Sight Lines

No walls, letterboxes or fences above 0.75 metres in height to be constructed within the 1.5 metre of where:

- walls, letterboxes or fences adjoin vehicular access points to the site; or
- a driveway meets a public street; or
- two streets intersect;

Unless otherwise approved by the City of Vincent.

11. Public Art

11.1. In accordance with the City's Policy No. 7.5.13 - Percent for Art the application is required to make a public art contribution of $150,000 being one percent of the $15 million cost of development.

To comply with the Policy, the owner(s) or applicant, on behalf of the owner(s) shall submit a statutory declaration **prior to the lodgement of a Building Permit** stipulating the choice of:

Option 1: Owner/Applicant chooses to co-ordinate the Public Art project themselves or by engaging an art consultant

OR

Option 2: Owner/Applicant chooses to pay cash-in-lieu. Owner/Applicants who choose Option 2 will receive a 15% discount on the Percent for Art contribution.

11.2. The owner(s), or the applicant on behalf of the owner(s), shall comply with the City of Vincent Percent for Public Art Policy No. 7.5.13 in conjunction with the above chosen option:

Option 1 –
Prior to the issue of a Building Permit for the development, obtain approval for the Public Art Project and associated Artist; and

Prior to the first occupation of the development, install the approved public art project, and thereafter maintain the art work;

OR

Option 2 –
Prior to the issue of an Occupancy Permit pay the above cash-in-lieu contribution amount.

12. Clothes Drying Facilities

Prior to the occupation or use of the development, each multiple dwelling shall be provided with a clothes drying area screened from the public realm in accordance with the Residential Design Codes Volume 2, to the satisfaction of the City.

13. Waste Management

13.1. **Prior to the issue of a Building Permit** an amended Waste Management Plan must be submitted to and approved by the City. The plan must include the following details to the satisfaction and specification of the City:

- Fortnightly collection of residential recycling bins; or
- The provision of residential bins in accordance with the City's Waste Guidelines, including
  - Nine x 240L general waste bins;
  - Either 12 x 240L or eight x 360L recycling bins; and
  - Four x 240L FOGO bins.

13.2. The approved Waste Management Plan shall be complied with at all times, for the duration of the construction of the development.

14. Amalgamation

In accordance with the City's Policy No. 7.5.19 – Amalgamation Condition on Planning Approvals, **prior to occupation or use of the development**, the subject land (Lots 8 and 16) shall be amalgamated into a single lot on the Certificate of Title.

Advice Notes

1. All new crossovers to lots are subject to a separate application to be approved by the City. All new crossovers shall be constructed in accordance with the City's Standard Crossover Specifications, which specify that the portion of the existing footpath traversing the proposed crossover must be retained. The proposed crossover levels shall match into the existing footpath levels. Should the footpath not to be in satisfactory condition, it must be replaced with in-situ concrete panels in accordance with the City's specification for reinstatement of concrete paths.

2. The movement of all path users, with or without disabilities, within the road reserve, shall not be impeded in any way during the course of the building works. This area shall be maintained in a safe and trafficable condition and a continuous path of travel (minimum width 1.5m) shall be maintained for all users at all times during construction works. Permits are required for placement of any material within the road reserve.

3. All storm water produced on the subject land shall be retained on site, by suitable means to the full satisfaction of the City. No further consideration shall be given to the disposal of storm water 'off site' without the submission of a geotechnical report from a qualified consultant. Should approval to dispose of storm water 'off site' be subsequently provided, detailed design drainage plans and associated calculations for the proposed storm water disposal shall be lodged together with the building permit application working drawings.

4. With reference to boundary walls, the owners of the subject land shall obtain the consent of the owners of relevant adjoining properties before entering those properties in order to make good the boundary walls.

5. In reference the Construction Management Plan, the owner/applicant may be required to obtain a Work Zone Permit from the City in order to satisfy this Condition due to the location of the site with access constraints. The requirement for, and cost of any such permit shall be determined by the City following the lodgement of a Building Permit.

6. Any external artificial lighting installations, including in carparks and common areas, is to comply with Australian Standard AS 4282-1997 'Control of the obtrusive effects of outdoor lighting' and must not be permitted to shine or reflect into other properties, creating a nuisance.

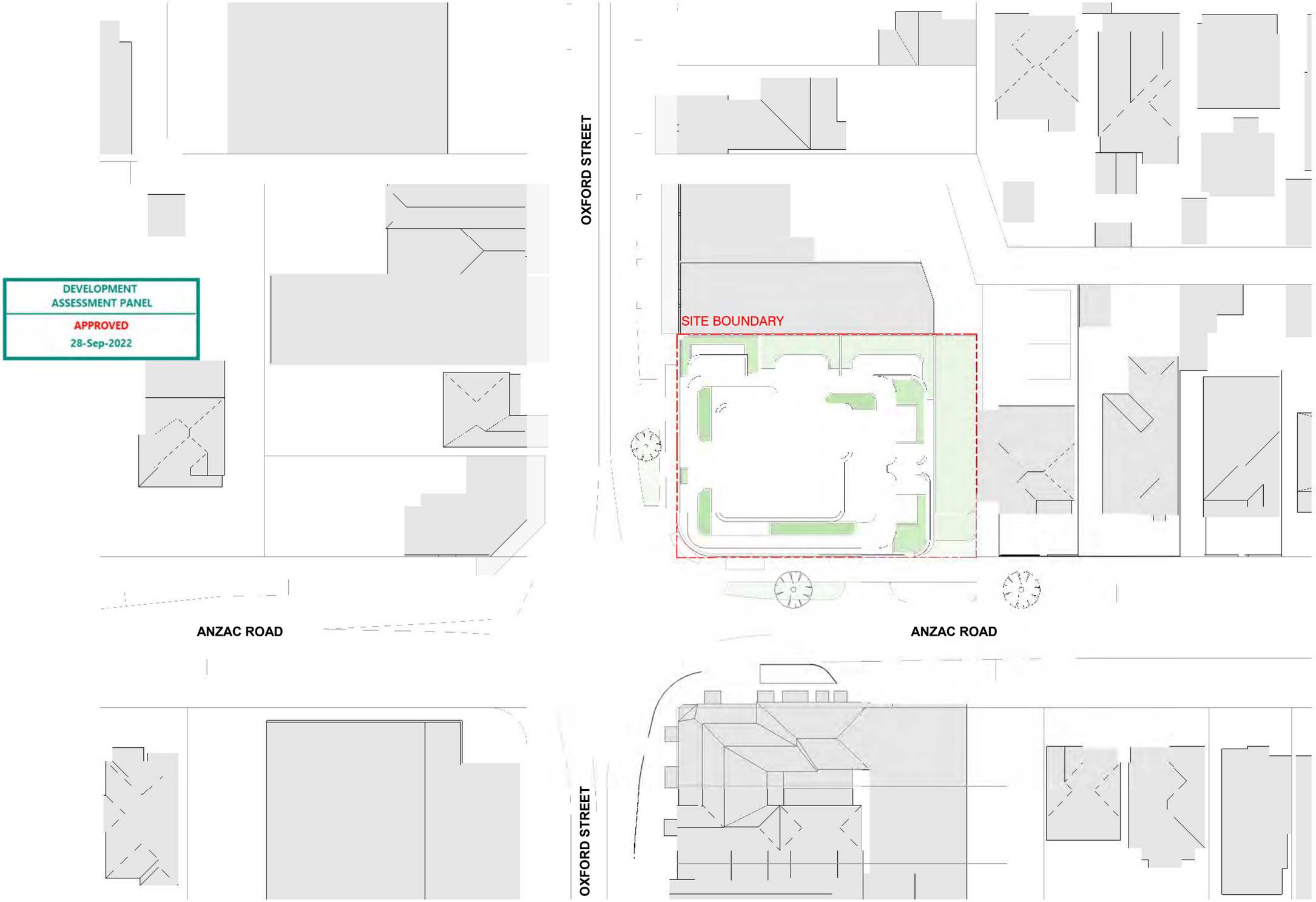
7. The development is to be provided with a suitable enclosure for the storage and cleaning of refuse receptacles. The applicant is advised that the enclosure is to be provided with:
   - A tap connected to an adequate supply of water;
   - Adequate ventilation to remove objectionable odours;
   - Be of sufficient size to accommodate all receptacles used on the premises but in any event having floor area not less than 3 square metres;
   - Be constructed of brick, concrete, corrugated compressed fibre cement sheet or other material of suitable thickness approved by the City;
   - Have walls not less than 1.5 metres in height and having an access way of not less than 1 metre in width and fitted with a self-closing gate;
   - Contain a smooth and impervious floor-
     - of not less than 75 millimetres in thickness; and
     - which is evenly graded to an approved liquid refuse disposal system; and
   - Which is easily accessible to allow for the removal of the receptacles.

8. Visually permeable is defined as "*in reference to a wall, gate, door or fence that the vertical surface has continuous vertical or horizontal gaps of 50mm or greater width occupying not less than one third of the total surface area; continuous vertical or horizontal gaps less than 50mm in width, occupying at least one half of the total surface area in aggregate; or a surface offering equal or lesser obstruction to view; as viewed directly from the street*".

9. The applicant and landowner are advised that sufficient parking can be provided on the subject site and as such the City of Vincent will not issue a residential or visitor car parking permit to any owner or occupier of the residential dwellings. This information should be provided to all prospective purchasers and it is recommended that a notice be placed on Sales Contracts to advise purchasers of this restriction.

10. The applicant is advised that any future strata title of the property must be consistent with this approval and the lot sizes demonstrated in the application.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) or local government approval under regulation 17A of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

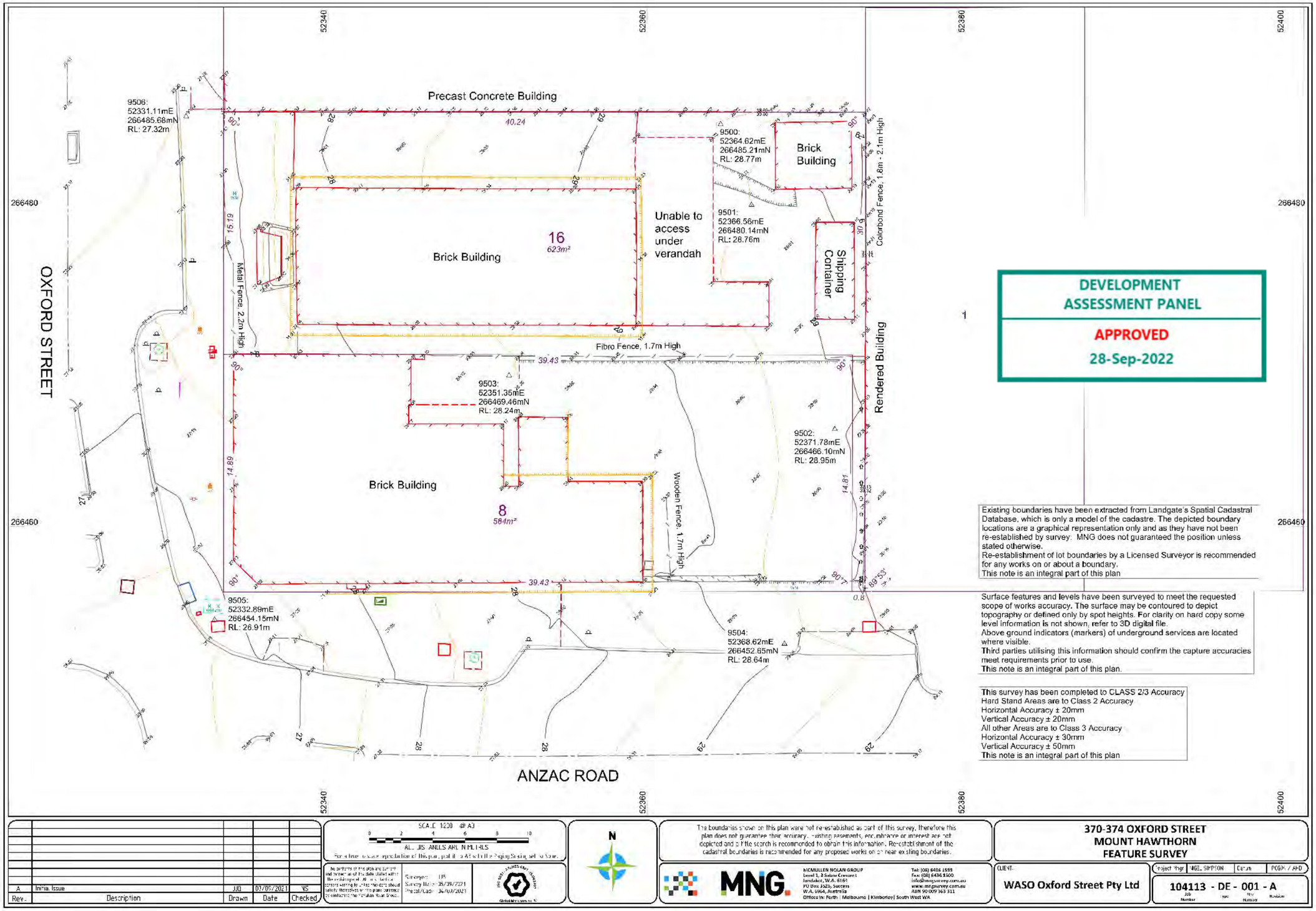


DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Sep-2022

DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA001	**SITE PLAN**	1 : 500 @ A3

plus architecture



DEVELOPMENT ASSESSMENT PANEL

APPROVED

28-Sep-2022

Existing boundaries have been extracted from Landgate's Spatial Cadastral Database, which is only a model of the cadastre. The depicted boundary locations are a graphical representation only and as they have not been re-established by survey. MNG does not guaranteed the position unless stated otherwise.
Re-establishment of lot boundaries by a Licensed Surveyor is recommended for any works on or about a boundary.
This note is an integral part of this plan

Surface features and levels have been surveyed to meet the requested scope of works accuracy. The surface may be contoured to depict topography or defined only by spot heights. For clarity on hard copy some level information is not shown, refer to 3D digital file.
Above ground indicators (markers) of underground services are located where visible.
Third parties utilising this information should confirm the capture accuracies meet requirements prior to use.
This note is an integral part of this plan.

This survey has been completed to CLASS 2/3 Accuracy
Hard Stand Areas are to Class 2 Accuracy
Horizontal Accuracy ± 20mm
Vertical Accuracy ± 20mm
All other Areas are to Class 3 Accuracy
Horizontal Accuracy ± 30mm
Vertical Accuracy ± 50mm
This note is an integral part of this plan

Rev.	Description	Drawn	Date	Checked
A	Initial Issue	JJD	07/05/2021	NS

SCALE 1:200 @ A3
ALL DIS ANLLS ARE IN MLTRES
For clear and accurate reproduction of this plan, plot it at A3 with the Paper Sizing set to Scale.

Surveyor: JJS
Survey Date: 26/05/2021
Pre-all/Lodge: 24/08/2021

N

The boundaries shown on this plan were not re-established as part of this survey, therefore this plan does not guarantee their accuracy. Existing easements, encumbrance or interest are not depicted and a title search is recommended to obtain this information. Re-establishment of the cadastral boundaries is recommended for any proposed works on or near existing boundaries.

MNG.
McMULLEN NOLAN GROUP
Level 1, 3 Salvia Crescent
Jandakot, WA. 6164
PO Box 1525, Success
W.A. 6964, Australia
Offices In: Perth | Melbourne | Kimberley | South West WA
Tel: (08) 6436 1555
Fax: (08) 6436 1500
info@mngsurvey.com.au
www.mngsurvey.com.au
ABN 90 009 363 311

CLIENT: WASO Oxford Street Pty Ltd

370-374 OXFORD STREET
MOUNT HAWTHORN
FEATURE SURVEY

Project Mgr	ANGEL SIMPSON	Datum	PCG94 / AHD
Job Number	104113 - DE - 001 - A	Rev Number	Revision

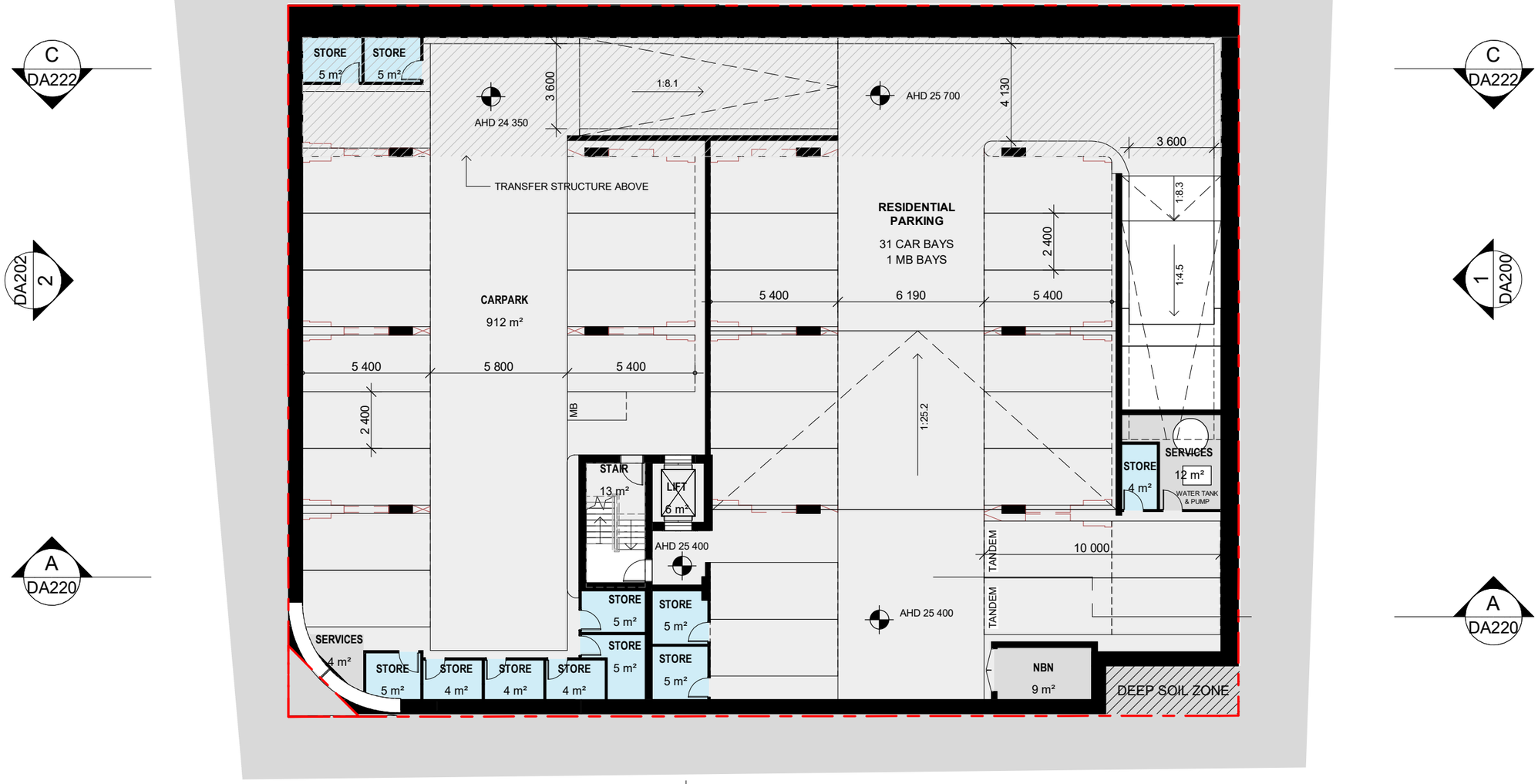
DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA002	**SITE SURVEY**	@ A3

plus architecture

B DA221
DA201 1
D DA224
C DA222
DA202 2
A DA220

DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Sep-2022



C DA222
1 DA200
A DA220
B DA221
1 DA203
D DA224

DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA099	**FLOOR PLAN - BASEMENT 01**	1 : 200 @ A3

plus architecture

DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Sep-2022

B DA221
DA201 1
D DA224
C DA222
C DA222
DA202 2
1 DA200
A DA220
A DA220
1 DA203
B DA221
D DA224

AHD 27 455
CIRCULATION
23 m²
FIRE BOOSTER
WATER METER
AHD 27 300
AHD 27 300
AHD 27 300
AHD 27 300
AHD 27 300
AHD 28 000
AHD 28 620
AHD 28 400
AHD 28 400

FIRE PUMP ROOM
30 m²
FIRE TANK 1
16 m²
TANK 1
FIRE TANK 2
17 m²
BULK WASTE
13 m²
SHOP
285 m²
BIN CHUTES
BARRIER
RESI BIN STORE
32 m²
AIR-LOCK
5 m²
STAIR
13 m²
MECH
UP
LOBBY
33 m²
COM. BIKES
13 m²
8 BIKES
MAILBOXES
FIP
GAS METER

TURNAROUND BAY
VISITOR & RETAIL PARKING
4 RETAIL BAYS
6 RECIPROCAL VISITOR BAYS
1 MB BAY
CARPARK
514 m²
5 400
6 100
MB 1 200
2 400
2 400
1:27.0
1:27.0
ACCESS CONTROL
ACCESS CONTROL
5 500
RAKED SOFFIT ABOVE
LOCKERS
EOT
11 m²
MECH RISER
COM. BIN STORE
33 m²
KNOCK DOWN
SMSB
1:4.5
1:4.0
1:8.3
1:8.3
4 BIKE RACKS
PLANTER
12 m²
DDA & FIRE EXIT DOOR
WESTERN POWER DOME
CAR PORT
SINGLE STORY COMMERCIAL PROPERTY
DRIVEWAY

DASHED LINES INDICATE AWNINGS ABOVE.
EXISTING TREE TO BE RETAINED
PARKLET
PARKLET
EXISTING TREE TO BE RETAINED
STREET PARKING BAY. SIGNAGE - NO PARKING DURING COLLECTION TIMES (TRAFFIC MANAGEMENT)
OXFORD STREET
ANZAC ROAD

DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA100	**FLOOR PLAN - GROUND**	**1 : 200 @ A3**

plus architecture

DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Sep-2022

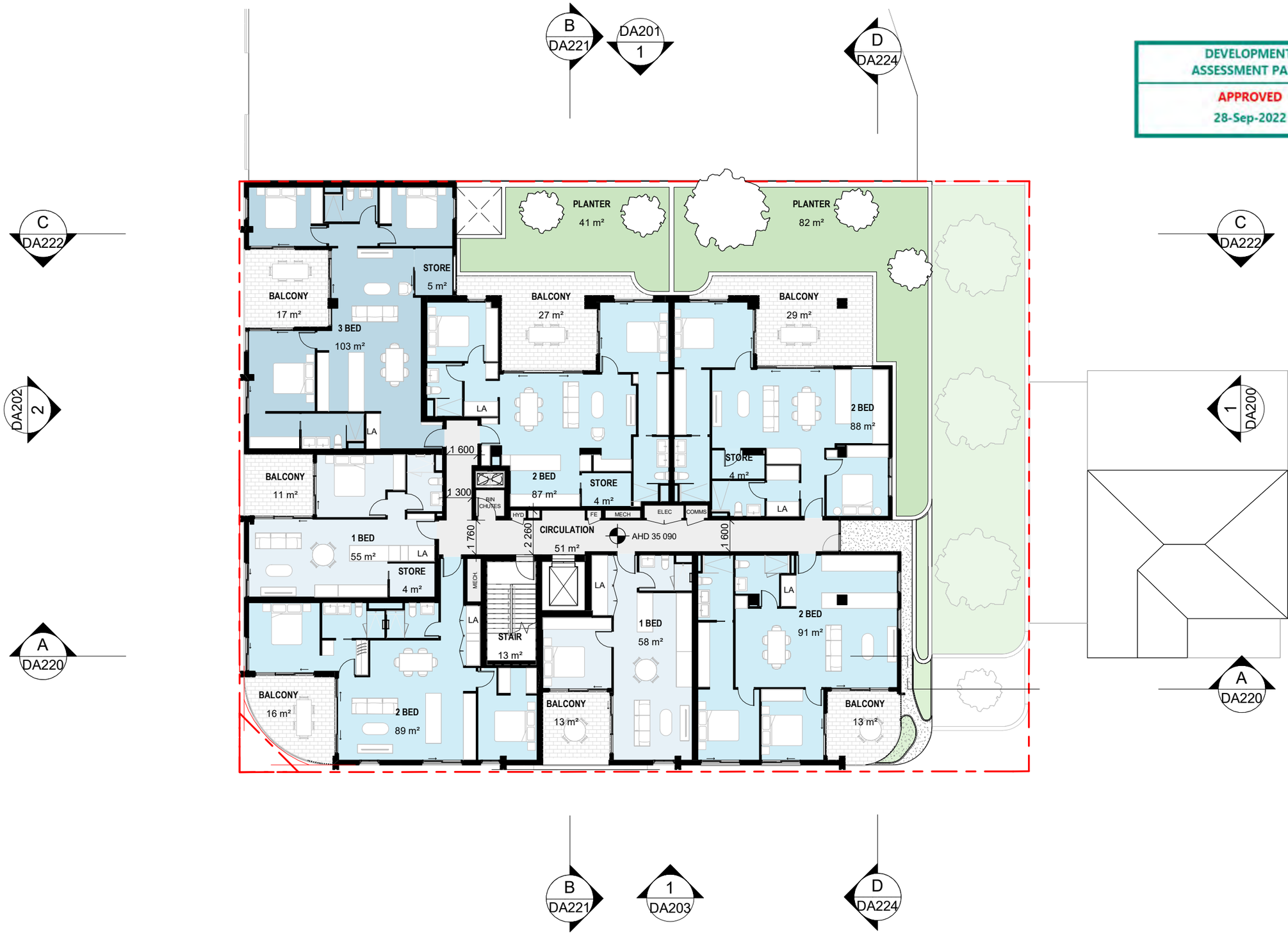


DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	C	DA101	**FLOOR PLAN - LEVEL 01**	1 : 200 @ A3

plus architecture

DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Sep-2022

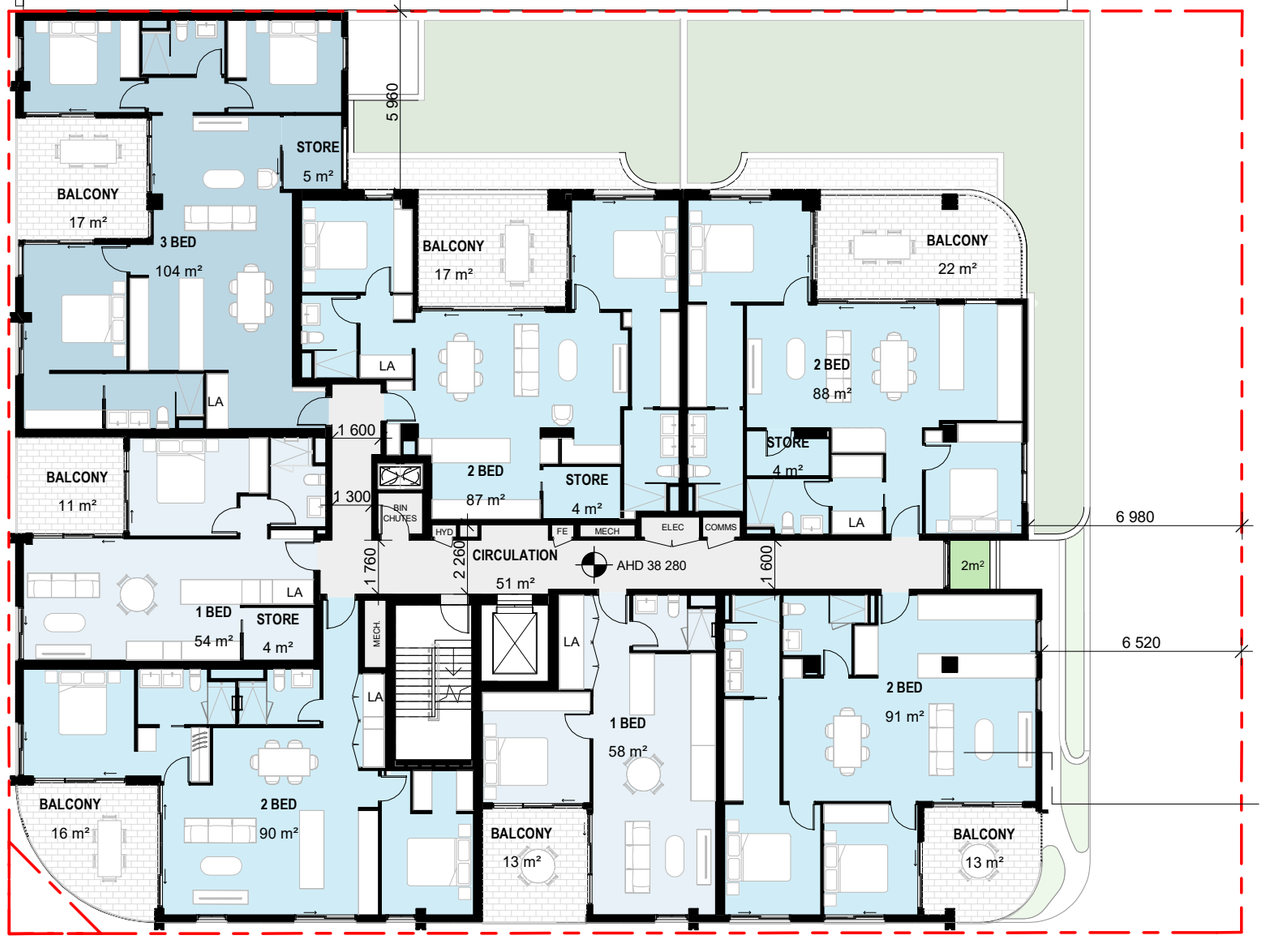


DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA102	**FLOOR PLAN - LEVEL 02**	1 : 200 @ A3

plus architecture

B DA221
DA201 1
D DA224
C DA222
DA202 2
A DA220



C DA222
1 DA200
A DA220
B DA221
1 DA203
D DA224

DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Sep-2022

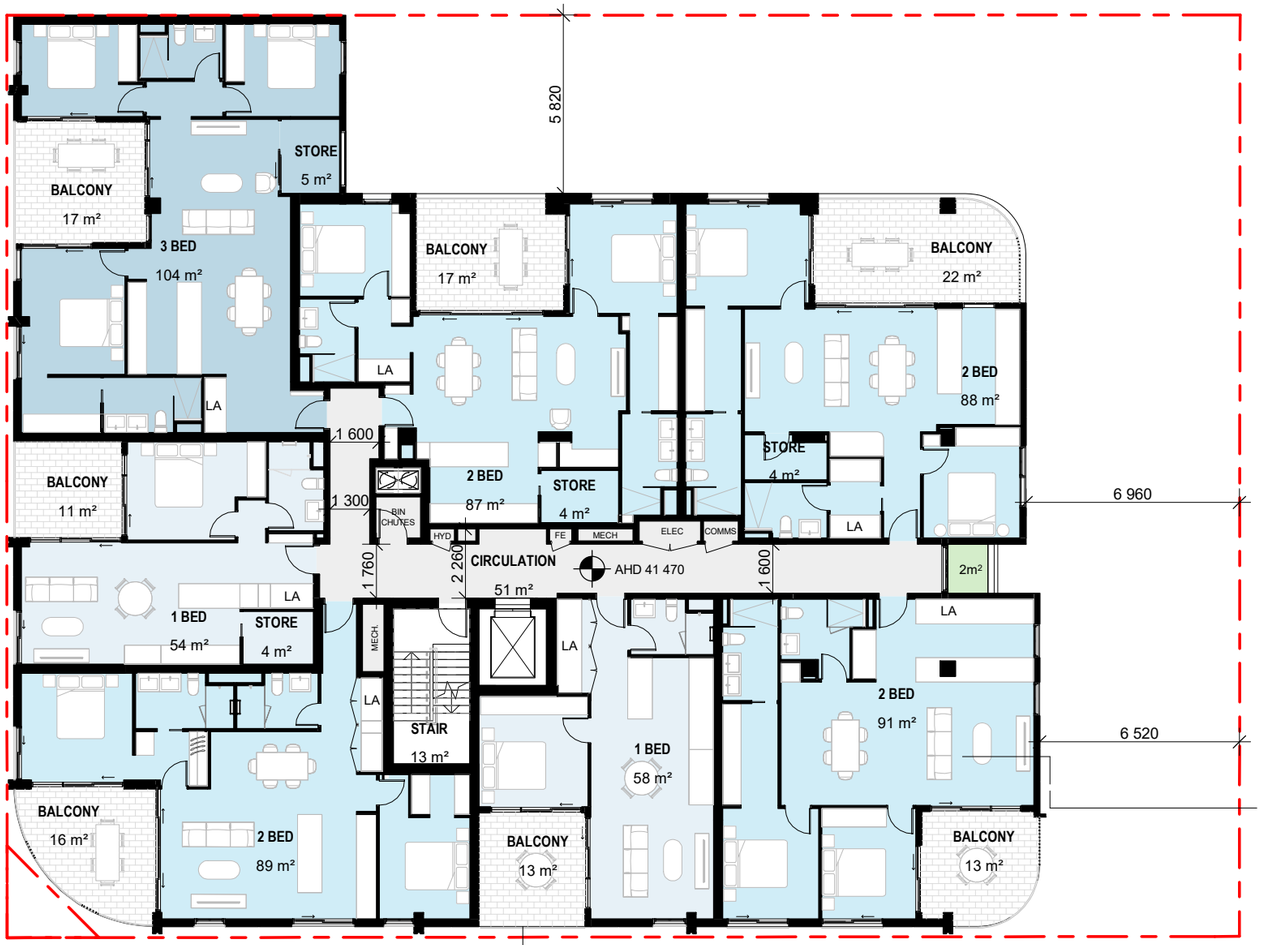
DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA103	**FLOOR PLAN - LEVEL 03**	1 : 200 @ A3

plus architecture

B DA221
DA201 1
D DA224
C DA222
DA202 2
A DA220

DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Sep-2022



1 DA200
A DA220
B DA221
1 DA203
D DA224

DEVELOPMENT APPLICATION

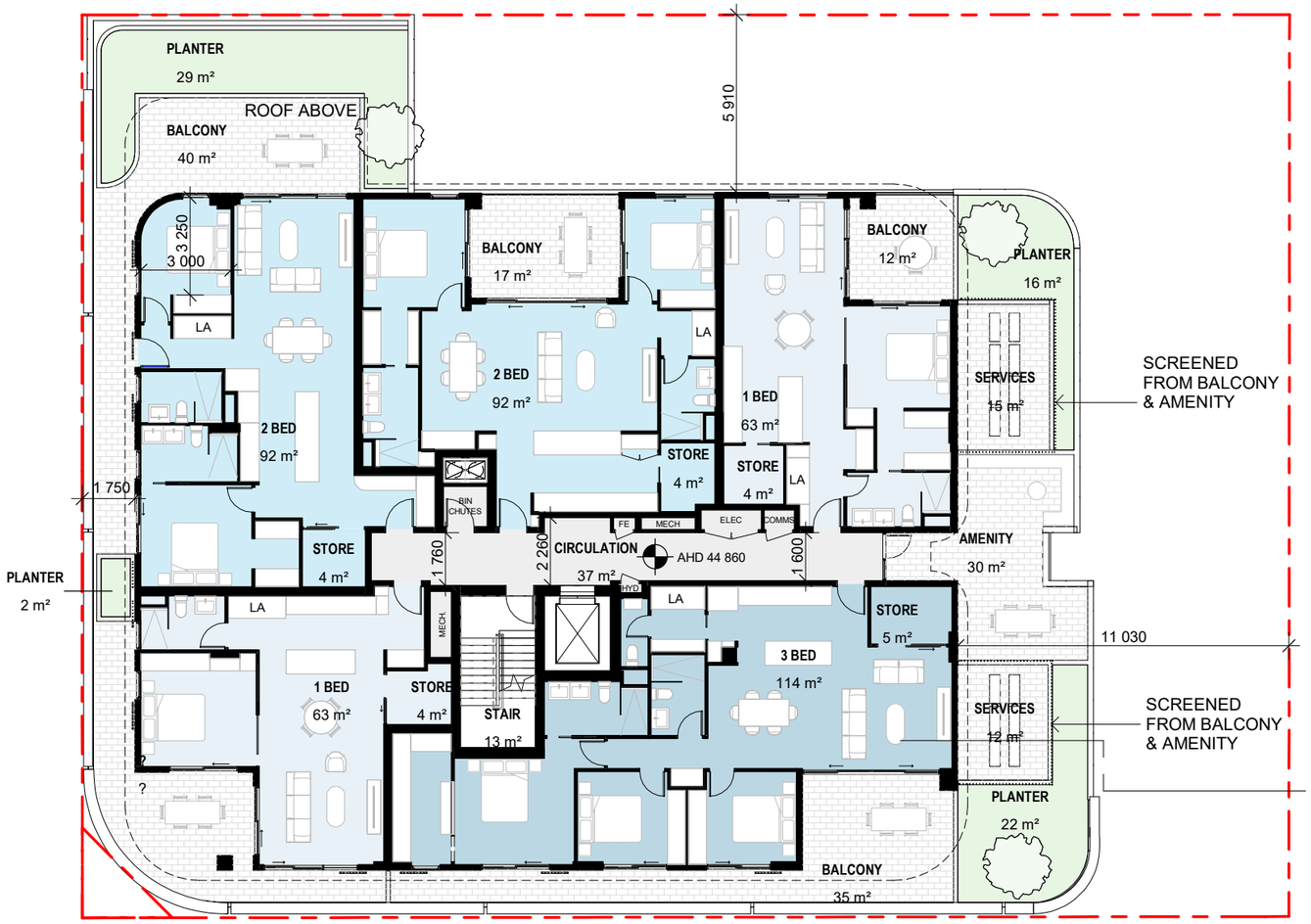
PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA104	**FLOOR PLAN - LEVEL 04**	**1 : 200 @ A3**

plus architecture

B DA221
DA201 1
D DA224

DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Sep-2022

C DA222
DA202 2
A DA220



C DA222
1 DA200
A DA220
B DA221
1 DA203
D DA224

DEVELOPMENT APPLICATION

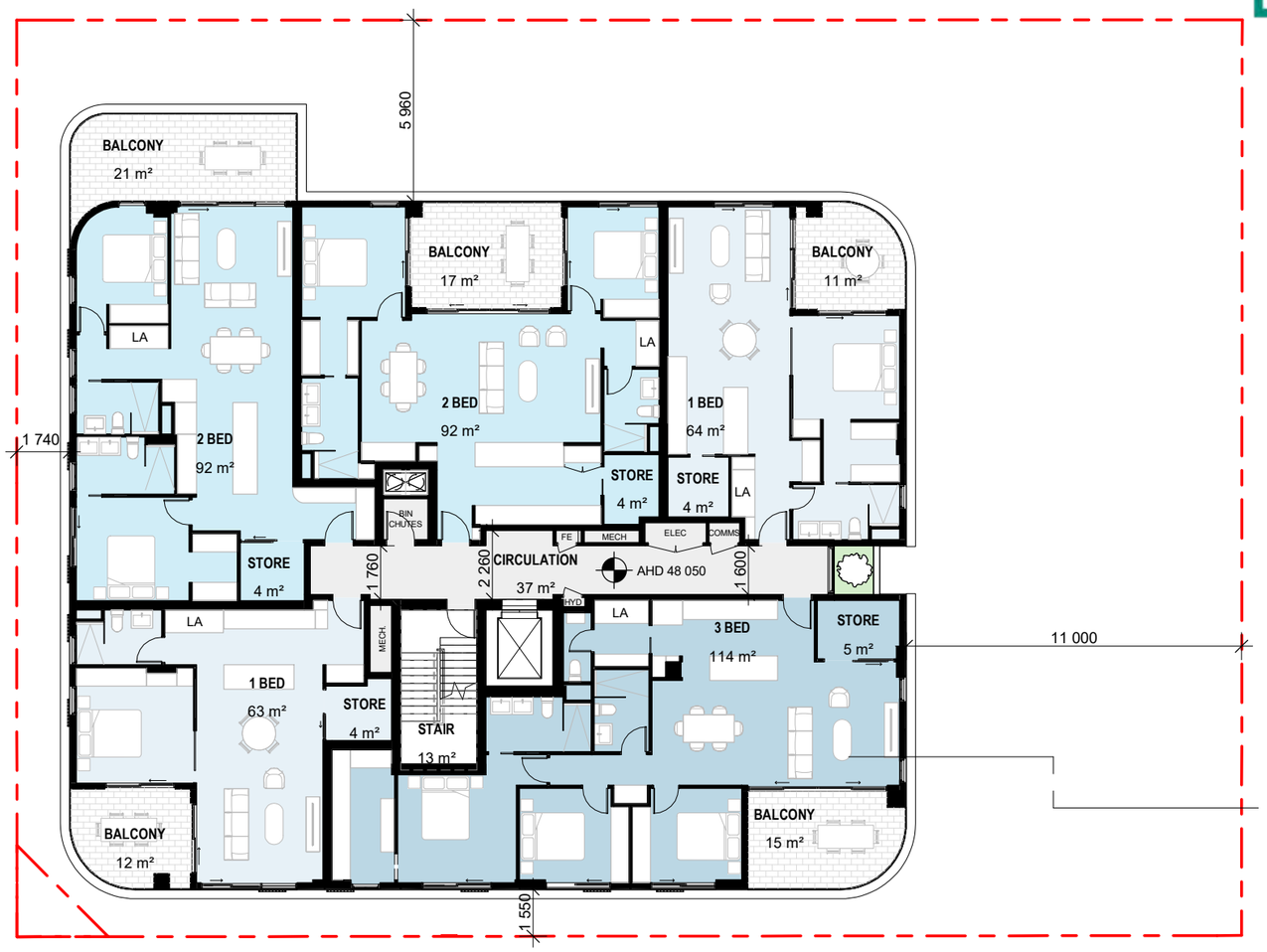
PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA105	**FLOOR PLAN - LEVEL 05**	**1 : 200 @ A3**

plus architecture

B DA221
DA201 1
D DA224

DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Sep-2022

C DA222
DA202 2
A DA220



C DA222
1 DA200
A DA220
B DA221
1 DA203
D DA224

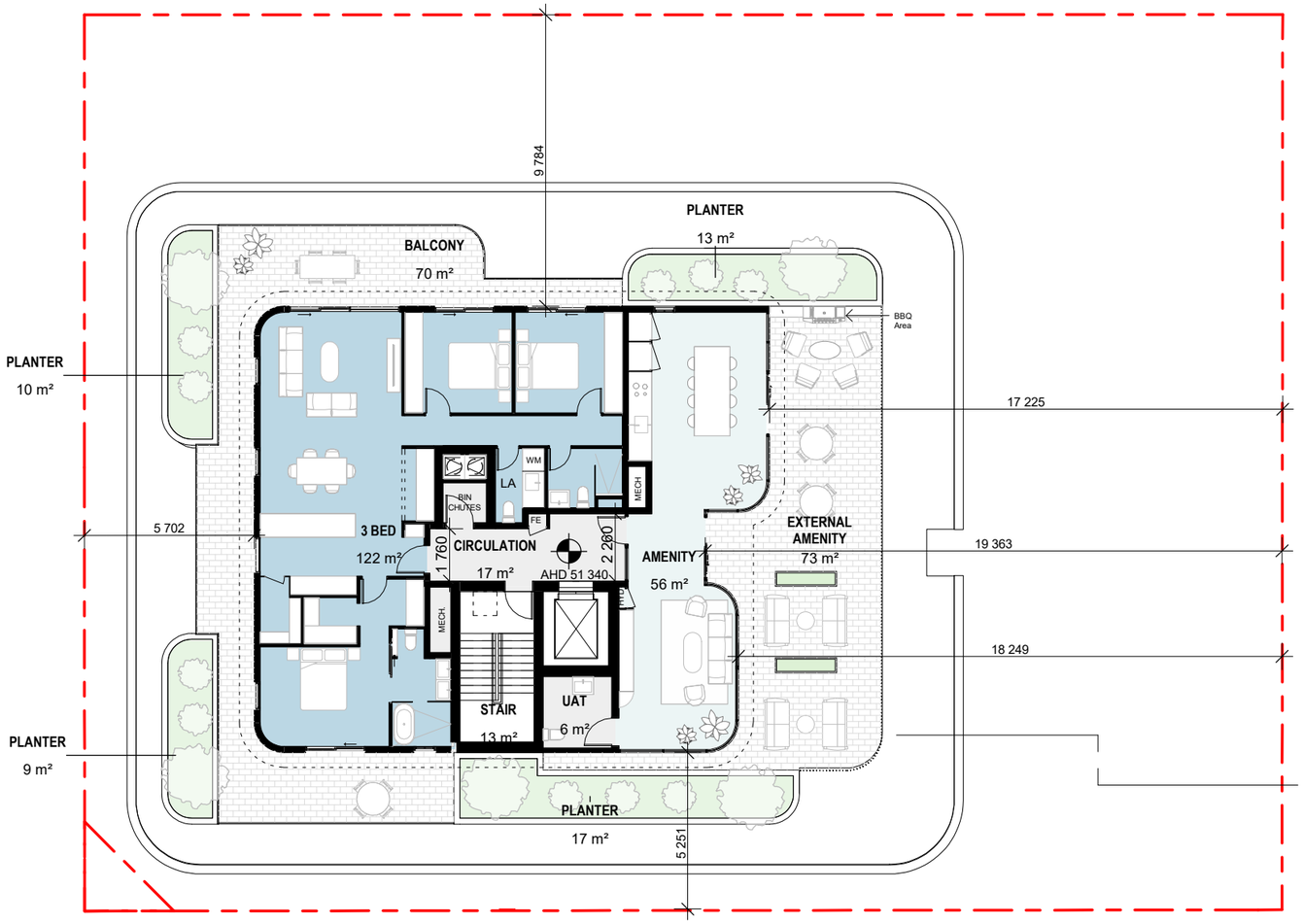
DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA106	**FLOOR PLAN - LEVEL 06**	**1 : 200 @ A3**

plus architecture

B DA221
DA201 1
D DA224
C DA222
C DA222
DA202 2
1 DA200
A DA220
A DA220
B DA221
1 DA203
D DA224

DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Sep-2022



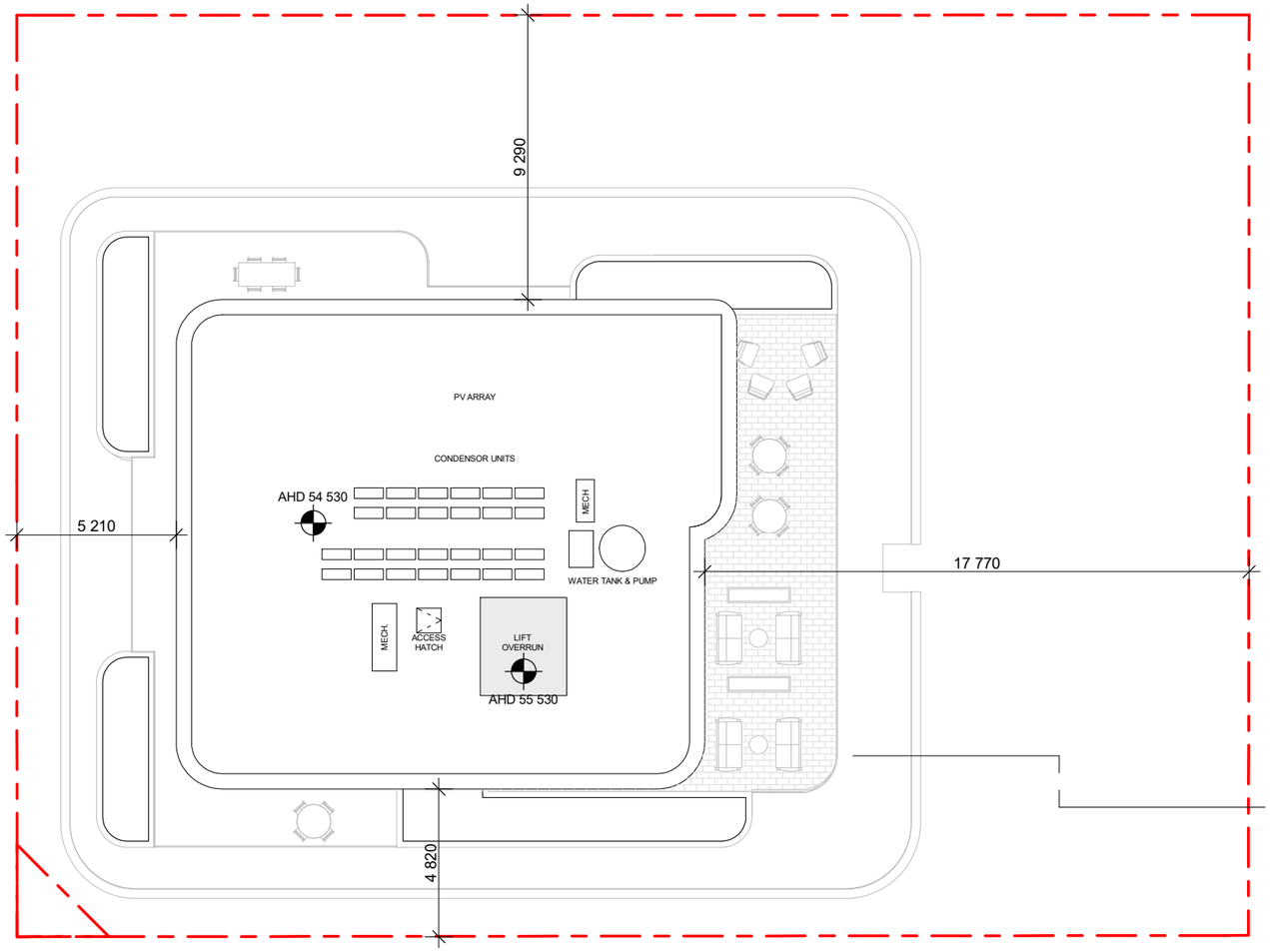
DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA107	**FLOOR PLAN - LEVEL 07**	**1 : 200 @ A3**

plus architecture

B DA221
DA201 1
D DA224
C DA222
C DA222
DA202 2
1 DA200
A DA220
A DA220
B DA221
1 DA203
D DA224

DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Sep-2022



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA108	**ROOF PLAN**	**1 : 200 @ A3**

plus architecture

DEVELOPMENT
ASSESSMENT PANEL

APPROVED

28-Sep-2022



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA200	**EAST ELEVATION**	**1 : 200 @ A3**

plus architecture

DEVELOPMENT
ASSESSMENT PANEL

APPROVED

28-Sep-2022



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA201	**NORTH ELEVATION**	**1 : 200 @ A3**

plus architecture

DEVELOPMENT
ASSESSMENT PANEL

APPROVED

28-Sep-2022



DEVELOPMENT APPLICATION

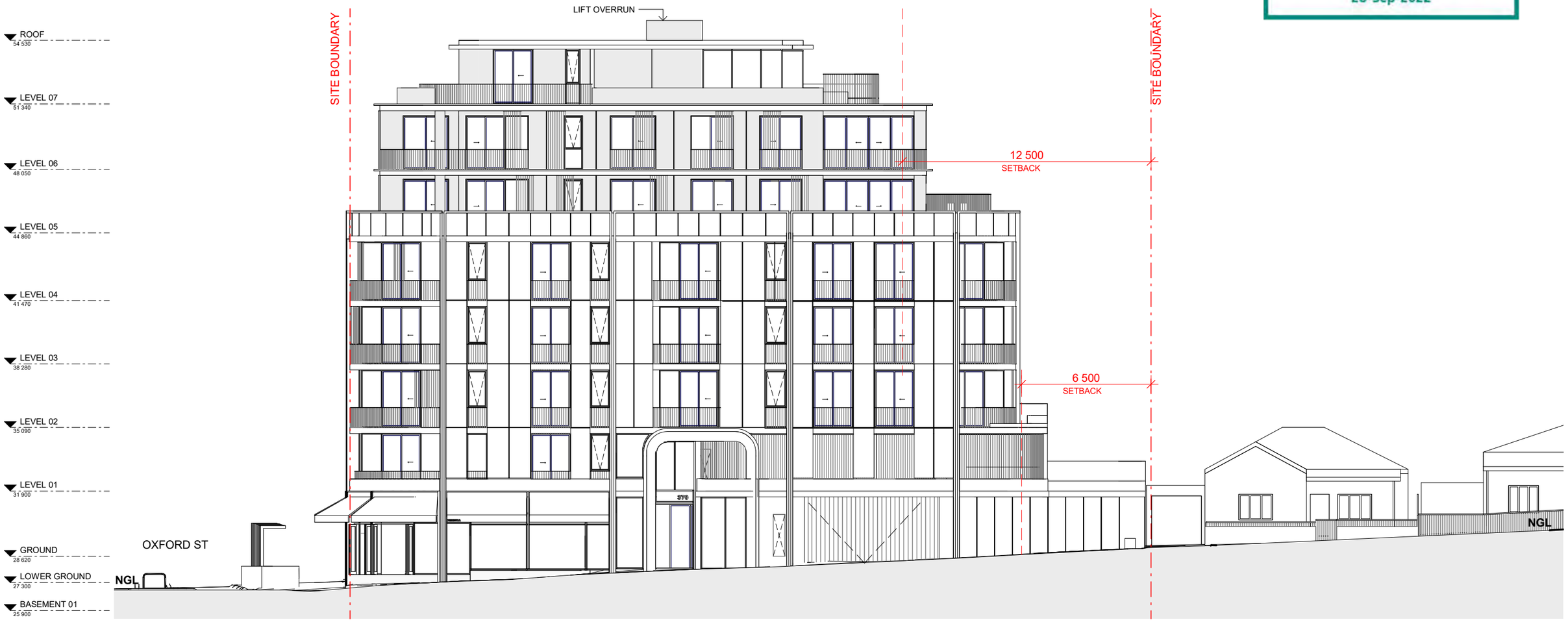
PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA202	**WEST ELEVATION**	**1 : 200 @ A3**

plus architecture

DEVELOPMENT ASSESSMENT PANEL

APPROVED

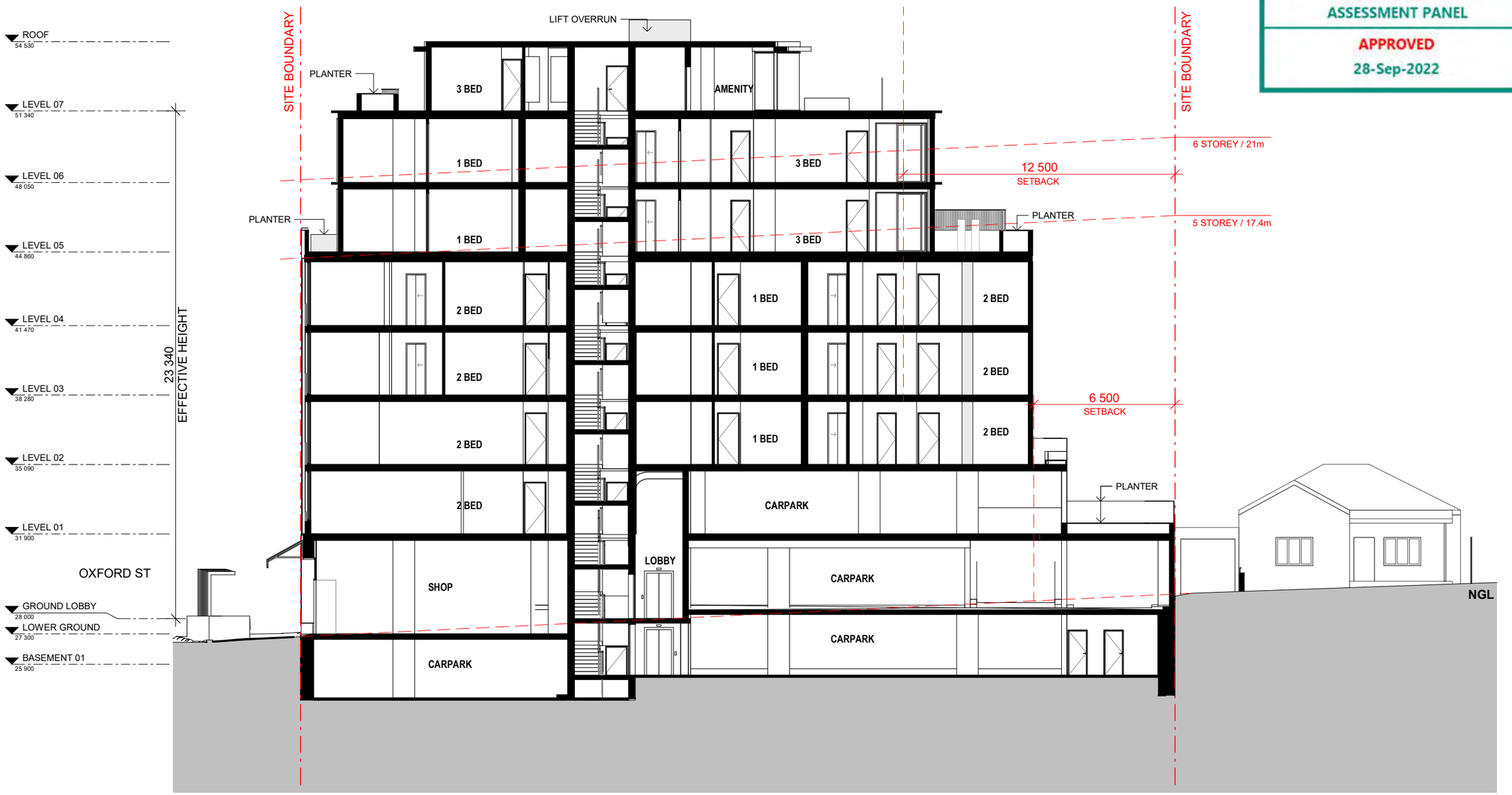
28-Sep-2022



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA203	**SOUTH ELEVATION**	**1 : 200 @ A3**

plus architecture



DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Sep-2022

DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA220	**SECTION A**	**1 : 200 @ A3**

plus architecture

DEVELOPMENT ASSESSMENT PANEL

APPROVED

28-Sep-2022

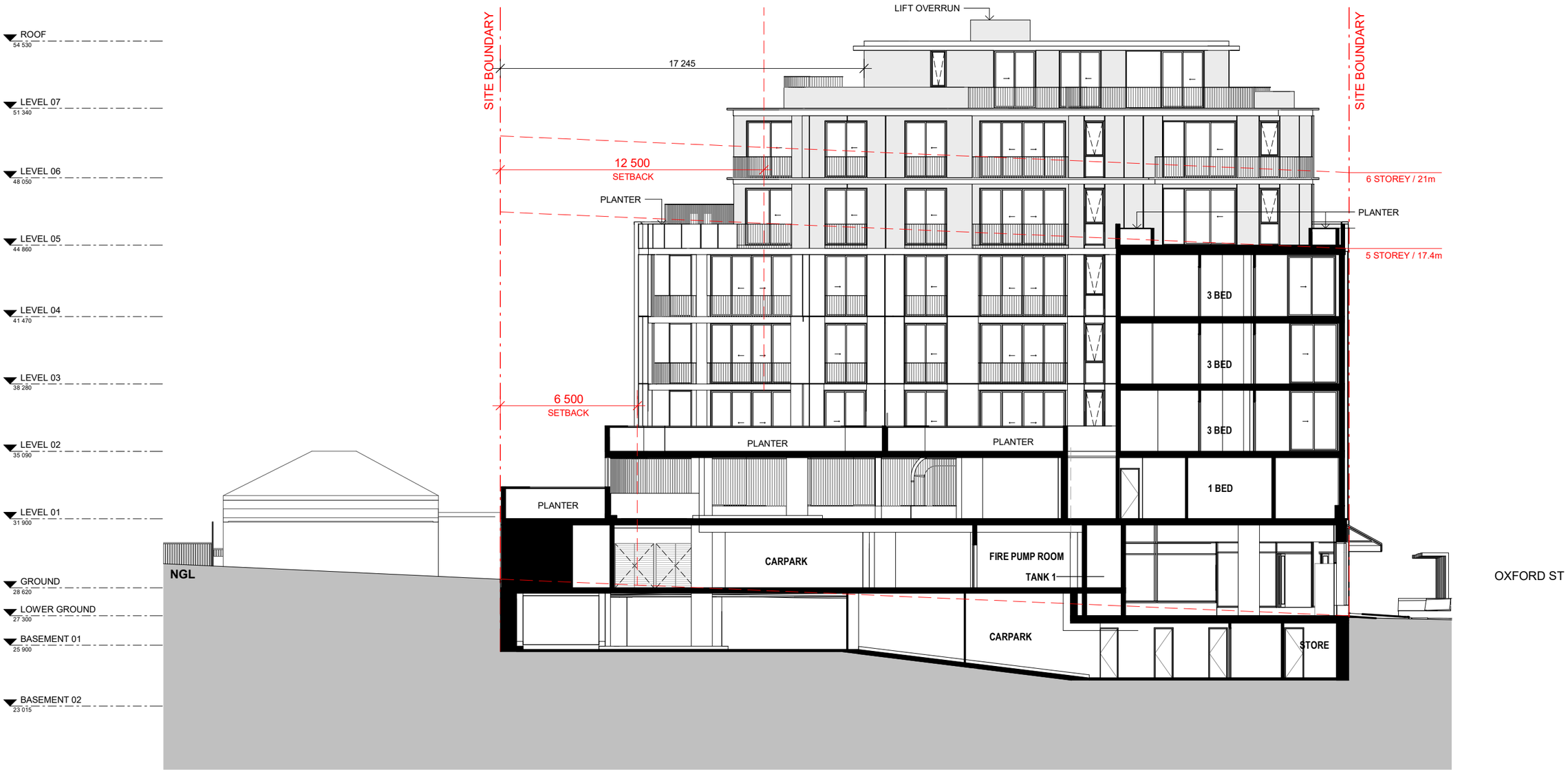


DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA221	**SECTION B**	**1 : 200 @ A3**

plus architecture

DEVELOPMENT ASSESSMENT PANEL
APPROVED
28-Sep-2022



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA222	**SECTION C**	**1 : 200 @ A3**

plus architecture

DEVELOPMENT ASSESSMENT PANEL

APPROVED

28-Sep-2022



DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	B	DA224	**SECTION D**	1 : 200 @ A3

plus architecture

DEVELOPMENT
ASSESSMENT PANEL

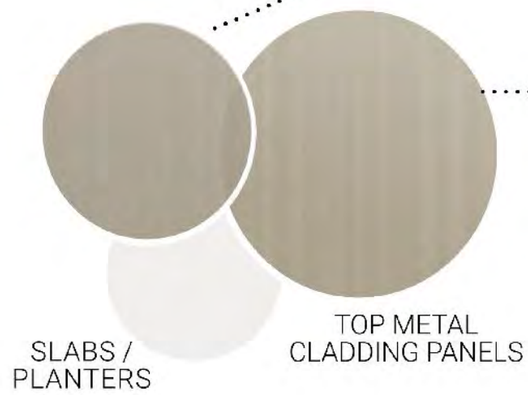
APPROVED

28-Sep-2022

DEVELOPMENT ASSESSMENT PANEL

APPROVED

28-Sep-2022

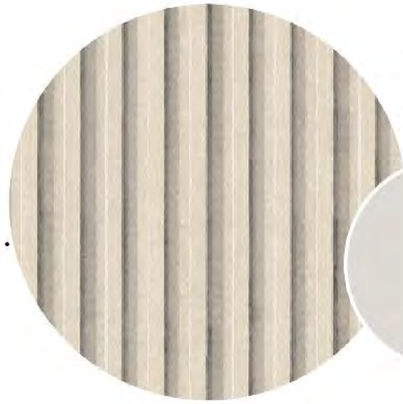


SLABS / PLANTERS

TOP METAL CLADDING PANELS



PROFILED CFC CLADDING



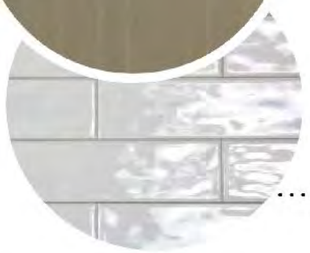
BROKEN WHITE RENDERED SOFFITS





MEDIUM BRONZE

PANELS AND SLABS



WHITE BRICK SHOPFRONT EDGE



POWDER COATED CLADDING TO COLUMNS

WINDOW FRAMES / PANEL JOINTS / BALUSTRADES AND SLAB EDGES

DEVELOPMENT APPLICATION

PROJECT	JOB NUMBER	DATE	REVISION	DRAWING NO.	DRAWING	SCALE
370-374 Oxford Street 370-374 Oxford Street, Mount Hawthorn	80382	31/08/2022	A	DA302	**COLOURS AND MATERIALS SCHEDULE**	@ A3

plus architecture

CITY OF VINCENT

ATTACHMENT 11

DEVELOPMENT ASSESSMENT PANEL MEETING

Applicants RFI Response

28 May 2026

Chief Executive Officer
City of Vincent
244 Vincent Street
LEEDERVILLE WA 6007

Attention: Haydn Ruse – Senior Urban Planner

Dear Haydn,

Response to Request for Additional Information
No.'s 370 and 374 Oxford Street, Mount Hawthorn

Lateral Planning is the Applicant for the Application for Development Approval for No.'s 370 and 374 Oxford Street, Mount Hawthorn (**Site**). The Application proposes to amend the development approval issued for the Site by the Development Assessment Panel on 16 September 2022 (ref: DAP/22/02241) pursuant to r 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011* (WA) (**Application**).

We refer to your Request for Additional Information dated 19 May 2026; our response to the matters raised is provided below and enclosed. Enclosed within this submission is the following:

- Updated Architectural Plans;
- Updated Waste Management Plan;
- Updated Landscape Plans;
- Electrical Engineer Advice note; and
- Acoustic Engineer Technical Note.

Development Assessment Panel Regulations 2011

The Application has been lodged pursuant to r 17(1)(c) of the *Planning and Development (Development Assessment Panels) Regulations 2011* (WA) (**DAP Regulations**). Regulation 17(1)(c) of the DAP Regulations permits an owner of land to apply to amend an existing approval where the scope of amendments contemplated does not substantially change the development approved.

The issue of what constitutes a "substantial change" has been considered in several decisions of the Supreme Court and the State Administrative Tribunal. In *Milem Pty Ltd v Metro Central Joint Development Assessment Panel*, the Court concluded that an amendment would amount to a substantial change if, following the amendment, the development was no longer *essentially or materially the same*, or did not *retain the same essence*. In Milem, the Court noted that even a

change which may be considered significant in some respects could still be properly regarded as not substantially altering the approved development.

Determining whether the amendments constitute a substantial change for r 17(1)(c) is quantitative and qualitative. Amendments proposed by the Application are:

- Reduce building height from 8 to 7 storeys;
- Adjust the dwelling mix to:
  - Remove all 3-bedroom dwellings; and
  - Increase provision of 1- and 2-bedroom dwellings.
- Increase overall dwelling yield from 36 to 48;
  - Note: dwelling mix adjustment proposes a minor increase in total bedroom numbers from 65 to 67.
- Amend the vehicle parking configuration to reduce ramping;
- Reduce vehicle parking provision from 60 bays to 29 bays. Vehicle parking provision includes:
  - 24 resident bays;
  - 4 visitor bays; and
  - 1 office bay.
- Increase bike parking provision;
- Minor reconfiguration to:
  - service and back-of-house areas;
  - pedestrian access;
  - ground level land uses.

Amendments proposed primarily relate to a reconfiguration of the dwelling typologies while retaining a similar total bedroom yield. Building height has been reduced by one storey, while overall massing and architectural expression has been improved without significant alteration to the approved form. The 'Multiple Dwelling' land use remains the predominant use within the Application; ground level uses are proposed to transition from 'Shop' to 'Office' and 'Multiple Dwelling' (being the amenities space).

Vehicle parking has been reduced, removing the need for inefficient ramping and basement structures, particularly the 3.2m tall boundary wall previously proposed to the eastern lot boundary. Overall vehicle parking provision is consistent with current industry best practice for the delivery of social and affordable housing in areas of high amenity and accessibility.

Amendments proposed to the 2022 Approval do not, individually or cumulatively, change the essence of the development approved. Consistent with the 2022 Approval, the Application proposes a Multiple Dwelling development, with active ground floor uses and vehicle access via Anzac Road within a reduced built form envelope.

Amendments proposed are modest having regard to the scale of the development approved. The fundamental character of the development is essentially the same as compared to the 2022 approval, and represent improvements in terms of bulk and scale, architectural expression and vehicle movements.

Provided below are two renders of development at the Site. The first render is of the 2022 approval, and the second render is of the amended development proposed via the Application.



Figure 1: Approved Development (2022 Approval)



Figure 2: Proposed Amended Development

As above, it is clear that the amended development proposed through the Application retains the same essence as the 2022 approval, and is materially the same development outcome. On this basis, the development is properly characterised as being of the same essence and capable of being considered via r 17(1)(c) of the DAP Regulations. Consideration of the Application as a r 17(1)(c) application is consistent with our pre-lodgement engagement with the City and the City's Design Review Panel.

Building Height, Plot Ratio, Lot Boundary Setbacks and Building Separation

In our view, the built form proposed through the Application is appropriate noting the development context established through DAP approval DAP/22/02241 and relevant Element Objectives of the R-Codes. Importantly, the Application proposes to amend an existing approval, rather than establish a new development outcome. The 2022 Approval already established the appropriateness of height and plot ratio, both of which exceed what is proposed through the Application.

The Application proposes to reduce the overall scale and intensity of the approved development, including a reduction in height and a corresponding reduction in plot ratio. The amended scheme represents a reduced built form outcome when compared to the approved development. While refinements to setbacks are proposed to facilitate improved internal planning and façade articulation, setbacks to the eastern boundary have generally been maintained consistent with the approved development and continue to provide an appropriate transition to the adjoining lower-scale residential interface.

Height and plot ratio respond appropriately to the planned future character of the Mount Hawthorn District Centre, which is intended to accommodate increased residential density and mid-rise built form in proximity to services, employment and public transport. The proposal remains consistent with the strategic planning intent for Oxford Street as an activity corridor and gateway to the District Centre. The reduction in overall height and building bulk, together with improved articulation and landscaping, results in a built form that is compatible with the existing and planned future character of the locality.

The eastern interface has been carefully managed through landscaping and articulation of the building envelope to reduce visual bulk to assist with solar access and improve amenity outcomes for the eastern property. Modifications to setbacks at the upper levels has been minimised to maintain the appropriateness of the development outcome established by the 2022 approval. Removal of the eastern boundary wall at ground level represents a significant amenity improvement compared to the 2022 approval, reducing mass, improving the perception of scale, and increasing amenity for users of the eastern development.

In our view, the Application achieves an appropriate balance between urban consolidation objectives and interface with adjoining public realm and private spaces, while maintaining the essential planning and design intent previously endorsed through the 2022 Approval.

Landscaping, Tree Canopy and Deep Soil Areas

An updated Landscape Concept Design is enclosed to this submission. The updated Landscape Concept increases the total area of on-structure planting by 20m^2 to 140m^2. Additional landscaping is provided at the fifth level, oriented east.

The additional landscaping is provided within 600mm tall planters, with a width of 1.1m. Landscape is intended as small to medium sized shrubs and cascading plants, of a consistent species list with the balance of the development. Small shrubs and cascading plants work to further soften the eastern elevation which, combined with improvements to general bulk and scale, result in a meaningful increase in amenity for eastern properties.

Car and Bicycle Parking

An updated Transport Impact Assessment addressing the engineering comments of the City is being prepared and will be provided separate to this submission.

In our view, it is relevant to consider parking demand in social and affordable development. The below table sets out the industry standard parking demand for comparable development proposals.

PROJECT	DWELLINGS	PARKING PROVISION	PERCENTAGE (%)
Woodbridge	56	39	70
Cannington	100	61	64
Malaga	100	78	78
Midland	120	65	54
Rivervale	44	28	64
Redcliffe	50	32	64
Ellenbrook	197	119	60
Kelmscott	65	37	57
Bassendean	73	31	42
Wellard	27	23	85
White Gum Valley	24	11	46
Subiaco	55	0	0
Butler	60	41	68
Perth	174	0	0
Average			**49.34**
Average (removing Subiaco and Perth)			**62**
APPLICATION	48	29	60.4

Average parking provision within comparable social and affordable development is provided at a rate of 0.62 pays per dwelling. The parking rates shown above reflects demand in similar

development typologies and is consistent with the operating experience of Community Housing Limited. Vehicle parking provision within the amended development is 0.604 bays per dwelling, consistent with industry standard.

Public Art

The application of a public art contribution is noted.

Waste

An updated Waste Management Report in enclosed which responds to the City comments. The update WMP provides for private collection of refuse and recycling, and increased generation rates for amenity spaces.

Western Power Infrastructure

Technical compliance advice has been provided by the electrical Engineer which references the Western Power network upgrade project to underground existing power lines servicing the Site. This is a co-funded infrastructure project between the City and Western Power, which is currently programmed to be completed (for the Site) by September 2026.

Acoustic

An Acoustic Advice note has been enclosed which responds to the City's Comments.

Design Review Panel Comments

The enclosed architectural submission responds to the matters raised by the Design Review Panel on 11 March.

Should you require any further information or clarification in relation to this matter, please contact Daniel Hollingworth on 0434 433 000.

Yours faithfully,

Daniel Hollingworth
Lateral Planning

Encl.

Our ref: 36509-1-25502

27 May 2026

Corbel Property Group
Attention: David Klein
Email: david@corbelproperty.com

Dear David,

370-374 OXFORD STREET, MOUNT HAWTHORN

It is understood that the City of Vincent has sought clarification on the following, with respect to our acoustic assessment regarding the development application for the proposed mixed-use development located at 370-370 Oxford Street, Mount Hawthorn (our ref: 35888-2-25502):

- *Acoustic consultant to confirm that the window-to-room ratios have been assessed and comply.*
- *Acoustic consultant to confirm whether the information provided in Appendix B is supplementary to the NCC requirements.*

Regarding the first query – based on the development application drawings (revision D, dated 03/03/26) the window to room ratios within the dwellings are small, not exceeding 0.25. As such the required sound reduction index for the glazing of the dwellings to meet the requirements of the City of Vincent's *Policy 7.5.21 - Sound Attenuation* is at most R_w+C_{tr} 29 dB. While glazing selections are not yet confirmed this requirement is well within the range of conventional residential glazing and as such compliance is not considered difficult to achieve.

Regarding the second – Appendix B is an excerpt of the NCC itself.

We hope this meets your requirements.

Yours faithfully,
For **HERRING STORER ACOUSTICS**

Aidan Strumpher

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
(08) 9367 6200
hsa@hsacoustics.com.au

Consultant Advice Notice

From	Andrew Petrides	Advice Number	CAN-01
Project	374 Oxford Street, Mount Hawthorn	Project Number	251031
Date	27/05/2026	Pages	1
Subject	Overhead Lines Compliance Note	Revision	A

Distribution to:

Attention	Company	Email
Daniel Hollingworth	Lateral Planning	daniel@lateralplanning.com.au

1. Introduction

The City's Engineering Team has requested for the plans to demonstrate compliant setback has been achieved between the building and the infrastructure as required by Western Power.

The purpose of this Consultants Advice Notice is to confirm the approach of undergrounding the existing overhead power lines along Oxford Street, namely at 374 Oxford Street development, as the AS7000 clearances are not being achieved, resulting in a non-compliance.

The overhead lines in questions are shown in the figure below:



2. Achieving Compliance

The previous Development Application (approved 2022 reference DAP/22/02241) had been approved for the Site with the understanding that the overhead power lines would be undergrounded as part of the construction works. The development did not go ahead at that time.

The Development Application Amendment for the Site aligns with the Western Power network upgrade project to underground power lines in Mount Hawthorn for QTR 3 2026, including the overhead lines at the 374 Oxford Street development site.

As referenced on the City of Vincent website (https://www.vincent.wa.gov.au/works-in-progress/major-projects/underground-power/works-in-progressmajor-projectsunderground-powernorth-perth-mount-hawthorn.aspx):

"Western Power and the City of Vincent are working together to convert the overhead electricity distribution network in the North Perth / Mt Hawthorn area to underground power. As part of this project, Western Power is installing new underground cabling, primary equipment (transformers and switchgear) and LED streetlights to replace existing poles and overhead powerlines. At the Ordinary Meeting of Council on 22 October 2024, the City's Elected Members authorised the signing of an agreement with Western Power to co-fund the project. Construction of the new underground electricity distribution network in parts of North Perth and Mt Hawthorn started in early 2025 and is due to be completed in September 2026"

Aurum are currently liaising with Western Power for the design of the new 1MVA substation and will be monitoring progress of the Network Upgrade Project.

We understand construction will be commencing in QTR1 2027, with completion QTR3 2028 (noting that per the above the Western Power works will be completed by September 2026).

In the event that the City of Vincent and Western Power are delayed in the implementation of these works, the landowner will liaise directly with Western Power to expedite these works to ensure the Project is compliant.

It's also noted that the Project has received funding under the Infrastructure Development Fund which could potentially be used to assist with funding these works.

This will ensure that compliance to AS7000 and respective clearances to the overhead lines is achieved.

Regards,

Andrew Petrides *MIEAust CPEng NER APEC Engineer IntPE(Aus)*

Director | Principal Electrical Engineer

Aurum Engineering

CITY OF VINCENT

ATTACHMENT 12

DEVELOPMENT ASSESSMENT PANEL MEETING

Summary of Submissions with Citys Response

Summary of Submissions: Nos. 370 and 374 Oxford Street, Mount Hawthorn

Comments Received in Support:	City Comment:
• The proposed setbacks are appropriate in the context of the site. • The proposal includes good bike facilities, which is a viable alternative to cars to get around in the Mount Hawthorn area. • The proposal is appropriate in the context of a housing crisis and will deliver housing in a suitable location. • Social housing is necessary and the location close to public transport, employment and services is appropriate. • The parking provision is acceptable as low income residents are unlikely to all be able to afford a car. • Smaller apartments provide opportunity for downsizing of families already in the area in the future. • The proposed amendment presents largely the same as the previous approval with a slightly lower overall building height. • A greater diversity in housing type will be a positive for the area. • The introduction of social housing to the area will strengthen the local workforce, support wellbeing and diversity, and foster social cohesion.	• The comments in support are noted. • The proposal has been assessed against the current planning framework, the existing approval, and the site's District Centre location. • The proposal would contribute to housing diversity and social and affordable housing supply in a location close to public transport, services and employment. • The reduced overall building height, provision of smaller dwellings, access to alternative transport, and contribution to housing choice are addressed in the RAR.

Comments Received in Objection:	City Comment:
Building Height, Plot Ratio and Density: • The building height is excessive compared to surrounding low scale residential and commercial development. • The additional dwellings result in a development that presents an unacceptable density for the area. • The proposed building height is out of character for the area. • The proposed size and scale of the development is an overdevelopment for the site. • The proposed density prioritises yield at the cost of internal amenity.	• The site is within the Mount Hawthorn District Centre and has an existing approval for an eight-storey mixed use development. • The amended proposal retains an eight-storey form but reduces the overall building height and plot ratio compared with the existing approval. • Building bulk is managed through articulation, varied materials, landscaping and upper-level setbacks. • The increased number of dwellings is acceptable in this location and supports housing diversity within the District Centre. • Internal amenity is acceptable, with functional apartment layouts, balconies and communal amenity areas.
Lot Boundary Setbacks • The proposal does not provide sufficient setbacks to the east and the development would be visually dominant from residential development to the east.	• The eastern interface has been assessed having regard to the lower-scale residential context to the east. • The amended design removes the previously approved eastern parking structure and replaces it with a more open lower-level interface, including an arbour, permeable paving and landscaping.

Comments Received in Objection:	City Comment:
	• Upper levels are stepped back from the eastern boundary to reduce visual bulk. • The setbacks are acceptable subject to recommended conditions requiring detailed landscaping and design details.
Dwelling Typology and Mix: • The proposal includes only 1 and 2 bedroom dwellings and does not accommodate a range of dwelling typologies suitable for the area. • The proposal should include a mix of social and private housing.	• The one and two-bedroom apartments would add to housing diversity in Mount Hawthorn, which is largely characterised by single houses and grouped dwellings. • The planning framework does not require a specific mix of private, social or affordable housing. • The residential component remains a Multiple Dwelling land use. • The housing model has been assessed where it affects planning matters such as parking demand, management, servicing and amenity.
Traffic and Parking • The proposal does not provide sufficient parking for residents, visitors or staff. • The lack of on-site parking will place further pressure on street parking and increase traffic in the area resulting in traffic safety issues. • Traffic and parking availability in the area are already under pressure from the Gym and Hotel at the corner of Oxford Street and Anzac Road and will become worse. • The Transport Impact Statement provided is a draft and incomplete. • The Transport Impact Statement provided is insufficient and does not adequately address the shortfall in parking or impact of the development on local traffic or public parking availability. • The Transport Impact Statement does not adequately consider existing traffic conditions and congestion in the area. • The bus route along Oxford Street is intermittent and operates less frequently on weekends. The frequency is not suitable to accommodate a shortfall in car parking. • Public transport in the area is already at capacity, reduced parking will exacerbate this issue. • The proposal doesn't address traffic and parking for support workers or service vehicles associated with the development.	• The proposal provides 29 car bays, comprising 24 resident bays, four visitor bays and one office bay. • The parking shortfall is acceptable having regard to the District Centre location, access to public transport, the proposed housing model, CHL's parking allocation approach and comparable CHL developments. • A Parking Management Plan condition is recommended to manage bay allocation, advise tenants that parking is limited, manage visitor parking and provide alternative transport information. • The amended TIS estimates 20 vehicle trips in the AM peak and 19 vehicle trips in the PM peak. This is below the WAPC Transport Impact Assessment Guidelines threshold, which generally treats less than 10 percent of road capacity, or about 100 vehicles per hour per lane, as not having a material impact. • Vehicle movements would be distributed through Oxford Street and Anzac Road, with connections to Scarborough Beach Road, Loftus Street and Vincent Street. • The City's Engineering team has reviewed the amended TIS and is satisfied with its conclusions. • Waste collection would be undertaken by private contractor, subject to the recommended Waste Management Plan condition.
Proposed Amendments • The proposal is not a minor amendment and should be treated as a new	• The application has been assessed as a Form 2 amendment under Regulation 17

Comments Received in Objection:	City Comment:
application as it presents an increase in residential density, removes the 3 bedroom dwelling typology, removed active ground floor uses and increases the parking shortfall. • The proposed amendments constitute a material change in land use, intensity and function and cannot be characterised as a minor amendment.	of the DAP Regulations, which allows an existing DAP approval to be amended where the amended proposal does not substantially change the development approved. • The amendments have been assessed in detail, including changes to the dwelling mix, removal of the basement, reduced parking supply, revised ground floor uses, landscaping changes and the proposed delivery of the dwellings as social and affordable housing. • The relevant question is not whether the amendments are minor, but whether the amended development remains essentially or materially the same as the approved development and retains the same essence. The amended proposal satisfies this test. It remains an eight-storey mixed use development, with Multiple Dwellings as the primary land use, a ground floor non-residential component, vehicle access from Anzac Road, and a broadly similar built form presentation to Oxford Street and Anzac Road. • The amendments therefore do not substantially change the development approved and can be considered as a Form 2 amendment, with the planning merits of those amendments assessed in the RAR.
<u>Design</u> • The proposed design isn't very engaging and creates a dull presentation to the street. • The proposed development doesn't tie in with the context of the area, being low scale commercial, mixed use and residential development.	• The design is acceptable in context. The building incorporates articulation, varied materials, glazing, balconies, screening and landscaping to provide visual interest and reduce appearance of bulk. • The DRP supports the overall design direction, subject to further detailed design. • Conditions are recommended for public art, visually permeable screening, awning design, landscaping and rooftop communal open space amenity.
<u>Visual Privacy</u> • The proposal will impact privacy for surrounding dwellings.	• Visual privacy impacts are acceptable. Overlooking would primarily fall to non-sensitive areas, including the roof of the commercial development to the north and the uncovered parking area, garage and driveway of the consulting rooms to the east. • The proposal would not result in unacceptable overlooking of nearby residential habitable rooms or outdoor living areas.
<u>Noise</u> • The Acoustic Report does not consider noise from residents using the	• Noise impacts are acceptable, subject to the recommended conditions. Ongoing

Comments Received in Objection:	City Comment:
rooftop or balconies.	compliance with the *Environmental Protection (Noise) Regulations 1997* is also required. • Rooftop and balcony areas are residential amenity areas associated with the Multiple Dwelling use. • The applicant has confirmed the proposal is conventional long-term residential accommodation.
Landscaping • The lack of deep soil area is not acceptable for a Town Centre area. • The lack of landscaping will exacerbate the bulky presentation of the development. • The proposal does not provide enough trees to contribute to urban canopy targets. • The lack of landscaping results in an unattractive building presentation.	• The proposal includes deep soil planting, on-structure landscaping, tree planting and landscaping concentrated along the eastern interface and communal open space areas. • The amended design removes the previously approved eastern parking structure and provides a more open lower-level interface with an arbour, permeable paving and landscaping. This improves the relationship to the adjoining lower-scale area and assists in softening built form bulk. • The landscaping shortfalls are acceptable because the site's District Centre setting allows a more urban built form with reduced setbacks to Oxford Street, Anzac Road and the northern boundary, which limits opportunities for deep soil planting. In that context, the proposal relies on targeted planting in the areas where it contributes most, particularly the eastern interface, fifth-floor planting and rooftop communal open space. • A detailed landscape condition is recommended to secure final planting details, maintenance and rooftop communal open space amenity.
Streetscape Activation • The proposal provides reduced ground floor commercial space, resulting in poor streetscape activation. • The removal of retail uses at ground floor results in a poor streetscape activation outcome. • The removal of basement parking results in services taking up more of Anzac Street and creates a poorer streetscape activation outcome. • The proposal results in an inwardly facing residential development. • The lack of a mix of commercial uses would have a detrimental impact on the overall function of the town centre.	• The amended proposal reduces the ground-floor commercial floorspace compared with the existing approval, but retains a non-residential Office use at ground level. Office is a permissible use in the District Centre zone and is not out of character with the surrounding Oxford Street commercial context, which includes a mix of small-scale commercial, office and hospitality uses. • The ground floor would still provide an acceptable level of activation in this location. It includes the office tenancy, communal residential amenity, street-facing glazing, openings and visually permeable screening, which allow views into parts of the building and support passive surveillance of Oxford Street and Anzac Road. • The change from a larger retail tenancy to a smaller office tenancy would not undermine the function of the Mount Hawthorn town centre. The development would still provide a ground floor non-residential component and would add 48 dwellings

Comments Received in Objection:	City Comment:
	within the centre, increasing local residential activity and supporting nearby businesses and services. • The Oxford Street / Anzac Road corner would be supported by verge landscaping, tree planting and an improved public realm interface and streetscape appearance. • Conditions are recommended to refine screening, awnings and the pedestrian interface.
Overshadowing • The proposal will result in overshadowing and loss of natural sunlight for surrounding dwellings.	• Overshadowing impacts are acceptable. • Under the R-Codes Volume 2, overshadowing is assessed at midday on 21 June when it is at its worst. Shadow would fall to the south and due to the site orientation, this would fall over Anzac Road and affect the Oxford Hotel site. The shadow would fall over the rooftop of the existing building and would not have any greater impact on the existing alfresco area. • Shadow cast would not unacceptably impact nearby residential outdoor living areas or habitable spaces over the course of the day.
Anti-social Behaviour • The introduction of social housing will increase anti-social behaviour in the area. • The application does not include any management measures to address the increased risk of anti-social behaviour arising from the development. • The proximity of the site to the Oxford Hotel is inappropriate for social housing and will exacerbate the risk of increased anti-social behaviour. • The area is currently safe and the introduction of social housing will impact the safe feel of the area and increase crime.	• Concerns about anti-social behaviour and management of the development are noted, though the planning assessment must focus on the proposed land use and how the development would operate, rather than assumptions about future residents. • Social and affordable housing are not separate land use classifications under LPS2. The residential component remains a Multiple Dwelling land use. • The applicant has confirmed the dwellings would operate as conventional long-term residential accommodation, managed through CHL's usual tenancy and property management processes. • No crisis, transitional, short-stay or supported accommodation model is proposed. • The ground floor office would be used by CHL for tenancy and property management. This supports on-site management of the development and provides a practical point of contact for routine tenancy and property matters. • The housing model is not expected to generate amenity impacts beyond those ordinarily associated with long-term Multiple Dwellings. • The built form also incorporates Crime Prevention Through Environmental Design (CPTED) principles, including street-facing glazing, balconies overlooking the public realm, visually permeable screening and limited concealment opportunities at ground level. These design measures support passive surveillance and assist in

Summary of Submissions: Nos. 370 and 374 Oxford Street, Mount Hawthorn

Comments Received in Objection:	City Comment:
	reducing opportunities for anti-social behaviour in and around the building.
Property Values • The introduction of public housing will devalue property in the area.	• Property values are not a relevant planning consideration.

Note: Submissions are considered and assessed by issue rather than by individual submitter.

CITY OF VINCENT

ATTACHMENT 13

DEVELOPMENT ASSESSMENT PANEL MEETING

Summary of Submissions with Applicants Response

<u>Summary of Submissions:</u> DA5.2026.84.1 Nos. 370 and 374 Oxford Street, Mount Hawthorn

The tables below summarise the comments received during the advertising period of the proposal. Please provide your comment against each item in the 'Applicant Comment' section.

Overall, the City received 365 submission during the consultation period. The City received 326 comments of objection, 25 comment of support and 14 comments neither objecting or supporting.

Comments Received in Support:	**Applicant Comment:**
• The proposed setbacks are appropriate in the context of the site. • The proposal includes good bike facilities, which is a viable alternative to cars to get around in the Mount Hawthorn area. • The proposal is appropriate in the context of a housing crisis and will deliver housing in a suitable location. • Social housing is necessary and the location close to public transport, employment and services is appropriate. • The parking provision is acceptable as low income residents are unlikely to all be able to afford a car. • Smaller apartments provide opportunity for downsizing of families already in the area in the future. • The proposed amendment presents largely the same as the previous approval with a slightly lower overall building height. • A greater diversity in housing type will be a positive for the area. • The introduction of social housing to the area will strengthen the local workforce, support wellbeing and diversity, and foster social cohesion.	The comments received in support are acknowledged and welcomed. The submissions recognise the suitability of the Site for residential development, noting the location within the Mount Hawthorn District Centre and proximity to public transport, employment, services and daily amenities. We are also of the view that the Proposed Development will make a positive contribution to housing diversity and affordability within the locality. The delivery of one and two-bedroom dwellings responds to an identified need for smaller, well-located and more affordable housing options, including for singles, couples, key workers and downsizers seeking to remain within established communities. The amended design maintains the essence of the 2022 Approval while reducing the overall building height, refining the built form and improving the relationship of the development with adjoining land. The proposal also increases bicycle parking provision and supports reduced car dependency.

Comments Received in Objection:	**Applicant Comment:**
<u>Building Height, Plot Ratio and Density:</u> • The building height is excessive compared to surrounding low scale residential and commercial development. • The additional dwellings result in a development that presents an unacceptable density for the area. • The proposed building height is out of character for the area. • The proposed size and scale of the development is an overdevelopment for the site. • The proposed density prioritises yield at the cost of internal amenity.	The proposal is an amendment to an existing development approval. The amendment reduces overall height from eight storeys to seven storeys and reduces approved plot ratio. The proposal represents a reduction in built form intensity. The Site is located within the Mount Hawthorn District Centre where increased residential density is contemplated. The amended design incorporates improved articulation, massing and interface treatments to reduce perceived bulk while continuing to support housing diversity in a highly accessible location.
<u>Lot Boundary Setbacks</u>	The proposal maintains setbacks broadly consistent with the approved development and provides a stepped transition to the adjoining low-scale commercial property to the east.

Summary of Submissions: DA5.2026.84.1 Nos. 370 and 374 Oxford Street, Mount Hawthorn

Comments Received in Objection:	Applicant Comment:
• The proposal does not provide sufficient setbacks to the east and the development would be visually dominant from residential development to the east.	Importantly, the ground level eastern setback has been significantly increased, improving amenity and bulk and scale compared to the approved concept. The amended design includes increased setbacks at upper levels, purposeful landscaping and improved façade articulation, resulting in a more refined public interface than the approved development.
Dwelling Typology and Mix: • The proposal includes only 1 and 2 bedroom dwellings and does not accommodate a range of dwelling typologies suitable for the area. • The proposal should include a mix of social and private housing.	The proposal provides a mix of one and two-bedroom dwellings targeted toward affordable housing outcomes. While three-bedroom dwellings have been removed, the overall number of bedrooms increases marginally from 65 to 67. The development contributes to housing diversity and responds to demand for more affordable housing options within well-serviced activity centres.
Traffic and Parking • The proposal does not provide sufficient parking for residents, visitors or staff. • The lack of on-site parking will place further pressure on street parking and increase traffic in the area resulting in traffic safety issues. • Traffic and parking availability in the area are already under pressure from the Gym and Hotel at the corner of Oxford Street and Anzac Road and will become worse. • The Transport Impact Statement provided is a draft and incomplete. • The Transport Impact Statement provided is insufficient and does not adequately address the shortfall in parking or impact of the development on local traffic or public parking availability. • The Transport Impact Statement does not adequately consider existing traffic conditions and congestion in the area. • The bus route along Oxford Street is intermittent and operates less frequently on weekends. The frequency is not suitable to accommodate a shortfall in car parking. • Public transport in the area is already at capacity, reduced parking will exacerbate this issue. • The proposal doesn't address traffic and parking for support workers or service vehicles associated with the development.	A Transport Impact Statement prepared by Transcore concludes that the development will not have a significant impact on the surrounding road network. The Site is located within a highly accessible activity centre with access to high-frequency bus services, employment opportunities, shops and community facilities. The reduced parking provision reflects Site location, the intended resident profile and contemporary planning policy support for reduced car dependency in activity centres. Bicycle parking has been increased compared to the approved development.
Proposed Amendments • The proposal is not a minor amendment and should be treated as a new application as it presents an increase in residential density, removes the	The proposal remains substantially the same development as that approved under DAP/22/02241. The land uses, overall built form typology, access arrangements and strategic planning intent remain unchanged. The amendments reduce height, reduce plot ratio, refine the building envelope and improve interface outcomes. The proposal

Summary of Submissions: DA5.2026.84.1 Nos. 370 and 374 Oxford Street, Mount Hawthorn

Comments Received in Objection:	Applicant Comment:
3 bedroom dwelling typology, removed active ground floor uses and increases the parking shortfall. • The proposed amendments constitute a material change in land use, intensity and function and cannot be characterised as a minor amendment.	represents an evolution of the approved design rather than a new development, and remains of the same essence as that approved.
Design • The proposed design isn't very engaging and creates a dull presentation to the street. • The proposed development doesn't tie in with the context of the area, being low scale commercial, mixed use and residential development.	The architectural design has been refined in response to Design Review Panel feedback and incorporates improved façade articulation, material variation, landscaping and streetscape presentation. The design draws from the established character of Oxford Street while providing a contemporary built form outcome appropriate for the Site.
Visual Privacy • The proposal will impact privacy for surrounding dwellings.	The development has been designed having regard to the applicable privacy provisions of the R-Codes. Building separation, setbacks and screening assist in managing overlooking and appropriate privacy outcomes for adjoining properties.
Noise • The Acoustic Report does not consider noise from residents using the rooftop or balconies.	An Acoustic Report confirms that the development complies with the relevant acoustic requirements. Noise from mechanical services, traffic and surrounding commercial activities has been assessed, and appropriate design measures will ensure acceptable amenity outcomes for future residents and neighbouring properties.
Landscaping • The lack of deep soil area is not acceptable for a Town Centre area. • The lack of landscaping will exacerbate the bulky presentation of the development. • The proposal does not provide enough trees to contribute to urban canopy targets. • The lack of landscaping results in an unattractive building presentation.	An updated Landscape Plan has been prepared for the amended development proposal. Landscaping incorporates parklet spaces, deep soil planting areas, on-structure landscaping and a communal rooftop garden. Landscaping has been integrated throughout the development to improve the public realm, soften built form and contribute to urban greening outcomes.
Streetscape Activation • The proposal provides reduced ground floor commercial space, resulting in poor streetscape activation. • The removal of retail uses at ground floor results in a poor streetscape activation outcome.	The proposal continues to provide active frontages to Oxford Street through the office tenancy, residential lobby and communal spaces. Pedestrian access has been relocated to Oxford Street to strengthen engagement with the primary street frontage. The development maintains a mixed-use outcome and contributes to activity and passive surveillance within the town centre.

Summary of Submissions: DA5.2026.84.1 Nos. 370 and 374 Oxford Street, Mount Hawthorn

Comments Received in Objection:	Applicant Comment:
• The removal of basement parking results in services taking up more of Anzac Street and creates a poorer streetscape activation outcome. • The proposal results in an inwardly facing residential development. • The lack of a mix of commercial uses would have a detrimental impact on the overall function of the town centre.	
Overshadowing • The proposal will result in overshadowing and loss of natural sunlight for surrounding dwellings.	The amended development proposal does not cast any significant additional shadow as compared to the approved development.
Anti-social Behaviour • The introduction of social housing will increase anti-social behaviour in the area. • The application does not include any management measures to address the increased risk of anti-social behaviour arising from the development. • The proximity of the site to the Oxford Hotel is inappropriate for social housing and will exacerbate the risk of increased anti-social behaviour. • The area is currently safe and the introduction of social housing will impact the safe feel of the area and increase crime.	The proposal will be owned and managed by Community Housing Limited. The development incorporates CPTED principles, passive surveillance and on-site management arrangements to support resident wellbeing and community safety.
Property Values • The introduction of public housing will devalue property in the area.	Property values are not a planning consideration.

Note: Submissions are considered and assessed by issue rather than by individual submitter.

CITY OF VINCENT

ATTACHMENT 14

DEVELOPMENT ASSESSMENT PANEL MEETING

Water Corporation Submission

Development Services
629 Newcastle Street Leederville WA 6007
PO Box 100 Leederville WA 6902
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Your Ref: DAP/225/02241
Our Ref: 142471125 - DAP393054
Enquiries: Kerry Moore
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26 March 2026

Senior Urban Planner
City Of Vincent
PO BOX 82
LEEDERVILLE WA 6902

Attention of: Haydn Ruse

Re: 374 OXFORD ST MOUNT HAWTHORN LOT 16 & 370 OXFORD ST MOUNT HAWTHORN LOT 8 - Mixed Use

Thank you for your email dated 13th March 2026. We offer the following comments regarding this proposal.

Water
Reticulated water is available to the subject lot. A 25mm water service exists on LOT 16 and a 20mm on LOT 8.

Wastewater
Reticulated sewerage is available to the subject lot. Any portion of the proposed building which is within the zone of influence to sewer main may require suitable footings in accordance with our technical guidelines. Please refer to our website: www.watercorporation.com.au/Developing-and-building/Working-near-assets.

Approval for works
Any works carried out in proximity to our Assets must receive prior approval by applying for an Asset Protection Risk Assessment (APRA). To assess whether the proposed development will require an APRA, details of the Prescribed Proximities are available on our website: www.watercorporation.com.au/Developing-and-building/Working-near-assets/Approval-for-works.

Building Approval Application
The applicant is required to submit a Mixed Use/Multi Residential Application by using our online portal BuilderNet: login-buildernet.watercorporation.com.au.

Attachments required for approval will include:

- Final construction site & architectural floor plans
- Engineer certified piling detail plans (if required)

The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, please contact us to confirm that this information is still valid. Please provide the above comments to the landowner, developer and/or their representative.

Should you have any queries or require further clarification on any of the above issues, please do not hesitate to contact our Enquiries Officer.

Kind regards

Kerry Moore

Kerry Moore
Advisor - Building Services
Development Services
Assets Planning & Delivery Group
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watercorporation.com.au

CITY OF VINCENT

ATTACHMENT 15

DEVELOPMENT ASSESSMENT PANEL MEETING

Design Review Panel Minutes Extract

MINUTES

CITY OF VINCENT

DESIGN REVIEW PANEL MINUTES

Wednesday 16 April 2025 at 3:30pm
Venue: Committee Room
City of Vincent
Administration and Civic Centre
244 Vincent Street Leederville

Meeting Attendees	
Design Review Panel Members	• James Christou – Chairperson • Damien Pericles • Brett Wood-Gush • Dominic Snellgrove
City of Vincent Officers	• Karsen Reynolds – A/Manager Development and Design • James Jago – A/Coordinator Planning Services • Haydn Ruse – Senior Urban Planner
Proponent Team	Item 3.1 • Daniel Hollingworth – Lateral Planning

Meeting Minutes	
1	**Welcome and Declaration of Meeting Opening** James Christou declared the meeting open at 4:00pm
2	**Apologies** N/A
3	**Meeting Business**
3.1	**Item 3.1** Address: No. 370-374 Oxford Street, Mount Hawthorn Proposal: Amendment to Approved Mixed Use Development Applicant: Lateral Planning Reason for Referral: Prelodgement Application – Previously Referred The proposal would benefit from referral to the Design Review Panel to consider departures to the City's Policy No. 7.1.1 – Built Form (Built Form Policy) and Residential Design Codes (R Codes), and the appropriateness of the development within its setting.

DRP Comments 16 April 2025

Design quality evaluation

		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Insufficient information for comments to be able to be provided.

Strengths of the Proposal

- Ground plane activation is reasonable in relation to previous scheme. Similar lineal lengths of activation provided.
- The revised scheme maintains natural light, view and vista within access corridors.
- Screening of the rooftop plant is positive.
- Generous rooftop amenity is a great opportunity for the scheme and reduces overall built form and scale.
- Generous on-structure landscaping is positive.
- Social Housing is a much needed community housing product and is supported.
- Retaining pocket parks on both streets is a positive and assists with street interaction.
- Use of face brick is positive and provides a durable character material.
- The improved bike store is positive, as is the inclusion of motorcycle bays.

Design Principles

Principle 1 - **Context and character**		***Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.***
		• Exploration of alternative façade designs looks promising. It is important that the quality of design meets the previous approved DA, especially if their variations to height and setback. • Ensure the work done to understand the context continues to feed into the design aesthetic and public art. • Shop front requires further development. • Consider installing a balcony at Level 1 addressing Anzac Rd accessed from the unit bedroom, in lieu of part, or all of, the planter. This may create the expression of a 'veranda' overlooking the public domain in lieu of an inert planter. • ~Consider introducing effective fenestration to the bike store to create the 'perception' of streetscape passive surveillance and natural light to the bike store area. • ~Consider providing fenestration and natural light to the store area at ground level addressing Anzac Rd to create the perception of passive surveillance and to allow for natural light to the store area.
Principle 2 - **Landscape quality**		***Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.***
		• A full landscape strategy needs to be prepared and should be responsive to the proposed use. • Check that the trees proposed are not on the shot hole borer list. • Review the design on the southeast corner, as this appears to be the best opportunity for a tree in proper deep soil. • Eastern elevation of approved scheme showed a deeper soil volume on structure to support tree canopy in this important interface. It's critical that trees are delivered to this interface to address bulk and scale. The size and depth of planters should be increased to ensure that canopy cover can be delivered. • Consideration needs to be given to accessibility and maintenance of on-structure planting areas. Consider extending maintenance access along the back of planters to liberate safety issues and provide property management access to rear of private garden areas. Employ the same metric to roof garden to enable access for maintenance. • As part of the above, explore changing the role of previous balustrade planters to integrated planters with lower walling (for informal seating) and soil mounding for trees, thus allowing better aesthetics and functionality.
Principle 3 - **Built form and scale**		***Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.***
		• Roof cover to the car park ramp provides additional bulk to eastern boundary. Consider unroofing to improve reduce the impact of bulk presentation to the east. • Consider converting the roof over the driveway on the east side into a garden trellis to reduce bulk and improve light.
Principle 4 - **Functionality and build quality**		***Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.***
		• Consider whether the amenity space on the roof can be flexible to accommodate social and education activities. • Confirm the bedroom sizes are appropriate for the user group. Undersized bedrooms may undermine usability/livability. • In the single bedroom units, consider locating the toilet as an ensuite to improve access and efficiency. • Ensure safe access to all garden spaces for maintenance. • Ensure the awnings are wide and functional. • Level 1 lift lobby would benefit from additional generosity.
Principle 5 - **Sustainability**		***Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.***
		• An ESD professional should be engaged to inform the sustainability measures.
Principle 6 - **Amenity**		***Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.***

	• The second bedroom of the 2 bed apartments currently needs to cross the living rooms to access the bathroom. Co-locating the bedrooms will allow occupants of both rooms to access the bathroom without having to cross the living spaces. • Confirm the bedroom sizes are appropriate for the user group. Undersized bedrooms may undermine usability/livability. • Consider windows or sliding doors to the balconies from the bedrooms to provide cross ventilation.
Principle 7 - **Legibility**	***Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.***
	• Consider extending the corridor/entry to the north located unit on the typical levels to incorporate more of the access corridor into the unit. • Consider flipping the lift with the stair to get the stair closer to the entry and more prominent. • Consider flipping the lift with the stair to get the stair closer to the entry and more prominent and legible.
Principle 8 - **Safety**	***Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.***
	• The extent of glazed street frontage is similar to the previous scheme. However, street activation by private offices and activity rooms may not be very successful. Explore alternative locations for these facilities to enable the street level to be more active. If this is not possible, ensure the space can be converted later. • Check that the building does not impact sightlines at the access point and the parklet does not hinder the roundabout's sight lines. It may be possible to locate the one on Oxford Street slightly further north, where the existing driveway was. • Consider installing a balcony at Level 1 addressing Anzac Rd accessed from the unit bedroom, in lieu of part or all of the planter. This would create the expression of a 'veranda' overlooking the public domain in lieu of an inert planter. • Consider introducing effective fenestration to the bike store to create the 'perception' of streetscape passive surveillance and natural light to the bike store area. • Consider providing fenestration and natural light to the store area at ground level addressing Anzac Rd to create the perception of passive surveillance and to allow for natural light to the store area.
Principle 9 - **Community**	***Principle*** ***Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.***
	• The proposal to provide social housing is important in meeting community need. • Consider how the design of the rooftop amenity space can deliver a number of more intimate spaces to provide opportunities for multiple residents to use the space at the same time.
Principle 10 - **Aesthetics**	***Principle*** ***Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.***
	• Consider the depth and how the awnings are treated to ensure they present aesthetically. • Detailing in the building façade can improve activation, focus on improving this to compensate for the interaction lost from the initial scheme. • Consider panel construction to reduce time and costs for construction. Panels can be treated quite differently and can improve aesthetics. • Consider how art will be delivered as part of the overall design.
Other comments provided by the DRP	
The DRP's role is to provide architectural advice to the City of Vincent to inform the City's assessment and determination of planning applications. The DRP's advice is not planning advice and the DRP's support for the above principles will not fetter the final recommendation of the City made in respect to the application for planning approval.	
Other comments provided by City Officers	

The following additional comments are provided by City Officers:

- Parking provision will be a key issue to resolve at DA stage. Detailed justification will need to be provided to demonstrate the shortfall and allocation of car, bicycle and e-scooter parking is sufficient to cater for the parking demands from the development.
- Landscaping will also be a key issue to resolve at DA stage, with the proposed reduction to the eastern boundary setbacks at upper levels. Information about planter depth, deep soil and providing root zone area for trees will be important at the eastern interface. Consider increasing depth where trees are planted and lowering depth where not required to strike a balance between landscaping and building bulk presented by planters.
- Consider opportunities for public art to further soften the eastern interface.

Conclusion

The DRP is prepared to support the development based on the improvements to ground level and refinements to reduce impact of the built form.

4	**Meeting Close** James Christou closed the meeting at 5:00pm. The next meeting is scheduled to be held on 7 May 2025.

MINUTES

CITY OF VINCENT

DESIGN REVIEW PANEL MINUTES

Wednesday 11 March 2026 at 2:30pm
Venue: Committee Room
City of Vincent
Administration and Civic Centre
244 Vincent Street Leederville

Meeting Attendees	
Design Review Panel Members	Simon Venturi – Chairperson Dominic Snellgrove Caine Holdsworth Marc Beattie
City of Vincent Officers	Haydn Ruse – Senior Urban Planner
Proponent Team	Lateral Planning

Meeting Minutes	
1	**Welcome and Declaration of Meeting Opening** Simon Venturi declared the meeting open at 2:30pm
2	**Apologies** N/A
3	**Meeting Business**
3.1	**Item 3.1** Address: 370-374 Oxford Street, Mount Hawthorn Proposal: Mixed Use Development (Amendment to Proposed) Applicant: Lateral Planning Reason for Referral: Lodged DA – Previously Referred To consider amendments to the proposal made in response to the comments of the DRP at it's meeting on 16 April 2025.

DRP Comments 11 March 2026	
Overall	The applicant has responded positively addressing previous DRP recommendations in a high number of Design Principles. Some further design development and refinement is required to achieve full DRP support.
Further review	The proposal is required to return to a DRP meeting to address the remaining comments / recommendations.
Summary:	The applicant is generally working towards a supportable outcome. Some further design development and refinement is required in the following key areas; • Maximising ground level streetscape interactivity and the flexible future use of the ground level tenancies • Minimising the recess in-front of the substation and considering options to mitigate anti-social use of that space • Improving the usability of the rooftop terrace space • Encouraging and facilitating public use of the Parklets on the streetscape interface • Increasing the diversity of planting species and providing further detail in relation to landscaping • Illustrating the 30kW PV solar system is achievable • Ensuring all bedrooms have major openings providing outlook for residents • Apartment planning refinement ensuring all bedrooms are in close proximity to bathrooms • Providing a waiting area in-front of the vehicle access gate

	The DRP's role is to provide design advice to the City of Vincent to inform the City's assessment and determination of planning applications. The DRP's advice is not planning advice and the DRP's support for the above principles will not fetter the final recommendation of the City made in respect to the application for planning approval. Planning matters should be discussed separately with the City following the receipt of the DRP minutes.

Design quality evaluation		
		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Insufficient information for comments to be able to be provided.

Strengths of the Proposal (based on changes)

- A comprehensive presentation specifically addressing the 10 Design Principles and previous DRP comments was provided
- The social and affordable housing use provides a genuine community benefit especially within a challenging housing environment
- The rear setbacks and transition to the lower scale single residential context to the east have improved from the previous version and are supportable
- The podium parking facing Anzac Road has been sleeved with an apartment on the first floor improving streetscape interactivity and passive surveillance
- A Landscape Architect has been engaged and a Landscape Plan provided
- A combination of native with some edible planting species is supported
- Details have been provided for the on-structure planters
- Removal of the roof over the rear driveway and the introduction of an arbour structure softens that interface
- An ESD professional has been engaged and an ESD Report provided
- ESD initiatives such as a 30kW PV solar system, all electric development, energy monitoring, double glazing and light coloured roof are included
- The roof deck faces south but captures views towards the City providing a high level of amenity for residents
- All bedrooms achieve min. 3m dimensions and are more generous than the previous version
- The apartment planning is generally efficient and functional
- HVAC plant is located on the roof and screened
- The main pedestrian entry lobby is legible from the streetscape
- The proposal's architectural language is articulated and incorporates a diversity of high quality materiality

Design Principles		
Principle 1 - **Context and character**		***Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.***
		• Streetscape activation along Oxford Street and Anzac Road has decreased from the previously approved proposal. While requirements relating to the use and typology are acknowledged further consideration should be given to maximising streetscape interactivity and generating greater flexibility for the future use of the ground floor tenancies. Increasing the ground level floor to floor height to 4 – 4.5m would allow future Food & Beverage use of the ground level tenancies. • There is an opportunity to further consider how the surrounding area's cultural and contextual themes / references are expressed through public art on the site. • Consider how the public art screening currently shown at ground level could be more visually permeable to generate maximum streetscape interactivity and passive surveillance from areas such as the bike store. • Clarification is required in relation to the proposed materiality of the awning noting the importance of delivering a high-quality pedestrian interface along both streetscapes which involves providing continuous weather and shade protection.
Principle 2 - **Landscape quality**		***Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.***
		• Given landscaping metric shortfalls are proposed the Panel would expect to see high quality landscaping in the areas that are being delivered. The Panel will not support any further reductions in landscaping on the site or the removal of the rooftop terrace.

		• Further development of the Parklets on the streetscape interface is required to include high quality public space infrastructure such as seating allowing these areas to be used in a functional sense as well as increasing the level of streetscape interactivity. • In the absence of any substantial on-structure planting on levels 1-6 additional focus, investment and design development in relation to the amenity provided by the roof terrace should be undertaken. Additional fixed furniture is encouraged to encourage use of this space. Some further detail is also required to understand what trees are proposed in each location, on-structure planter widths, depths and volumes etc. • Consider sheltering the roof terrace space from south west wind by increasing the width of the planters on the edges of the space and increasing planting in them. • The location of the edible species on the south side of the structure may not be optimal. • Grass is currently proposed in the permeable paving areas. This can be problematic requiring maintenance, mowing and reticulation to succeed. Alternative plant species may be a better option in this area. • Consider a greater diversity of planting species on the site as an insurance policy in-case some fail.
Principle 3 - **Built form and scale**		***Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.***
		• No further development comments. The proposal's massing appears more sensitive to its surrounding context than the previously approved proposal. Supported.
Principle 4 - **Functionality and build quality**		***Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.***
		• No further development comments. Supported.
Principle 5 - **Sustainability**		***Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.***
		• The ESD initiatives proposed are supported however the ESD Report notes the 30kW PV solar system is subject to roof area availability. Show PV solar panels on a roof plan to illustrate this is achievable.
Principle 6 - **Amenity**		***Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.***
		• The arbour structure over the rear driveway is positive however the acoustic requirements should confirmed in relation to the interface with the adjoining single residential property. • Some second bedrooms are disconnected from bathrooms requiring occupants to walk through living spaces to access bathrooms. Relocate bedrooms or bathrooms to create greater proximity between the two. • The second bedrooms to the northern apartments have windows facing out into the carpark. The DRP does not support bedrooms solely relying on high level or obscure windows. Consider changing the lower level apartment to a single bedroom apartment or introducing a light well. The upper level northern apartments are currently showing high level windows but these could be changed to full size (major openings) as the adjoining property is a commercial site and visual privacy requirements don't apply. • Consider introducing a door between bedrooms and balconies where they are adjacent.
Principle 7 - **Legibility**		***Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.***
		• No further development comments. Supported.
Principle 8 - **Safety**		***Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.***
		• There is no vehicle waiting area in-front of the vehicle gate requiring cars to wait on the footpath. The gate may need to be relocated to allow waiting for the gate to open. The applicant is encouraged to discuss this aspect with the City. • High lighting levels and CCTV surveillance should be provided in the bicycle and bin store areas. • The inset substation creates a recessed space presenting a CPTED concern. Minimise the depth as well as the length of the recess as much as possible. Does the recess need to extend on the west side of the substation door? Could a planter be added on the west side of the substation door?

Principle 9 - **Community**		***Principle*** ***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.***
		• No further development comments. Supported based on the use.
Principle 10 - **Aesthetics**		***Principle*** ***Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.***
		• No further development comments. Supported.
Other comments provided by City Officers		
• The City is currently assessing the proposal and will provide comments through a Request for Information as part of the development application process.		

4	**Meeting Close** Simon Venturi closed the meeting at 5:00pm. The next meeting is scheduled to be held on 25 March 2026.

MINUTES

CITY OF VINCENT

DESIGN REVIEW PANEL ASSESSMENT

Design Review Panel Member	Simon Venturi – Co-Chairperson
City of Vincent Officer	Haydn Ruse – Senior Urban Planner

Proposal	
	Address: 370-374 Oxford Street, Mount Hawthorn Proposal: Mixed Use Development (Amendment to Proposed) Applicant: Lateral Planning To consider amendments to the proposal made in response to the comments of the DRP at its meeting on the 11th March 2026.

DRP Comments 3 June 2026

Summary:

Some further design development and refinement has occurred addressing the key issues in the Amenity and Safety Principles. The applicant is encouraged to focus on the following key areas in order to achieve full DRP support for the proposal;

- Maximising ground level streetscape interactivity and the flexible future use of the ground level tenancies
- Providing a continuous and more permanent awning over the streetscape footpath
- Encouraging and facilitating public use of the Parklets on the streetscape interface
- Improving the usability of the rooftop terrace space
- Providing further detail in relation to planting species locations

The DRP's role is to provide design advice to the City of Vincent to inform the City's assessment and determination of planning applications.

The DRP's advice is not planning advice and the DRP's support for the above principles will not fetter the final recommendation of the City made in respect to the application for planning approval. Planning matters should be discussed separately with the City following the receipt of the DRP Minutes.

Design quality evaluation

		Supported
		Pending further attention – refer to detailed comments provided
		Not supported
		Insufficient information for comments to be able to be provided

Strengths of the Proposal (based on changes)

- A number of high level windows to the second bedrooms of the northern apartments have been replaced with full height (major opening) windows
- Additional on-structure planting has been added on level 5
- The recess in-front of the substation facing Anzac Road has decreased in width and glazing has been added facing this space from the Resident Amenity space
- An existing power pole on the footpath has been shown on the ground floor plan

Design Principles

Principle 1 - **Context and**		***Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.***

character		• Streetscape activation along Oxford Street and Anzac Road has decreased from the previously approved proposal. While requirements relating to the use and typology are acknowledged further consideration should be given to maximising streetscape interactivity and generating greater flexibility for the future use of the ground floor tenancies. Increasing the ground level floor to floor height to 4 – 4.5m would accommodate more flexible Food & Beverage use of the ground level tenancies. • There is an opportunity to further consider how the surrounding area's cultural and contextual themes / references are expressed through public art on the site. • Consider how the public art screening currently shown at ground level could be more visually permeable to generate maximum streetscape interactivity and passive surveillance from areas such as the bike store. • The importance of delivering a high-quality pedestrian interface along both streetscapes which involves providing continuous weather and shade protection is noted. The current awnings are not continuous and are canvas. The applicant is encouraged to consider a continuous and more permanent awning on both streetscape interfaces.
Principle 2 - **Landscape quality**		***Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.***
		• Further development of the Parklets on the streetscape interface is encouraged to include high quality public space infrastructure such as seating allowing these areas to be used in a functional sense as well as increasing the level of streetscape interactivity. • In the absence of substantial on-structure planting on the majority of levels 1-6 additional investment in relation to the amenity provided by the roof terrace should be undertaken. Additional fixed furniture is encouraged to facilitate use of this space by residents. • Further detail is required to understand what trees and planting species are proposed in each location. • Consider sheltering the roof terrace space from strong south west winds by increasing the width of the planters on the edges of the space as well as increasing planting in them.
Principle 3 - **Built form and scale**		***Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.***
		• No further development comments. The proposal's massing appears more sensitive to its surrounding context than the previously approved scheme. Supported.
Principle 4 - **Functionality and build quality**		***Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.***
		• No further development comments. Supported.
Principle 5 - **Sustainability**		***Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.***
		• The ESD initiatives proposed are supported however the ESD Report notes the 30kW PV solar system is subject to roof area availability. The applicant is encouraged to show PV solar panels on a roof plan to illustrate this is achievable.
Principle 6 - **Amenity**		***Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.***
		• The arbour structure over the rear driveway is positive however the acoustic requirements should confirmed in relation to the interface with the adjoining single residential property. • Some second bedrooms are disconnected from bathrooms requiring occupants to walk through living spaces to access bathrooms. Relocate bedrooms or bathrooms to create greater proximity between the two. • The second bedroom to the northern apartment on level 1 apartment relies solely on a high level window. Consider changing this apartment to a single bedroom apartment or providing a major opening to this bedroom. • Consider introducing a door between bedrooms and balconies where they are adjacent.
Principle 7 - **Legibility**		***Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.***
		• No further development comments. Supported.
Principle 8 - **Safety**		***Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.***

		• There is no vehicle waiting area in-front of the vehicle gate requiring cars to wait on the footpath or street while the gate is opening. The gate may need to be relocated to allow waiting for the gate to open. The applicant is encouraged to discuss this aspect with the City. • High lighting levels and CCTV surveillance should be provided in the bicycle and bin store areas.
Principle 9 - **Community**		***Principle*** ***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.***
		• No further development comments. Supported based on the social and affordable housing use providing a genuine community benefit especially within a challenging housing environment.
Principle 10 - **Aesthetics**		***Principle*** ***Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.***
		• No further development comments. Supported.

CITY OF VINCENT

ATTACHMENT 16

DEVELOPMENT ASSESSMENT PANEL MEETING

Clause 67 Assessment

Clause 67 – Relevant Matters to be Considered by Local Government Assessment

Clause 67 – Matters to be Considered	
Matter	**Administration Comment**
a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area.	LPS2 contains broad aims applicable to the entire Scheme area, separate to the objectives for each zone. LPS2 aims relevant to this proposal include: *(a) to cater for the diversity of demands, interests and lifestyles by facilitating and encouraging the provision of a wide range of choices in housing, business, employment, education, leisure, transport and access opportunities;* *(i) to encourage and provide opportunities for affordable housing to ensure that a diverse range of housing choices are available to a broad spectrum of the community;* *(n) to ensure that land uses are appropriately integrated with the transport system throughout the City.* The proposal is consistent with these aims. It would provide social and affordable housing in a District Centre location, close to public transport, services and employment opportunities. The proposed Multiple Dwelling and Office uses are capable of approval and are consistent with the District Centre zone objectives. The residential component remains a Multiple Dwelling land use. The proposed social and affordable housing model is relevant to the assessment only where it informs planning matters such as adequacy of parking provision and amenity considerations based on operational characteristics. Those matters have been assessed in the RAR and can be appropriately managed through conditions relating to parking management.
b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the *Planning and Development (Local Planning Schemes) Regulations 2015* or any other proposed planning instrument that the local government is seriously considering adopting or approving.	There are no advertised or seriously entertained planning instruments that would prevent approval of the amended development. The application also seeks an extension to the substantial commencement period. This has been assessed having regard to the relevant SAT principles for extension of time applications, including whether the planning framework has substantially changed, whether the development would likely receive approval now, whether the approval has been conscientiously pursued, whether the original approval period was adequate, and whether the approval is being warehoused. The extension is acceptable because the approval remains valid, the planning framework has not changed in a way that would prevent approval, the amended development is capable of approval now, and the application has been lodged to progress a revised social and affordable housing delivery model.
c) any approved State planning policy	Relevant State planning policies have been considered and commentary provided in the body of the City's RAR.
d) any environmental protection policy approved under the *Environmental Protection Act 1986* section 31(d)	There are no environmental protection policies relevant to this application.
e) any policy of the Commission	There are no other policies of the Commission requiring separate assessment beyond the State planning policies addressed in the RAR.
f) any policy of the State	There are no other State policies requiring separate assessment beyond those addressed in the RAR.
fa) any local planning strategy for this Scheme endorsed by the Commission.	The City's Local Planning Strategy supports housing diversity, infill development and activity centre consolidation in appropriate locations.

	The proposal is consistent with these strategic outcomes by providing additional dwellings within the Mount Hawthorn District Centre, with access to public transport, services and employment. The provision of social and affordable housing also contributes to housing diversity and choice.
g) Any local planning policy for the Scheme area.	The relevant local planning policies have been considered in the RAR, including the Built Form Policy, Non-Residential Parking Policy, Development Guidelines for Heritage Places Policy and Percent for Public Art Policy.
h) any structure plan or local development plan that relates to the development	There are no structure plans or local development plans relevant to this application.
i) any report of the review of the local planning scheme that has been published under the *Planning and Development (Local Planning Schemes) Regulations 2015*	The City's Report of Review for Local Planning Scheme No. 2 and the Local Planning Strategy has been published in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*. The Report of Review informs the ongoing review of the City's local planning framework. It identifies the need for updates to the Scheme and Local Planning Strategy, but does not introduce any operative development control or site-specific planning requirement that would alter the assessment of this application. The proposal has therefore been assessed against the current operative planning framework.
j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve	The subject site is not reserved land.
k) the built heritage conservation of any place that is of cultural significance	The subject site is not heritage listed and does not contain a place of recognised cultural heritage significance. The adjacent Oxford Hotel is included on the City's Municipal Heritage Inventory as a Category 2 place. The amended development would not adversely affect the heritage significance of the Oxford Hotel. The proposal retains a built form and street presentation broadly consistent with the existing approval.
l) the effect of the proposal on the cultural heritage significance of the area in which the development is located	The subject site is not located within a heritage area and the locality is not identified as having broader cultural heritage significance under the City's planning framework. The proposal would not adversely affect the cultural heritage significance of the area. Its relationship to the adjacent Oxford Hotel has been considered, as referred to in Clause 67(k).
m) The compatibility of the development with its setting including – (i) The compatibility of the development with the desired future character of its setting. (ii) The relationship of the development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development.	The amended development is compatible with its setting. The site is within the Mount Hawthorn District Centre and has an existing approval for an eight-storey mixed use development. The amended proposal retains the same essential development outcome, with Multiple Dwellings above a ground-floor non-residential component. The building height and scale are acceptable in context. Bulk is moderated through an articulated façade, varied materials, landscaping and upper-level setbacks that step the building away from the lot boundaries. The eastern interface has been improved. The amended design removes the previously approved eastern parking structure and replaces it with a more open lower-level interface, including an arbour treatment, permeable paving and landscaping along the boundary. This reduces

	built form bulk at the adjoining property interface and provides a softer transition to the lower-scale context to the east.
n) The amenity of the locality including the following – (i) environmental impacts of the development; (ii) the character of the locality; (iii) social impacts of the development.	The proposal is acceptable having regard to the amenity of the locality. Submissions raised concerns about amenity, anti-social behaviour and the proposed social and affordable housing model. Social and affordable housing are not separate land use classifications under LPS2. The residential component remains a Multiple Dwelling land use. The relevant planning question is whether the operational characteristics of the housing model would affect amenity. The applicant has confirmed that the dwellings would operate as conventional long-term residential accommodation, and CHL's usual tenancy and property management processes. No crisis, transitional, short-stay or supported accommodation model is proposed. The ground floor office would support tenancy and property management and would not operate as a public service centre or support service office. The proposed housing model is not expected to generate amenity impacts beyond those ordinarily associated with long-term Multiple Dwellings with an associated Office.
o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource	The proposed land uses do not generate environmental impacts or contribute to land or water pollution. The proposed development would not have an impact on the natural environment of water resources in the area.
p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved	Adequate provision has been made for landscaping, subject to the recommended detailed landscape condition. The proposal includes deep soil planting, on-structure landscaping and new tree planting throughout the site, with landscaping concentrated along the more sensitive eastern interface and within communal open space areas. There are no existing trees on the site requiring retention.
q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk	There are no recognised flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other relevant risk associated with the subject site.
r) the suitability of the land for the development taking into account the possible risk to human health or safety	The land is suitable for the amended development having regard to possible risks to human health or safety. The site already has approval for an eight-storey mixed use development. The amended proposal retains the same essential development outcome and does not introduce a land use or operational model that would create unacceptable health or safety risks.
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	Access, egress, loading, unloading and manoeuvring arrangements are acceptable, subject to conditions. Vehicle access would be provided from Anzac Road. The amended proposal removes the Oxford Street crossover, which improves the Oxford Street pedestrian interface and results in no net loss of on-street parking along the site frontages. The proposal provides 29 car bays, comprising 24 resident bays, four visitor bays and one office bay. This is a shortfall against the applicable

	parking standards and requires discretion. Detailed analysis is provided under the Car and Bicycle Parking section of the RAR.
t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety	The applicant has provided a TIS that demonstrates the traffic generated by the development is within the capacity of the road systems in the locality and would not have an adverse effect on traffic flow and safety in the area. Further commentary on the traffic impacts of the development is provided within the body of the City's RAR.
u) the availability and adequacy for the development of the following — (i) public transport services; (ii) public utility services; (iii) storage, management and collection of waste; (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); (v) access by older people and people with disability	The site has suitable access to public transport, utilities, waste services, pedestrian and cyclist infrastructure, and universal access. The site is located close to bus services on Oxford Street and Scarborough Beach Road, with connections to Glendalough and Leederville train stations. The District Centre location provides access to nearby services, employment and daily needs. The proposal provides 24 bicycle bays. This is acceptable having regard to the scale of the office use, the nature of the development, the availability of public transport and the recommended Parking Management Plan measures to support alternative transport. Waste collection can be appropriately managed. An amended Waste Management Plan condition is recommended to confirm that all waste streams are privately collected.
v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses	The proposed development would not result in the loss of any community service or benefit. The development would provide additional housing, including social and affordable housing, within a District Centre.
w) the history of the site where the development is to be located	The history of the site is set out in the RAR. The site has an existing DAP approval for an eight-storey mixed use development. The current application seeks amendments to that approval and an extension to the substantial commencement period before the approval lapses.
x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals	The development is acceptable having regard to its impact on the community as a whole. The proposal would contribute to housing diversity and social and affordable housing supply in a well-located District Centre. It would also support activity in the Mount Hawthorn town centre and provide a managed long-term residential outcome. Further commentary on the impacts of the development on the community and public realm is provided within the City's RAR.
y) any submissions received on the application	Submissions received during consultation have been considered as part of the assessment. Submissions in support generally referred to the suitability of the site for higher density mixed use development, the need for additional housing, support for social and affordable housing, the benefits of housing diversity in the Mount Hawthorn town centre, and the site's access to public transport, cycling infrastructure and local services.

	Submissions objecting to, or raising concerns about, the proposal generally related to building height and scale, density, dwelling mix, car parking, traffic, streetscape activation, privacy, noise, landscaping, overshadowing, the operation and management of the social and affordable housing model, anti-social behaviour and property values. The applicant provided additional information following consultation, including updated plans, an amended landscape plan, amended Waste Management Plan, amended TIS, and further information on the housing model, parking allocation and parking management approach. The matters raised in submissions have been addressed in the RAR and through recommended conditions where appropriate. A summary of submissions and the City's responses is included as **Attachment 12**. The applicant's response to submissions is included as **Attachment 13**.
za) the comments or submissions received from any authority consulted under clause 66	The City received a submission from Water Corporation providing comment on the application. Water Corporation did not object and provided advice regarding water and sewer connections and works approval requirements. The submission from Water Corporation is included in **Attachment 14** to the City's RAR.
zb) any other planning consideration the local government considers appropriate	There are no other planning considerations relevant to this application.
zc) any advice of the Design Review Panel	The proposal has been reviewed through the City's Design Review Panel process. The DRP Chairperson's final comments identified remaining matters relating to ground-floor activation and flexibility, public art, visual permeability of screening, awning design, parklet interface, rooftop communal open space amenity, planting detail and wind protection. These matters are acceptable and can be appropriately addressed through conditions. requiring further detail on landscaping, public art, awning design, screening, rooftop communal open space amenity and related design details. The DRP minutes and Chairperson's comments are included as **Attachment 15** to the RAR.

CITY OF VINCENT

ATTACHMENT 17

DEVELOPMENT ASSESSMENT PANEL MEETING

Housing Model, Parking and Landscaping Justification

17 June 2026

Chief Executive Officer
City of Vincent
244 Vincent Street
LEEDERVILLE WA 6007

Attention: Haydn Ruse – Senior Urban Planner

Dear Haydn,

370 – 374 Oxford Street, Mount Hawthorn
Request for Additional Information

Lateral Planning is the Applicant for the Application for Development Approval for No.'s 370 and 374 Oxford Street, Mount Hawthorn (**Site**). The Application proposes to amend the development approval issued for the Site by the Development Assessment Panel on 16 September 2022 (ref: DAP/22/02241) pursuant to r 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011* (WA) (**Application**).

We refer to your Request for Additional Information dated 15 June 2026; our response to the matters raised is provided below and enclosed.

Housing Model and Operations

The development will operate as conventional long-term residential accommodation. No supported, crisis, transitional or short-term accommodation model is proposed. Residents will hold standard residential tenancy agreements under the *Residential Tenancies Act 1987*.

Noting the conventional dwelling model, it is not proposed to provide dedicated on-site support services for occupants. As needed, residents can be referred to Community Service Organisations or other support providers, consistent with the usual tenancy management approach of CHL. Any such support would be based on individual tenant need and would not form part of the formal operation of the building. Where support visits occur, they would most commonly occur during normal business hours.

The ground-floor CHL office will be used to support the tenancy and property management function of the development. This may include scheduled tenant meetings, tenancy sign-ups, community engagement discussions, meetings with contractors, and general tenancy or property management matters. The office is intended to reduce the need for residents to travel to the Subiaco office of CHL for routine tenancy matters. The office will not operate as a service centre or on-site support service office.

Given the scale of the development, a full-time on-site CHL position is not necessary. The development will be managed through the housing and property management model of CHL, including regular tenancy contact, routine inspections, maintenance, and management of tenancy or amenity matters. Complaints and after-hours matters will be managed through dedicated complaints, tenancy management and emergency maintenance processes.

The development is not expected to operate differently from other long-term residential apartment developments in relation to day-to-day residential use, deliveries, servicing, communal-area use, noise or amenity. Communal areas will be managed through standard building rules, tenancy obligations and ongoing property management by CHL.

Car and Bicycle Parking

CHL will manage dwelling allocation having regard to vehicle ownership and parking need. As part of the normal applicant and property-matching process, CHL will prioritise allocation to applicants who do not own a vehicle or do not require on-site parking.

It is intended that demand will be determined through an Expression of Interest process prior to completion of construction. The EOI process will clearly state that parking is limited and not available to all apartments, allowing applicants to make an informed decision before applying or accepting an offer.

Parking allocation is intended as follows:

DWELLING TYPE	NUMBER	PARKING ALLOCATION	RATIO
Affordable Dwellings	13	13	1:1
Social Dwellings	35	11	0.3:1
Visitor / Office	-	5	-
Total	48	29	0.6:1

This approach is consistent with management of comparable developments by CHL. For example, the Smith Street development includes 109 dwellings and 62 parking bays, equating to an overall ratio of approximately 0.5 bays per dwelling.

CHL has also applied this allocation approach at Fitzgerald Street, Perth, which comprises 50 residential units, 30 residential car bays, four commercial unit bays and three visitor bays. Allocations have been managed to prioritise applicants who do not own a vehicle or require parking, avoiding demand exceeding available bays.

Measures to manage and reduce private vehicle demand will include:

- prioritising allocations to applicants who do not own a vehicle or require on-site parking;
- allocating resident bays having regard to need, including employment, education, medical, caring or childcare commitments;

- ensuring prospective tenants are made aware of the limited parking available before accepting an offer of housing;
- providing residents with information about nearby public transport, walking and cycling options;
- using the ground-floor CHL office to reduce the need for residents to travel to Subiaco for routine tenancy matters; and
- monitoring parking demand and responding to any emerging issues through tenancy and property management processes.

While exact parking demand cannot be confirmed until the resident cohort is known, CHL will manage the allocation process to align tenancy offers with the available parking supply.

Landscaping

We acknowledge the City's comments regarding landscaping provision and the eastern interface. The amended proposal should be considered in the context of the approved development and the overall improvements proposed to the eastern boundary.

The approved development included a substantial parking structure extending to the eastern boundary to a height of approximately 4 metres. A significant proportion of the previously approved landscaping was provided as on-structure planting to that parking structure, largely to ameliorate the bulk and scale of that element.

The amended proposal removes that parking structure and replaces it with a more open movement area, arbour treatment and permeable paving. This materially improves the physical and visual relationship to the eastern boundary by reducing built form bulk at lower levels and providing a more open and less imposing interface.

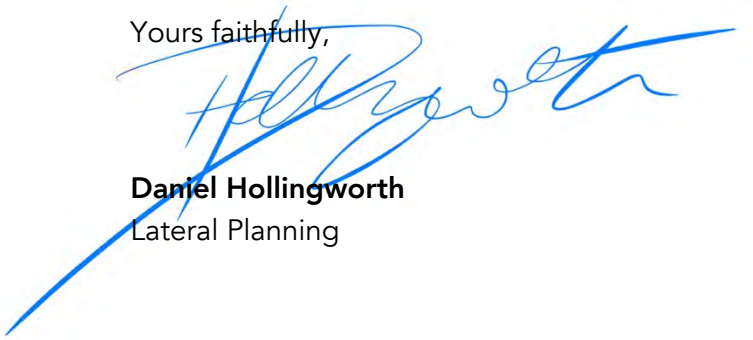
Canopy provision has also increased, with the amended landscape plan providing 14 trees compared with 10 trees previously. The proposal includes a combination of ground-level planting, on-structure landscaping and rooftop planting to provide resident amenity, urban greening and built form softening. In our view, the amended design provides an improved overall outcome when considered together with the reduced building bulk and removal of the eastern parking structure.

In our view, the proposal viewed in totality represents an improvement in terms of canopy cover, landscape quality, and the management of bulk and scale to the eastern interface.

We trust the above assists the City's assessment of the application. Please contact us should you require any further clarification.

Should you require any further information or clarification in relation to this matter, please contact Daniel Hollingworth on 0434 433 000.

Yours faithfully,



Daniel Hollingworth
Lateral Planning












STOP

PART D – CITY OF BAYSWATER

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lots 41-48 (290-304) Whatley Crescent, Maylands - Funeral Parlour and Office – DAP/26/03060

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part D – Item 3.1 – LOTS 41 - 48 (NO 290 - 304) WHATLEY CRESCENT, MAYLANDS – FUNERAL PARLOUR AND OFFICE

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner Development Assessment Panel
Local Government Area:	City of Bayswater
Applicant:	Vaer Design
Owner:	FPT Property Ltd
Value of Development:	$5 million
Responsible Authority:	City of Bayswater
Authorising Officer:	Director Community Services
LG Reference:	DA25-0531
DAP File No:	DAP/26/03060
Application Received Date:	12 January 2026
Report Due Date:	19 June 2026
Application Statutory Process Timeframe:	90 Days with an additional 11 days agreed
Attachment(s):	1. Development Plans (1 May 2026) 2. Landscaping Plans (8 May 2026) 3. Applicant's Planning Report (December 2025) 4. City of Bayswater Design Review Panel #3 Minutes (17 April 2026) 5. Environmental Sustainable Design Commitment Report (1 May 2026) 6. Public Art Proposal Concept Design (April 2026) 7. Transport Impact Statement (15 April 2026) 8. Arborist Report (April 2026) 9. Environmental Noise Assessment (22 December 2025) 10. Waste Management Plan (18 December 2025)

Responsible Authority Recommendation

That the **Metro Inner Development Assessment Panel** resolves to:

1. **Approve** DAP Application reference DAP/26/03060 and accompanying plans 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 Bayswater Town Planning Scheme No. 24, subject to the following conditions:

Conditions

General

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

2. The development shall be carried out only in accordance with the terms of the application as approved herein, and any approved plan.

Land Titles

3. Prior to occupation of the development, suitable arrangements are to be made for all of Lots 41-48 Whatley Crescent, Maylands, to be legally amalgamated into a single lot on one Certificate of Title, at the landowner/applicant's expense, to the satisfaction of the City of Bayswater.

Construction

4. Prior to the issuing of a building permit, a Construction and Traffic Management Plan is to be submitted to and approved by the City of Bayswater. The Plan is to detail how the construction of the development will be managed to minimise the impact on the surrounding area, and must address the following (as a minimum):

    - Construction staging summary
    - Public safety and site security
    - Hours of operation
    - Dust and noise management
    - Waste and material disposal
    - Traffic Management Plans for the various phases of construction including access arrangements, entry/ exit design for sightlines for light and heavy vehicles, pedestrian and cyclist safety management, street cleaning, peak hour management strategies
    - Parking arrangements for contractors and sub-contractors
    - Delivery and access arrangements
    - The storage of materials and equipment on site, noting that no storage of materials within the public realm will be permitted
    - Bonding and remediation arrangements
    - Any other matters likely to impact upon surrounding properties or public realm.

5. On completion of construction, all excess articles, equipment, rubbish and materials being removed from the site and the site left in an orderly and tidy condition, to the satisfaction of the City of Bayswater.

Operations

6. A maximum of **65 visitors** are permitted at the Funeral Parlour at any one time.

7. The approved Waste Management Plan (report reference: WMP25043 dated 18 December 2025) is to be implemented and adhered to at all times, to the satisfaction of the City of Bayswater.

Amenity

8. The recommendations contained within the approved Environmental Noise Assessment prepared by Lloyd George Acoustics (report reference 250510237-01A dated 22 December 2025) are to be implemented, to the satisfaction of the City of Bayswater.

9. Prior to occupation of the development, certification is to be provided from a suitably qualified consultant confirming implementation of the approved Environmental Noise Assessment in the completed development, to the satisfaction of the City of Bayswater.

10. Prior to the issuing of a building permit application, a Lighting Strategy, prepared by a suitably qualified consultant, is to be submitted to and approved by the City of Bayswater. The Strategy is to demonstrate that lighting will be provided to all car parking areas, building façades and the public realm to address relevant matters including aesthetics, safety and wayfinding, and be in accordance with the relevant Australian Standards.

11. Prior to occupation of the development, the applicant is to provide certification from a suitably qualified consultant confirming that the lighting has been installed in accordance with the approved Lighting Strategy, to the satisfaction of the City of Bayswater.

Engineering

12. All stormwater and drainage runoff produced onsite is to be disposed of onsite, to the satisfaction of the City of Bayswater.

13. Prior to occupation of the development, all car parking bays, loading areas, driveways and access points shown on the approved plans are to be designed, constructed, drained and line marked in accordance with the relevant Australian Standards. These bays are to be thereafter maintained, to the satisfaction of the City.

14. All vehicle parking, wheel stops, loading, access and circulation areas have been constructed, sealed, drained, line-marked, kerbed, and sign posted, in accordance with the approved plans and the relevant Australian Standards, to the satisfaction of the City.

15. Prior to occupation of the development, details of bicycle parking areas and facilities shall be provided in accordance with the relevant Australian Standards. The facilities are to be secure, available at all operating hours, easily accessible from each building, and thereafter maintained by the owners and/or managers of the development, to the satisfaction of the City.

16. The proposed crossovers on Charles Street and Ferguson Street are to be constructed, and the existing crossover on Whatley Crescent removed with the verge reinstated, to the satisfaction of the City of Bayswater.

Landscaping and Public Realm

17. Prior to occupation of the development, a total of 2 street tree(s), of a species that has the potential to grow to at least 4 metres in height and a minimum pot size of at least 35 litres when planted, is to be planted on the Charles Street verge in front of the subject site, to the specifications and satisfaction of the City of Bayswater. The new street tree is to be planted by the applicant/landowner or as agreed upon in writing for the City to undertake the planting.

18. Prior to occupation of development, the existing street tree proposed for removal along Ferguson Street, as indicated on the approved plans, is to be removed to

the satisfaction of the City of Bayswater. All costs associated with the removal are borne by the landowner. The costs payable is to be specified by the City at the time of removal.

19. Landscaping, reticulation and the tree(s) required to be planted on the property, shall be completed in accordance with the approved detailed landscape plan, including any details marked in red, prior to occupation of the development and thereafter maintained to the satisfaction of the City of Bayswater.

20. The owner, or the applicant on behalf of the owner, shall comply with the City of Bayswater policy relating to Percent for Public Art, and provide public art with a minimum value of 1% ($50,000) of the estimated total construction cost of the development ($5,000,000). Details of the public art, including plans of the artwork, its cost and construction, and other matters relating to the artwork's on-going maintenance and acknowledgements in accordance with the City's Percent for Public Art Policy shall be submitted to, and to the satisfaction of the City prior to the lodgement of a building permit application.

    Alternatively, the owner, or the applicant on behalf of the landowner, may opt to pay a cash-in-lieu contribution for the public art to the City of Bayswater in accordance with the provisions of the City's Percent for Public Art Policy, prior to the submission of a building permit application.

21. Any services and utilities including building service fixtures located where visible from the street, communal areas or pedestrian entry and rooftop amenity area including solar panels and air-conditioning units are to be integrated into the design of the development and shall not detract from the amenity and visual appearance of the street frontage and/or the entry and/or communal open spaces, to the satisfaction of the City of Bayswater.

Sustainability

22. Prior to occupation of development, the solar panels indicated on the approved plans are to be installed, to the satisfaction of the City of Bayswater. Alternatively, the external surfaces of the roof is to be a ‘cool roof’ as defined in the City’s Sustainability in Design Policy, with a maximum solar absorbance rating of 0.45, to the satisfaction of the City of Bayswater.

23. Prior to the issuing of a building permit, certification is to be provided from a suitably qualified consultant confirming implementation of the approved ‘Environmental Sustainable Design’ Commitment Report (reference SJ0-T308 dated 1 May 2026) in the completed development, to the satisfaction of the City of Bayswater.

Advice Notes

1. Where an approval has so lapsed, no development must be carried out without the further approval of the local government having first been sought and obtained.

2. The Application to be referred to Building services determine if a Certification is required under the Building Code of Australia.

3. The applicant must submit an application to register the proposed development as a public building in accordance with the provisions of the *Health (Public Building) Regulations 1992*; to the City, to assess the maximum accommodation for the proposed development).

4. The development must comply with all relevant health legislation relating to environmental protection, public building, food safety, liquid waste, sewerage, air-handling, noise and local law requirements, including the City of Bayswater's *Health Local Laws 2023* and the approved Environmental Noise Assessment recommendations.

5. Vehicle crossover(s) shall be designed and constructed in accordance with the City's Specifications for Crossovers. Applicants/owners are advised to contact the City's Technical Services regarding the crossover application process, requirements and subsidy eligibility. A Crossover Application Booklet detailing the City's requirements is available from the City of Bayswater website (www.bayswater.wa.gov.au).

6. This approval does not authorise any interference with dividing fences, nor entry onto neighbouring land. Accordingly, should you wish to remove or replace any portion of a dividing fence, or enter onto neighbouring land, you must first come to a satisfactory arrangement with the adjoining property owner. Please refer to the *Dividing Fences Act 1961*.

7. Kerbs, roadways, footpaths, open drains, stormwater pits, service authority pits and verge areas must be adequately protected, maintained and reinstated if required, during and as a result of works associated with this development.

8. An application is to be submitted for demolition prior to modifications being undertaken on the existing funeral parlour building. The applicant to submit a Demolition Asbestos Survey Report prior to the submission of the demolition application and a certificate of clearance upon completion of the demolition and provide the certificate as part of BA7 for the demolition.

9. The applicant is to make arrangements with the Water Corporation for the provision of reticulated sewerage to all lots/units within the development.

10. No advertising signage is approved through this development application. A separate application including plans or description of all signs for the proposed development (including signs painted on a building) shall be submitted to in the form of a Signage Strategy, prior to the erection of any signage.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Bayswater Town Planning Scheme No. 24
Local Planning Scheme - Zone/Reserve	General Industry
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A

Use Class and permissibility:	Office – 'D' Funeral Parlour – 'D'
Lot Size:	4,601m^2
Existing Land Use:	Funeral Parlour (Lots 41 and 42) Vacant Land (Lots 43-48)
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

Proposed Land Use	Office – 'D' Funeral Parlour – 'D'
Proposed Net Lettable Area	2,271m^2
Proposed No. Storeys	2

The proposal is for the extension of an existing funeral parlour that is currently operating on Lots 41 and 42, located in the northern of the nominated lots (**Figure 1**). The existing building comprises an entrance foyer, chapel and lobby, coffin delivery / loading area, coffin storage, toilets and kitchen area.



Figure 1. Aerial image of subject site

The proposed development includes a substantial expansion to the existing Funeral Parlour into the southwest of the nominated lots inclusive of a two-storey 'covered

parking garage', offices and operational rooms. The covered parking garage accommodates 19 vehicle bays to service the proposed 'Office' and existing 'Funeral Parlour' uses.

The proposal comprises the following key elements:

External Works

- 33 on-site car parking bays, inclusive of one ACROD bay and four EV charging bays.
- Two new vehicular access points on Ferguson Street comprising one entry to the open car parking area and one entry only into the proposed undercover parking area.
- One widened crossover on Charles Street for the existing Funeral Parlour and loading bay.
- Additional gated access from the existing Laneway, connecting to Charles Street.
- Associated landscaping on the verge and within the property (505m² including 39 shade trees throughout the car park).

Building: Ground Floor

- A main entry/lobby area facing Whatley Crescent, inclusive of a pedestrian path and a secondary staff entry point.
- Operational rooms (mortuary and encoffining, departure room, delivery and arrival area, offices, training room, staff amenities and toilets).
- A covered parking garage accommodating for 19 vehicles (10 perpendicular and 9 angled vehicle bays) with amenities and end of trip facilities (lockers).
- A covered loading zone adjacent to the southeast boundary, providing access to Charles Street via the existing laneway.

Building: Upper Floor

- A mezzanine area located above the ground floor operational areas, inclusive of storage, offices and supporting facilities (communications, toilets, utility areas).

A copy of the development plans and landscaping plans are included as **Attachments 1 and 2** respectively**.** As outlined in the Applicant's Planning Report (**Attachment 3**), the operations of the site will involve approximately 30 staff and capacity for 65 patrons for funeral services.

Background:

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'General Industry' under the City's Town Planning Scheme No. 24 (TPS 24). Both the 'Funeral Parlour' and 'Office' uses are 'D – Discretionary' uses within the 'General Industry' zone.

Site Context

The application area currently comprises an existing funeral parlour over the eastern most portion of the subject site (Lots 41 and 42) with the remaining balance (Lots 43-48) being vacant land.

The subject site is bounded on the north by Whatley Crescent, to the northeast by Charles Street, the southwest by Ferguson Street, and to the southeast by a privately owned Right-of-Way (ROW). The overall context of the area is low-density residential, zoned. Ferguson and Charles Streets are designated Local Roads, with Whatley Crescent classified as District Distributor A.

The subject site is well-served by a range of high-frequency public and active transport options, supporting strong connectivity within the surrounding area. Maylands Railway Station is located approximately 650 metres to the southwest, while Meltham Railway Station is closer at approximately 325 metres to the northeast. Bus services along Guildford Road (PTA Route No. 40) are also conveniently accessible at around 400 metres from the site. In addition, a Principal Shared Pathway (PSP) runs along the northern side of Whatley Crescent, providing direct links to the broader active transport network for pedestrians and cyclists.

Application History

The application was received by the City on 12 January 2026. Following an initial assessment, the City requested further information (RFI) from the applicant on 6 March 2026. Public consultation was undertaken from 9 February to 23 February 2026. The application was also reviewed by the City's Design Review Panel (DRP) which has been addressed in the Design Review Panel Advice section below.

The requested information was received on 18 May 2026, at which time the assessment recommenced. An extension of time was sought for the delivery of the Responsibility Authority Report, and a revised due date of 19 June 2026 was granted.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- Metropolitan Region Scheme (MRS)
- *City of Bayswater Town Planning Scheme No. 24 (TPS24)*
- *Draft City of Bayswater Local Planning Scheme No. 25 (Draft LPS25)*

State Government Policies

- State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4)
- State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0)
- WAPC's Planning Manual for Non-Residential Car Parking Rates in Perth and Peel

Local Policies

- Landscaping Policy
- Percent for Public Art Policy
- Sustainability in Design Policy and Guidelines
- Trees on Private Land and Street Verges Policy and Guidelines
- Car Parking Dispensation Policy

Consultation:

Public Consultation

The application was advertised for a period of 14 days in accordance with Clause 64 of *Schedule 2 Deemed Provisions* of the *Planning and Development (Local Planning Schemes) Regulations 2015*, commencing on 9 February 2026 and concluding on 23 February 2026. Letters were sent to nearby landowners and occupiers along Ferguson Street and Charles Street. Additionally, a notice including access to the abovementioned documents was published on the City's website via Engage Bayswater.

At the conclusion of the consultation period, a total of 15 submissions were received and summarised as:

- Eight objections;
- Six neither objecting to or in support of the proposal; and
- One submission in support.

The issues raised from submitters have been considered in the City's assessment of this application, and are summarised in the table below, with Officer comments provided below:

Concern Raised	**Officer Comments**
Traffic	Concerns focused on increased traffic volumes, safety risks, and changes to local street function (particularly Charles Street and rear ROW). The applicant has provided a Traffic Impact Statement (TIS) that has been reviewed by the City's Engineering and Building team. The City is satisfied that the TIS adequately assesses the traffic impacts and demonstrates that the proposal can be accommodated within the existing road network without adversely affecting the function or safety of the surrounding streets.
Building Interface	Concerns were raised regarding the scale, bulk, and character of the development and its interface with adjoining residential properties. The development has been reviewed by the City's DRP and the applicant has adequately addressed the feedback raised through DRP, having been assessed against the design principles of SPP 7.0. The development is also compatible with the General Industry zoning and design considerations of TPS24.
Land Use / Appropriateness	Several submissions noted that the proposed funeral parlour and office use is incompatible with the surrounding residential context, noting a preference for residential or mixed-use development. The operation of a Funeral Parlour and Office are a 'D' - Discretionary use within the General Industry zone. The existing funeral parlour has operated on the site since the late

	1990s, and the proposed expansion is considered compatible with the zone and surrounding context. The City considers the proposed development is compatible with the General Industry zoning and design considerations of TPS24.
Noise	Submissions were received noting concerns from the operational noise, including vehicles, staff activity, door movements, and 24/7 plant (e.g. refrigeration, air conditioning units, generators). The City's Health Services team have reviewed the provided Noise Assessment report and found it acceptable for the proposed operations and current context. Ongoing operations are to comply with the *Environmental Protection (Noise) Regulations 1997*.
Parking	Submissions highlighted existing and anticipated on-street parking pressure during funeral services, which could result in overflow parking, congestion, and reduced safety and visibility on surrounding residential streets. The City's Engineering and Building team have reviewed the applicant's TIS and consider the parking demand is adequately addressed. The City has provided additional information regarding the parking demand assessment in the planning report below.
Residential Amenity	Submissions commented on the proposed built form (e.g. visual dominance, overshadowing) and daily exposure to funeral-related activities (hearses, processions, grieving visitors). As noted above, the development has been reviewed by the City's DRP and the applicant has adequately addressed the feedback. The City has assessed the overshadowing, and it is considered acceptable, noting that the shadow fall is primarily within the adjoining ROW.
Stormwater Management	A request was received for clarity on stormwater handling, including containment, bunding, and management of any hazardous runoff to ensure no impacts on neighbouring properties or the environment. The City recommends a condition on the determination that all stormwater is to be retained on site.
Overhead Power Lines	Concerns were raised regarding the conversion of overhead powerlines along Ferguson and Charles Streets to be underground, as part of the development works. The overhead power lines are not City assets and are not considered part of this application.
Use of No. 88 Ferguson	One submission questioned the use of No. 88 Ferguson, which is the lot immediately adjacent to the subject site. This lot is not included in the development envelope and not considered part of this application.

The key themes raised by the submissions, together with the City's review of the application, are discussed in further detail in the 'Planning Assessment'.

Referrals/consultation with Government/Service Agencies

No referrals required.

Design Review Panel Advice

The proposal was reviewed by the City's DRP on the following dates:

- Design Review 1: 30 May 2025;
- Design Review 2: 19 September 2025; and
- Design Review 3: 17 April 2026.

As demonstrated in the DRP Report (**Attachment 4**), the key issues from the 3rd review meeting requested further detail on the following:

1. *Specific, quantified and documented ESD initiatives;*
2. *Improvement to laneway articulation and large glazing to streetscape; and*
3. *Adjustments to integrated public art, including transparency and detailing.*

On 11 May 2026, the additional information was received by the city, including revised development plans, an Environmental Sustainability Design (ESD) report (**Attachment 5**) detailing the proposed sustainability initiatives and a revised Public Art concept (**Attachment 6**). The documents were referred to the City's DRP Chairperson for further review. The review by the City's DRP Chair provided the following concluding remarks:

1. *The sustainability initiatives are supported, quantified and documented ESD initiatives based on the actual genuine commitments from the applicant (i.e. all-electric design, 50 kW PV, heat-pump HWS, 20% lighting uplift, EV chargers, low-VOC materials, certified timber, recycled aggregate, adaptive reuse).*
2. *The laneway articulation and larger windows are supported.*
3. *The artwork provided requires further detail regarding visual transparency. Public art is supported in principle, subject to further refinement.*

Noting the above, the City considers that the proposal has addressed the feedback received from the DRP throughout the process and offered improvement on the built form and interfaces based on their advice and addressing the ten design principles of SPP 7.0. The concluding remarks regarding the applicant's sustainability initiatives and public art response have been considered by the City and proposed to be addressed through the recommended conditions to the DAP.

Overall, the City considers that the applicant has incorporated the DRPs feedback and improved the final design presented in this application.

Planning Assessment:

The proposal has been assessed against all the relevant legislative requirements of the TPS24, and relevant State and Local Planning Policies. The following items have been identified as key considerations for the determination of this application:

- Compatibility and Appropriateness of Land Use
- Traffic, Access and Parking
- Building Interface and Residential Amenity
- Noise

Compatibility and Appropriateness of Land Use

Seven submissions received during the public consultation process raised concerns with the incompatibility of the proposal within the surrounding residential context. Submissions also highlighted that given the strategic location of the site within proximity to the Maylands Town Centre, and access to active transportation networks, a higher density residential/mixed-use development would be more appropriate.

The subject site is zoned 'General Industry', which reflects previous historical inconsistencies from the Town Planning Scheme in Bayswater resulting in pockets of General Industry interfacing directly with residential areas (refer **Figure 2**).

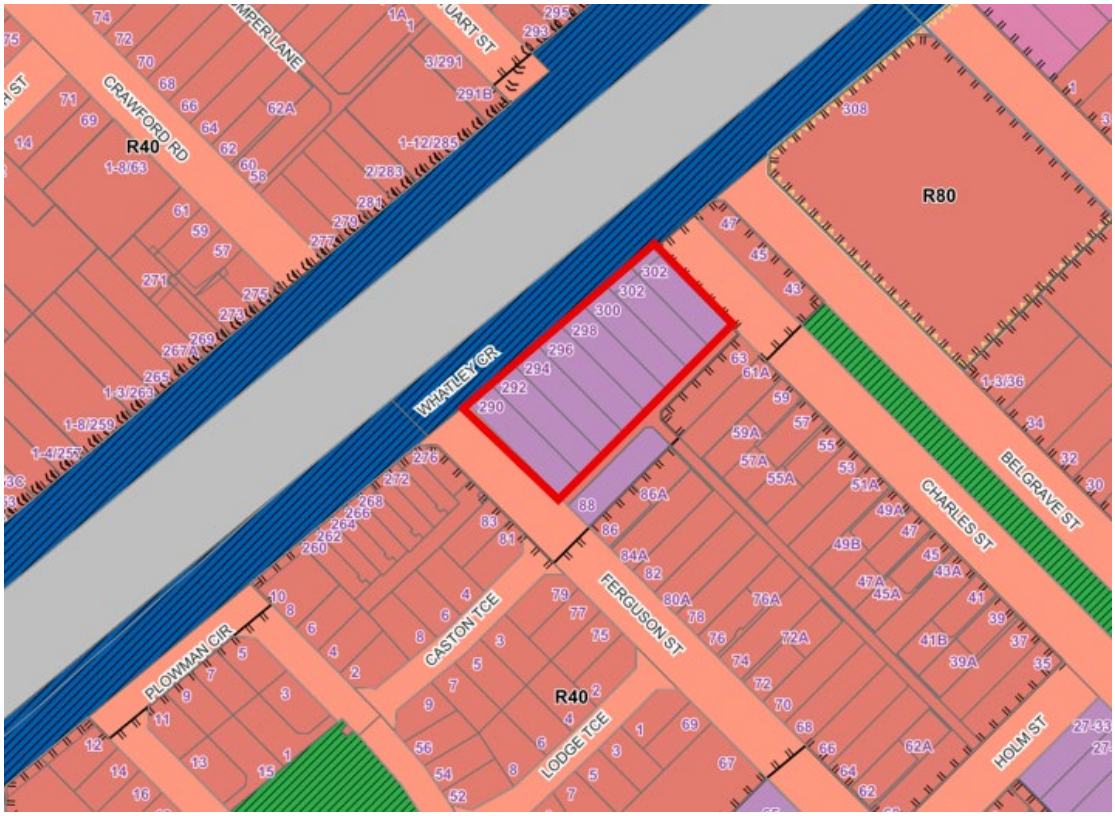


Figure 2. TPS24 Zoning Map

Under the current 'General Industry' zoning, the site has historically been used for manufacturing and warehousing. The objectives of the 'General Industry' zone from the *Planning and Development (Local Planning Schemes) Regulations 2015* are to:

- *Provide for a broad range of industrial, service and storage activities which, by the nature of their operations, should be isolated from residential and other sensitive land uses.*
- *To accommodate industry that would otherwise comply with the performance standards of light industry.*
- *Seek to manage impacts such as noise, dust and odour within the zone.*

While the objective of the zone is to isolate the use from residential and other land uses, the proposed extension to the existing Funeral Parlour and Office introduces a built form and function that is more compatible than the historical warehouse and manufacturing uses. Additionally, having regard to the applicant's supporting technical assessments, the proposed use is considered to maintain an acceptable level of amenity for the adjoining sensitive land uses and appropriate for this location.

It should be noted that the Draft Local Planning Scheme No. 25 (Draft LPS25) was resolved by Council at the 26 August 2025 Ordinary Council Meeting, to seek consent from the Western Australian Planning Commission to advertise.

Draft LPS25 proposes to rezone the subject site to 'Mixed Use' with an underlying Residential Density of R80. The proposed zoning reflects the future intention of the City to encourage compatible uses and support intensification around the Maylands Town Centre and proximity to high quality public and active transportation.

While Draft LPS25 identifies a future intent to rezone the subject site to support a more mixed-use and residential-compatible planning framework, the proposal as presented is considered acceptable in the context of the current planning framework. As currently presented in Draft LPS25, the use of a 'Funeral Parlour' remains a 'D' – Discretionary use and an 'Office' is a 'P' – Permitted use in a Mixed Use zone.

Overall the application has demonstrated, through its design response, technical assessments and recommended management measures, that the development can operate in a manner that is compatible with its surrounding residential context and is therefore considered acceptable.

Traffic, Access and Parking

Concerns were raised from submitters that the proposed development will result in undue traffic impacts on the surrounding network and that parking for the development is insufficient for a building of this scale. Ferguson and Charles Streets are designated Local Roads, with Whatley Crescent classified as District Distributor A road.

The applicant has provided a TIS prepared by Shawmac dated 15 April 2026 (**Attachment 7**). The TIS anticipates that up to 26 staff vehicle movements, along with additional movements from hearses, will occur during peak hours. Funeral services are scheduled outside of peak hours between 10am and 2pm and generate approximately 16 vehicle movements per day. The TIS affirms that the traffic generated during peak hours can be accommodated within the existing capacity of the road network. The City has reviewed the TIS and support these findings.

Access to the site will be from two entrances on Ferguson Street, and one on Charles Street. No vehicle movements will be directly permitted from the site to Whatley Crescent, and the existing crossover removed and reinstated as a recommended condition of approval.

The proposal includes the widening of the existing Ferguson Street crossover to provide access to the covered parking garage, which requires the removal of a verge tree. The City requested the applicant to consider alternative access arrangements, including access to the covered parking garage from within the outdoor car park area, however this was not considered feasible by the applicant. This is discussed further in the Landscaping section of the report.

Additional access will also be obtained from the rear Right-of-Way via Charles Street through a gated section of the solid privacy fence. This access point will be utilised when delivery or other service vehicles are required to deviate from the Charles Street access point during funeral services. The Right-of-Way is a privately owned but provides access to the adjoining properties and the subject site, which has been confirmed through an easement benefit on the provided Certificates of Title.

Table 2 of the City's TPS24 specifies the parking rates for Office (being 4 spaces per 100m² of Gross Leasable Area) but does not specify parking rates for funeral services. Accordingly, reference was made to WAPC's Planning Manual for Non-Residential Car Parking Rates in Perth and Peel (Manual). The Manual notes that Funeral Parlour parking rates are subject to discretion in Industrial zones (Appendix B), and with a minimum rate of one vehicle bay for every six patrons in the Service Commercial Zone (Appendix B). As an approximation of the parking demand for the funeral parlour, the City has utilised a rate of one vehicle bay for every six patrons in the parking assessment. The applicant has utilised one bay for every four patrons, which is more conservative and consistent with other local governments assessment of parking rates for funeral parlour services.

Provision	Requirement	Proposal	Assessment
Table No. 2 of TPS 24 **WAPC's Planning Manual for Non-Residential Car Parking Rates in Perth and Peel**	Office 4 spaces per 100m^2 of GLA. 1,159m^2 GLA (46.32) = 47 bays required. Funeral Parlour 1 per every six (6) persons accommodated. 65 people (10.83) = 11 bays required **TOTAL: 58 bays required.**	33 external bays. 10 internal bays. Nine (9) internal long bays. **Total: 52 bays provided.**	Six (6) bay shortfall.

Whilst a one bay shortfall is proposed, the applicant has demonstrated through their TIS and demand assessment that the proposal includes sufficient parking for staff and funeral patrons. The subject site is also well serviced by high quality public transportation which can potentially alleviate the parking demand for funeral services. The proposal includes provision for three external bicycle bays and end of trip facilities for staff to encourage active transportation, which may further decrease parking demand.

Given that the parking rate specified in the Manual is based on the number of people accommodated, the City has recommended a condition of approval for the funeral parlour be limited to maximum number of 65 visitors (not including staff members).

Building Interface and Residential Amenity

Table 2 of TPS24 stipulates development controls regarding building setbacks, height, site cover and landscaping. A summary of the relevant discretionary considerations is summarised in the table below.

Provision: Clause 8.1.1 - Development Standards Table, Table No. 2 and Clause 8.6.4.2 (Setback Requirements - Corner Lots)		
Requirement	**Proposal**	**Assessment**
Primary (Whatley Crescent) Street setback required = 13.5m Secondary (Ferguson Street and Charles Street) Street setback required = 6m	Whatley Crescent 11.7m from closest edge of building (Funeral Parlour) Ferguson Street 3m from Ferguson Street from proposed car parking garage. Charles Street 0.6 m (carport) and 10.5m (existing Funeral Parlour)	Setbacks are supported. The reduced setbacks do not pose a negative impact on the built form and streetscape. Sufficient areas for landscaping have been provided alongside the street boundaries and in the car parking areas to provide an attractive setting for the development.

The closest portion of the building to the primary street is setback 11.7m from Whatley Crescent, which includes the existing funeral parlour. This section constitutes a length of 15m of the overall 82.5m building width. As this is a relatively minimal portion of the overall building frontage, facilitates integration with the existing building and the average building setback well exceeds the minimum 13.5m, the City's considers the front setback encroachments acceptable.

Overall, the proposed setback encroachments are appropriately mitigated through considered building design, enhanced landscaping and a coordinated material palette that integrates the development with the surrounding context. Furthermore, the proposed building footprint is reduced compared to the former warehouse structures, resulting in a lower overall built form impact and a less intensive interface than typical general industry uses.

Landscaping

The applicant has submitted detailed landscaping plans prepared by KDLA (**Attachment 2**), which outlines the proposed planting, paving, and public realm treatments across the site. The plan adopts a layered landscaping approach comprising groundcovers, shrubs, strappy planting and shade trees, together with a mix of native and ornamental species. Selected tree species include WA weeping peppermint, tuckeroo, little ghost gum and paperbark, which are intended to contribute to long-term canopy coverage and reinforce the local landscape character. Approximately 505m² of landscaping (10.9% of the total subject site) and 39 shade trees have been provided across the development site.

The plans demonstrate a considered response to the functional layout of the development, incorporating high-quality hardscape elements and landscaping treatments to enhance accessibility and amenity. Feature paving treatments are

proposed to key pedestrian entry points and movement corridors, supported by seating nodes, wayfinding elements and shaded courtyard spaces. Staff breakout areas and quiet zones are integrated with feature planting, screening and seating, while tree uplighting and an irrigation system are proposed to support long-term maintenance and visual presentation of the landscape.

As mentioned previously, there is an existing crossover on Ferguson Street that is proposed for widening, which impacts an existing verge tree. The City requested the applicant relocate the access to the covered parking garage, however in response, the applicant submitted an Arborist Report (**Attachment 8**) prepared by Treeswest Australia. The report identified that the tree is in poor condition due to a combination of factors, including dead branches, canopy dieback, heavy pruning, its location close to the kerb line, and its position beneath existing powerlines. On this basis, the City considers the justification acceptable and supports the removal of the verge tree to accommodate access into the covered parking garage.

A condition of approval is recommended requiring the applicant to pay all costs associated with the removal of the street tree, including the tree's amenity value calculated using the Helliwell method, removal costs, and the replacement planting of two new street trees along Charles Street. An agreement has been reached between the City and the applicant regarding this requirement.

The proposal also provides an appropriate streetscape response, with verge planting, new street trees (subject to Council approval), and low-scale landscaping within sightline areas to maintain safety and visibility. Shade tree planting within car parking areas and the replacement of existing vegetation with coordinated planting will contribute to improved urban canopy and microclimate outcomes. The City considers the proposed landscaping to be of a high quality and appropriate to the scale and nature of the development.

A condition of approval is recommended requiring the landscaping to be implemented in accordance with the approved detailed plans and maintained thereafter, to the satisfaction of the City.

Noise

Several submissions included commentary on the potential for proposed noise from the mechanical ventilation / refrigeration and other operations at the facilities.

The applicant has provided an Environmental Noise Assessment (**Attachment 9**) prepared by Lloyd George Acoustics (dated 22 December 2026) which was reviewed and supported by the City's Health Services team. The noise modelling included general operational noise emissions from the mechanical ventilation, kitchen exhaust fans, cold store refrigeration and closing of car doors for the parking lot.

The assessment demonstrated compliance with the assigned levels as determined in accordance with the *Environmental Protection (Noise) Regulations 1997* and was acceptable based on the City's Health Services review. As part of the ongoing management, the City recommends that a condition be placed on the approval to include compliance with the Environmental Noise Assessment prepared by Lloyd George Acoustics.

Waste

The applicant has submitted a Waste Management Plan (WMP) prepared by Talis Consultants (**Attachment 10**), which outlines the anticipated waste generation, storage, collection and ongoing management arrangements for the development. The plan estimates that the proposal will generate approximately 1,134L of refuse and 1,134L of recyclables each week, based on the proposed funeral parlour, office, garage and storage/warehouse floor areas.

The WMP proposes one 660L refuse bin and one 660L recycling bin, both collected twice weekly by a private contractor. The bins will be stored within a dedicated Bin Storage Area and serviced onsite, removing the need for bins to be presented to the street. Internal bins will also be provided throughout the development to allow staff and cleaners to separate refuse and recyclables before transferring waste to the Bin Storage Area.

Waste collection will occur onsite from the bin storage area using a private rear-loader vehicle, which will enter and exit the site in forward gear via Charles Street. The WMP also identifies that collection vehicles are to operate within appropriate daytime hours and in accordance with the *Environmental Protection (Noise) Regulations 1997*, which assists in managing potential amenity impacts on nearby properties.

The City considers the proposed waste arrangements acceptable. The Waste Management Plan demonstrates that sufficient bin storage capacity is provided for the expected waste volumes, collection can occur safely and efficiently onsite, and ongoing waste management will be overseen by a building manager or caretaker. A condition of approval is recommended requiring the approved WMP to be implemented and adhered to at all times, to the satisfaction of the City.

Conclusion:

The development application for a Funeral Parlour and Offices at Lots 41 - 48 (No. 290 - 304) Whatley Crescent, Maylands has been assessed against the relevant provisions of the City of Bayswater Town Planning Scheme No. 24, the *Planning and Development (Local Planning Schemes) Regulations 2015,* and relevant State and local planning policies. The proposed Funeral Parlour and Office uses are discretionary uses within the current General Industry zone and are capable of approval where the development is demonstrated to be appropriate having regard to the site context, surrounding land uses and likely impacts.

The applicant has provided supporting technical information, including a Transport Impact Statement, Environmental Noise Assessment, Waste Management Plan, landscaping plans and Environmental Sustainable Design commitments. These documents have been reviewed by the City and, together with the recommended conditions of approval, demonstrate that the development can be appropriately managed. In particular, the proposal provides for on-site parking, controlled vehicle access, operational management measures, noise compliance, stormwater retention, landscaping, public art and construction management requirements to address potential impacts on adjoining properties and the surrounding street network.

The proposal has also been subject to public consultation and review by the City's Design Review Panel. The matters raised through consultation, including land use compatibility, traffic, parking, built form interface, residential amenity, noise, stormwater management and access arrangements, have been considered in the

assessment. While submissions raised concerns regarding the suitability of the use within a predominantly residential context, the assessment has found that the proposal represents a less intensive and more compatible outcome than the historical industrial and warehouse activities previously associated with the site.

On balance, the proposal is an acceptable planning outcome for the site. The City therefore recommends that the application be approved, subject to recommended conditions.

PROPOSED DEVELOPMENT

FOR FPT PTY LTD
Lots 41-48 Whatley Crescent, MAYLANDS



DRAWING LIST:

Sheet 01	-	Coverpage
Sheet 02	-	Survey Plan
Sheet 03	-	Site Plan
Sheet 04	-	Ground Floor Plan
Sheet 05	-	First Floor Plan
Sheet 06	-	Elevations
Sheet 07	-	Roof Plan
Sheet 08	-	Image Reference Plan
Sheet 09	-	Perspective Views
Sheet 10	-	Perspective Views
Sheet 11	-	Perspective Views
Sheet 12	-	Perspective Views
Sheet 13	-	Materials/Finishes
Sheet 14	-	Overshadowing Plan
Sheet 15	-	Stormwater Plan

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PROPOSED DEVELOPMENT FOR FPT PTY LTD Lots 41-48 Whatley Crescent MAYLANDS	DRAWN: MS	PROJECT No.: 0939	
	DATE: 2026.05.01		
COVERPAGE	SCALE: N.T.S. (A1)	REV.: SK15	DRAWING No.: Sheet 01



LOCATION SKETCH
NOT TO SCALE

Photo (1)

Photo (2)

Photo (3)



SYMBOL LEGEND

- Power Pole
- Consumer Pole
- Light Pole
- Steel Wire Anchor
- Power Meter Box
- Telstra Pit
- Sewer Manhole
- Tap
- Hydrant - Ground
- Stop Valve
- Water Meter
- Pole / Post
- Floor Level
- Natural Surface
- Driveway Level
- Road Surface Level
- Top of Wall
- Sign (One Pole)
- Tree

LINESTYLE LEGEND

- Contour Major 0.5m Intervals
- Contour Minor 0.1m Intervals
- Cadastral Boundary
- Easement Boundary
- Kerb Line
- Road Centreline
- Pedestrian Ramp
- Driveway Edge
- Building
- Roof Ridge
- Eave Line
- Wall
- Concrete Edge
- Fence Line
- Gate
- Brick Paving
- Edge of Resurfacing
- Line of Levels
- Overhead Power
- DBYD Sewer
- DBYD Water
- Door
- Window

Scale @A1 1:250
0 1 2 3 4 5 10 15 20

25033-F01-1.0.dwg

VER.	DATE	BY	AMENDMENTS	FILE SOURCE
1.0	17.03.2025	MDB	Issued for Information	25033-1.0-27022025-PCG2020-F

Notes:
1. Boundary constructed from cadastral connection.
2. True position of Boundary is subject to a re-establishment survey.
3. Heights established from SSM BAYS 60 via GPS connection.
4. Dimensions, Areas and Offsets subject to re-establishment survey.
5. Sewer & water data plotted from Dial Before You Dig and survey.
6. Refer to Certificate of Title for limitations, Interests, Encumbrances and Notifications.

JBA SURVEYS
44 Hardey Road, Belmont WA 6104
Ph: 9450 7188
email: admin@jbasurveys.com.au
web: www.jbasurveys.com.au

CLIENT:

JOB NO: 25033 | TITLE: FEATURE SURVEY
PROJECT: LOTS 41-49 ON P1588 WHATLEY CRESCENT MAYLANDS WA 6051
DATUM: VERT: AHD | HORIZ: PCG2020
SCALE: 1:250
DWG NO: 25033-F01 | VER: 1.0
SHEET NO: 1 OF 2 | A1
SURVEYOR: JT/JMB | DATE OF SURVEY: 27.02.2025 | DRAWN BY: MDB | APPROVED BY: NRW

NOTE: Survey not to scale.

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PROPOSED DEVELOPMENT
FOR FPT PTY LTD
Lots 41-48 Whatley Crescent
MAYLANDS

SURVEY PLAN

DRAWN: MS | DATE: 2026.05.01 | SCALE: N.T.S. (A1) | PROJECT No.: 0939 | REV.: SK15 | DRAWING No.: Sheet 02

NOTES

PROPOSED VERGE TREE LOCATIONS ARE INDICATIVE ONLY AND SUBJECT TO CITY OF BAYSWATER APPROVAL

LEGEND

- PROPOSED BUILDING
- EXISTING 'RED' ASPHALT PAVING
- PROPOSED 'RED' ASPHALT PAVING
- PROPOSED CONCRETE PAVING
- PROPOSED FEATURE PAVING (REFER LANDSCAPE PLAN)
- PROPOSED FEATURE PAVING (REFER LANDSCAPE PLAN)
- PROPOSED FEATURE PAVING (REFER LANDSCAPE PLAN)
- PROPOSED TREE (REFER LANDSCAPE PLAN)

DEVELOPMENT SUMMARY

SITE AREA:	4,601m2
BUILDING AREA:	
- EXISTING:	326m2
- PROPOSED - GROUND FLOOR:	1,465m2
- PROPOSED - FIRST FLOOR:	480m2
TOTAL:	2,271m2
PLOT RATIO:	49.36%
LAND USE AREA SUMMARY:	
FUNERAL PARLOUR - EXISTING	328m2
FUNERAL PARLOUR - PROPOSED	462m2
OFFICE	519m2
PARKING:	
REFER TRAFFIC CONSULTANT REPORT	
LANDSCAPING:	
REQUIRED (10% SITE AREA):	461m2
LANDSCAPING PROPOSED (CALCULATED):	762m2

NOTE:
PLAN TO BE READ IN CONJUNCTION WITH LANDSCAPING PLAN AND ASSOCIATED CONSULTANT REPORTS (TRAFFIC, WASTE, PLANNER)



SITE PLAN

SCALE 1:200

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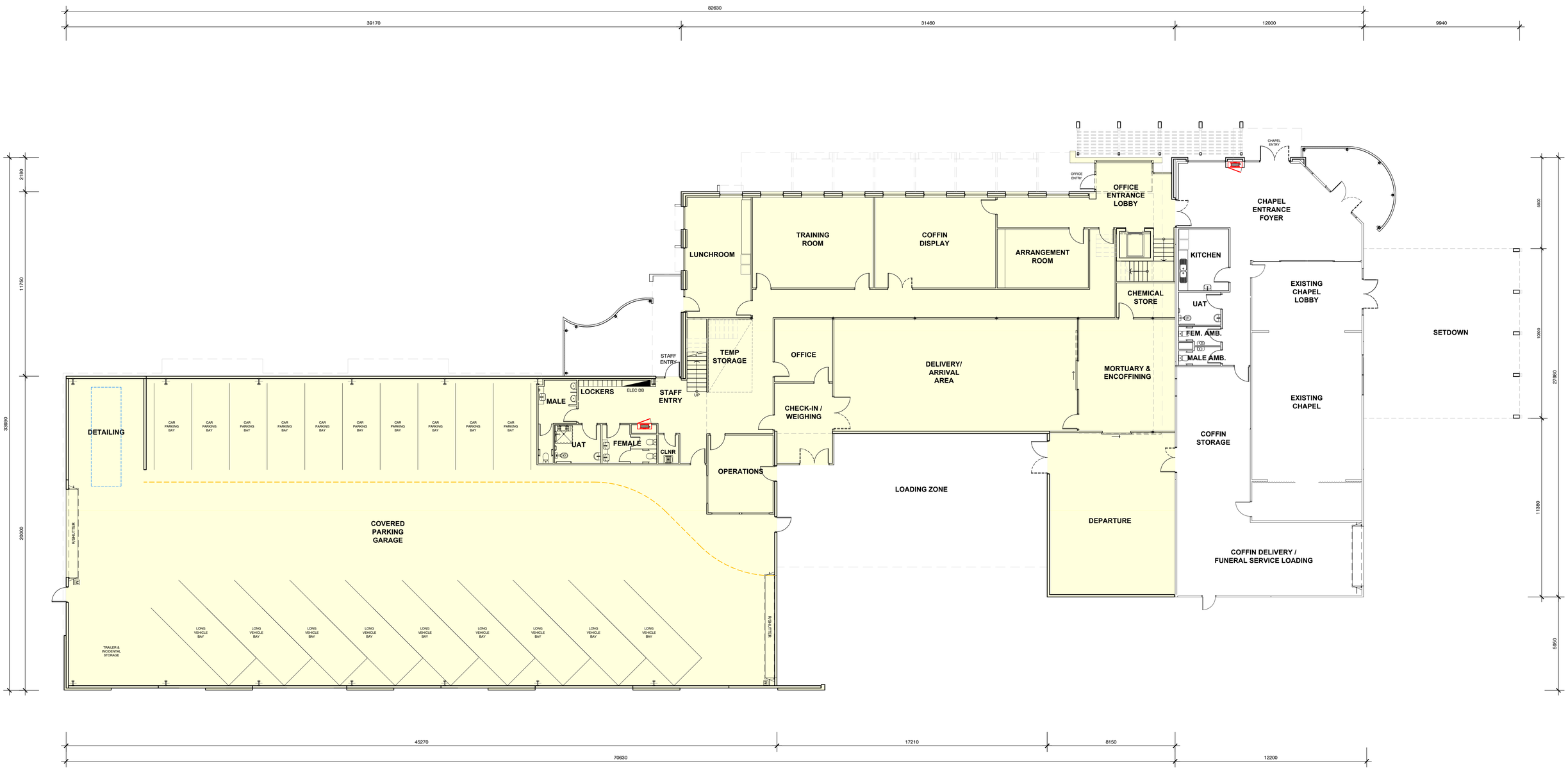
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PROPOSED DEVELOPMENT	DRAWN: LM	PROJECT No.: 0939	
FOR FPT PTY LTD Lots 41-48 Whatley Crescent MAYLANDS	DATE: 2026.05.04		
SITE PLAN	SCALE: 1:200 (A1)	REV.: SK15a	DRAWING No.: Sheet 03

SUSTAINABILITY - PLUMBING FIXTURES

INSTALL HIGH EFFICIENCY (4-6 STAR - WELS RATED) PLUMBING FIXTURES:

- MIN 6 STAR BASIN TAPS
- MIN 4 STAR KITCHEN TAPS
- MIN 4 STAR SHOWERHEADS
- MIN 4 STAR TOILETS
- MIN 6 STAR CISTERN OR FLUSHING DEVICE FOR URINAL
- MIN 4.5 STAR DISHWASHER



GROUND FLOOR PLAN

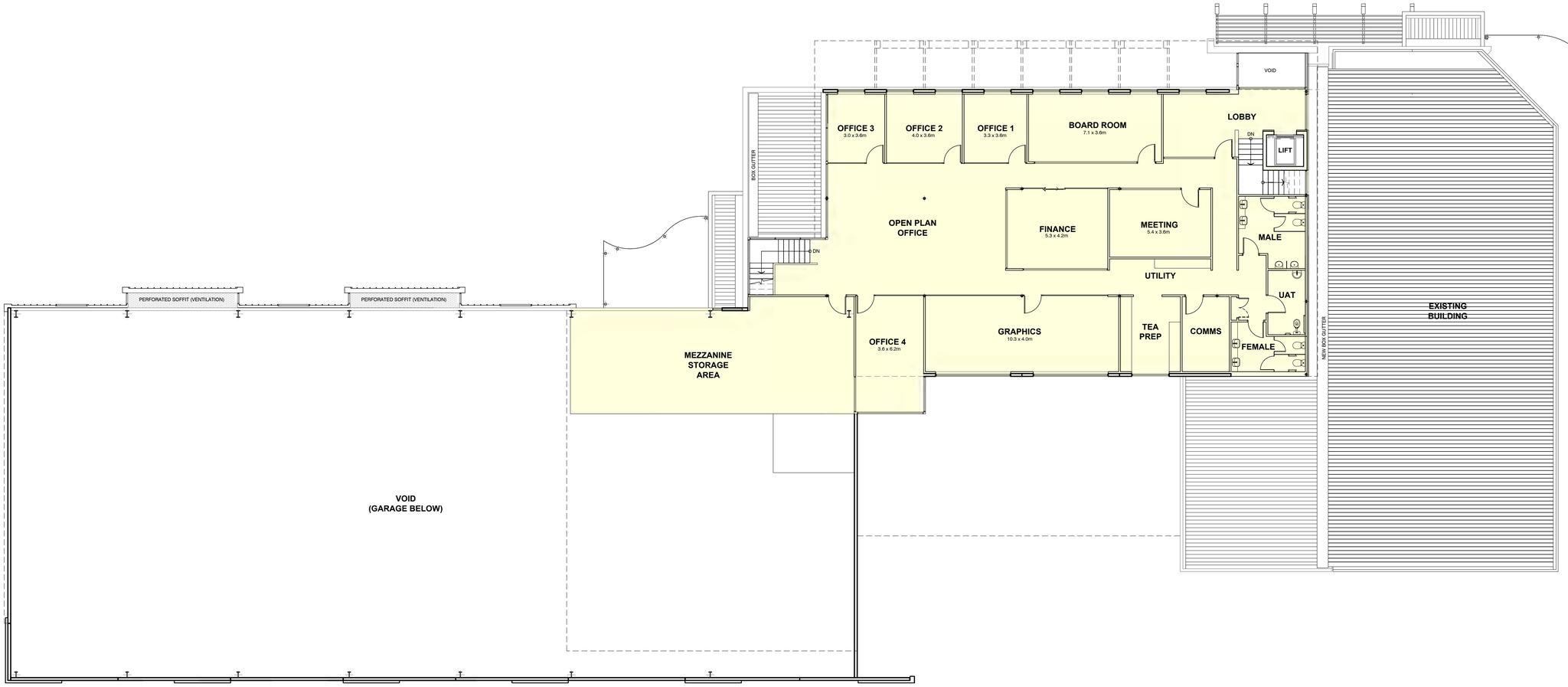
SCALE 1:125

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PROPOSED DEVELOPMENT FOR FPT PTY LTD Lots 41-48 Whatley Crescent MAYLANDS	DRAWN: LM	PROJECT No.: 0939	
	DATE: 2026.05.01		
GROUND FLOOR PLAN	SCALE: 1:125 (A1)	REV.: SK15	DRAWING No.: Sheet 04

FIRST FLOOR AREA (INCL. MEZZANINE): 480m2



N

FIRST FLOOR PLAN

SCALE 1:125

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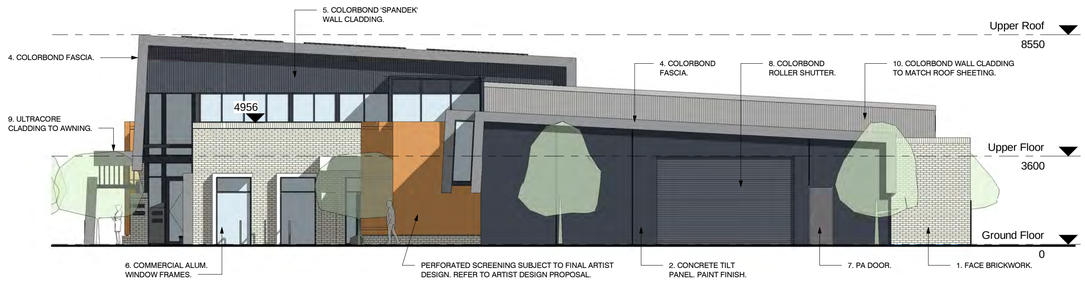
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PROPOSED DEVELOPMENT FOR FPT PTY LTD Lots 41-48 Whatley Crescent MAYLANDS	DRAWN: LM DATE: 2026.05.01	PROJECT No.: **0939**	
FIRST FLOOR PLAN	SCALE: 1:125 (A1)	REV.: SK15	DRAWING No.: Sheet 05



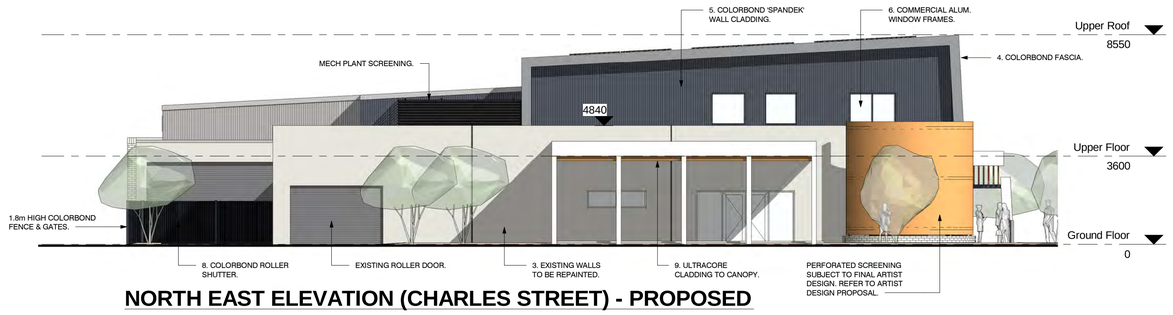
NORTH WEST ELEVATION (WHATLEY CRESCENT) - PROPOSED

Scale 1 : 125



SOUTH WEST ELEVATION (FERGUSON STREET) - PROPOSED

Scale 1 : 125



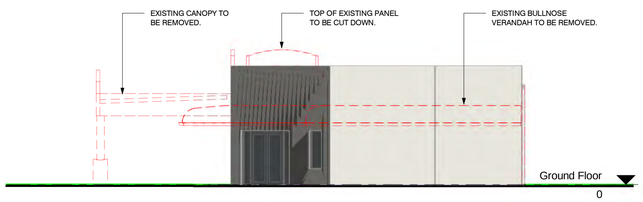
NORTH EAST ELEVATION (CHARLES STREET) - PROPOSED

Scale 1 : 125



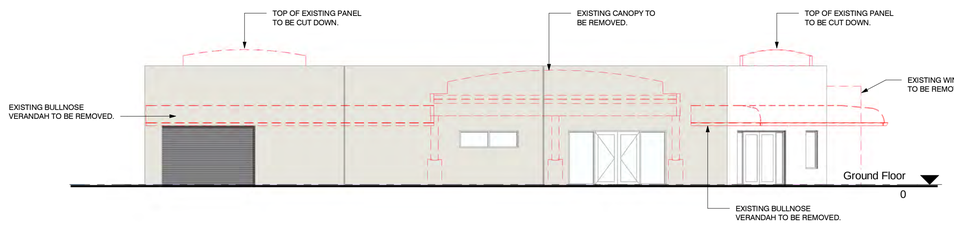
SOUTH EAST ELEVATION (LANEWAY) - PROPOSED

Scale 1 : 125



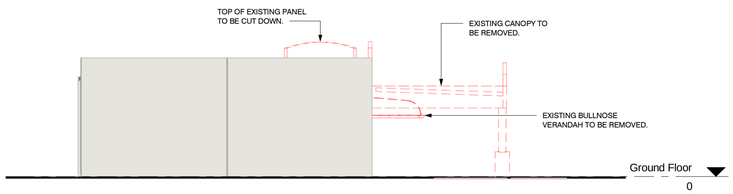
NORTH WEST ELEVATION (WHATLEY CRESCENT) - EXISTING

Scale 1 : 125



NORTH EAST ELEVATION (CHARLES STREET) - EXISTING

Scale 1 : 125



SOUTH EAST ELEVATION (LANEWAY) - EXISTING

Scale 1 : 125

MATERIALS:

1. BRICKWORK - LIGHT BEIGE FACE BRICKWORK
2. CONCRETE WALLS (DARK) - PAINT FINISH - 'IRONSTONE'
3. RENDER / CONCRETE WALLS (LIGHT) - PAINT FINISH - 'ROTTNEST ISLAND'
4. 'MAXLINE' WALL CLADDING (LIGHT) - COLORBOND - 'BLUEGUM'
5. 'SPANDEK' WALL CLADDING (DARK) - COLORBOND - 'IRONSTONE'
6. ALUM. WINDOW / DOOR FRAMES - POWDERCOAT - 'IRONSTONE'
7. PA DOORS - PAINT / POWDERCOAT - 'BASALT'
8. ROLLER SHUTTERS - POWDERCOAT - 'BASALT'
9. AWNINGS / CANOPY - ULTRACORE IQ - 'ARCTIC WHITE'
10. ROOF SHEETING - COLORBOND - 'SHALE GREY'

COLOUR LEGEND:

- LIGHT BEIGE FEATURE BRICK
- 'IRONSTONE'
- 'ROTTNEST ISLAND'
- 'BLUEGUM'
- 'BASALT'
- 'ARCTIC WHITE'
- 'SHALE GREY'

NOTE:

REFER TO SHEET 13 FOR FURTHER MATERIALS / FINISHES INFORMATION.

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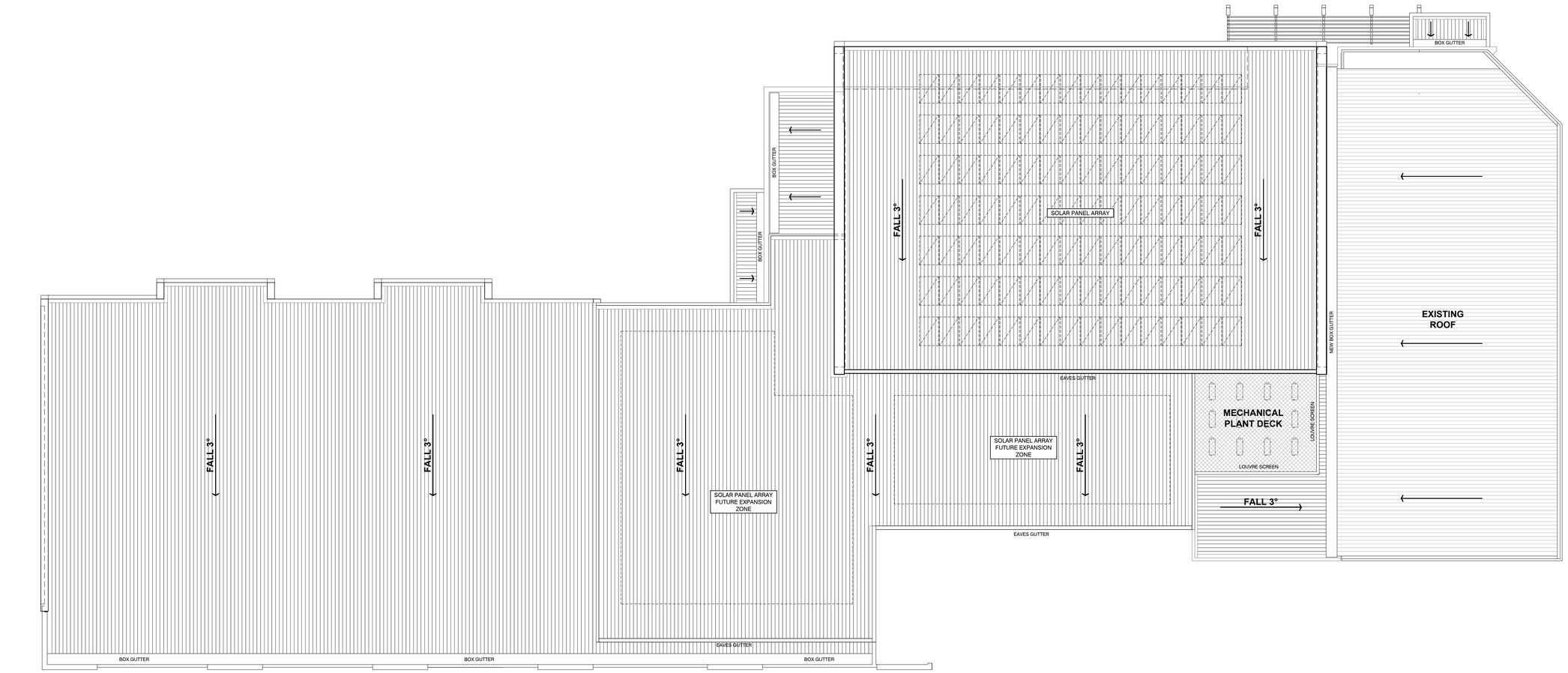
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PROPOSED DEVELOPMENT

FOR FPT PTY LTD
Lots 41-48 Whatley Crescent
MAYLANDS

Elevations

DRAWN	PROJECT No.
MS	0939
DATE	
2026.05.01	
SCALE	REV. / DRAWING No.
1 : 125 (A1)	SK15 / Sheet 06



ROOF PLAN

SCALE 1:125

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PROPOSED DEVELOPMENT

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Lots 41-48 Whatley Crescent
MAYLANDS

ROOF PLAN

DRAWN	PROJECT No.
LM	0939
DATE	
2025.05.01	
SCALE	REV. / DRAWING No.
1:125 (A1)	SK15 / Sheet 07

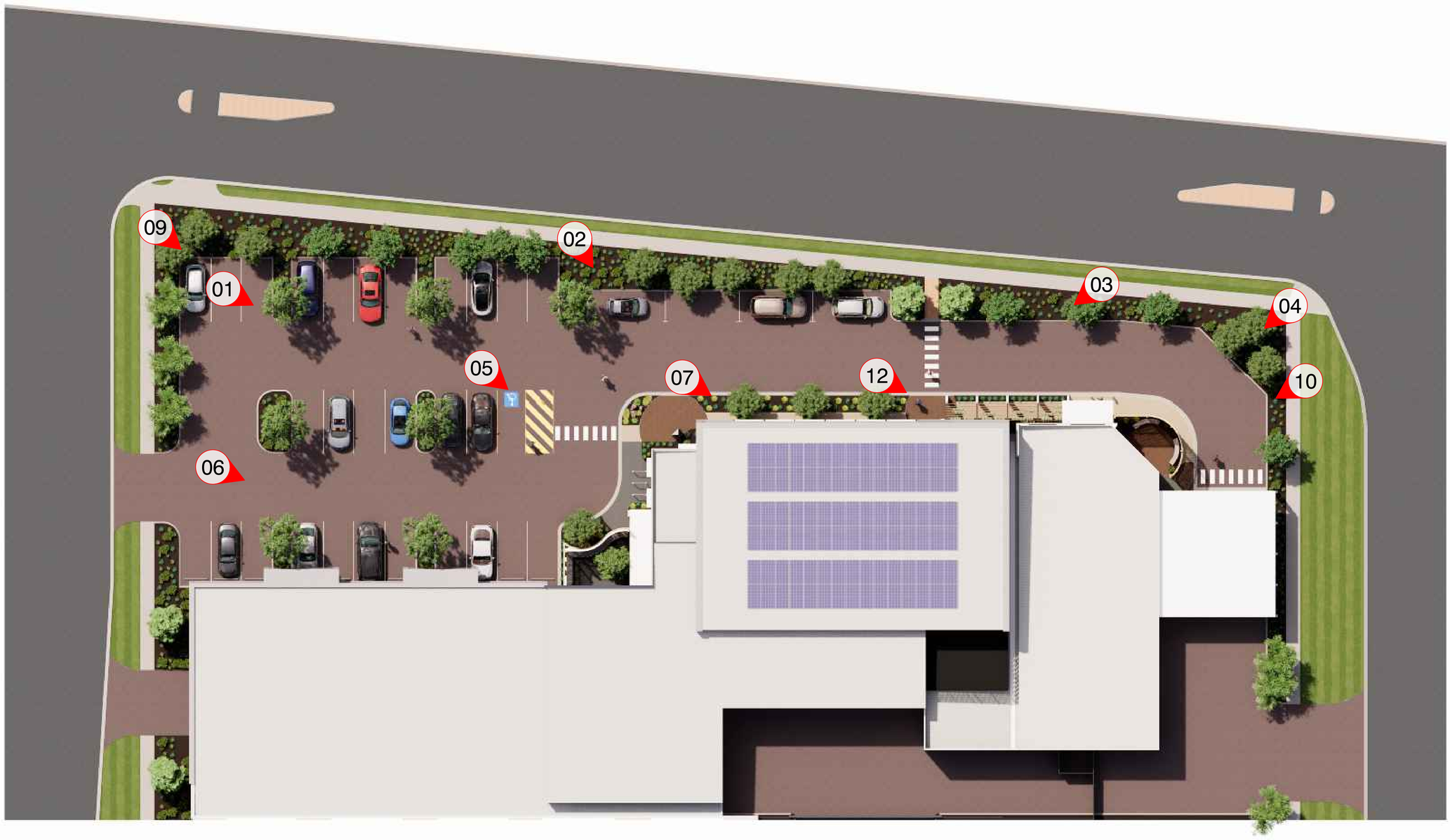


IMAGE REFERENCE PLAN

N.T.S.

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PROPOSED DEVELOPMENT

FOR FPT PTY LTD
Lots 41-48 Whatley Crescent
MAYLANDS

IMAGE REFERENCE PLAN

DRAWN	PROJECT No.
MS	0939
DATE	
2026.05.01	
SCALE	REV. / DRAWING No.
N.T.S. (A1)	SK15 / Sheet 08



VIEW 01
N.T.S.



VIEW 02
N.T.S.



VIEW 03
N.T.S.



VIEW 04
N.T.S.

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PROPOSED DEVELOPMENT

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Lots 41-48 Whatley Crescent
MAYLANDS

PERSPECTIVE VIEWS

DRAWN	PROJECT No.
MS	0939
DATE	
2026.05.01	
SCALE	REV. / DRAWING No.
N.T.S. (A1)	SK15 / Sheet 09



VIEW 05
N.T.S.



VIEW 06
N.T.S.



VIEW 06 - EVENING
N.T.S.



VIEW 07
N.T.S.

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PROPOSED DEVELOPMENT
FOR FPT PTY LTD
Lots 41-48 Whatley Crescent
MAYLANDS

PERSPECTIVE VIEWS

DRAWN	PROJECT No.
MS	0939
DATE	
2026.05.01	
SCALE	REV. / DRAWING No.
N.T.S. (A1)	SK15 / Sheet 10



VIEW 08
N.T.S.



VIEW 09
N.T.S.



VIEW 10
N.T.S.



VIEW 11
N.T.S.

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PROPOSED DEVELOPMENT

FOR FPT PTY LTD
Lots 41-48 Whatley Crescent
MAYLANDS

PERSPECTIVE VIEWS

DRAWN	PROJECT No.
MS	0939
DATE	
2026.05.01	
SCALE	REV. / DRAWING No.
N.T.S. (A1)	SK15 / Sheet 11



VIEW 12
N.T.S.

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PROPOSED DEVELOPMENT
FOR FPT PTY LTD
Lots 41-48 Whatley Crescent
MAYLANDS

PERSPECTIVE VIEWS

DRAWN	MS
DATE	2026.05.01
SCALE	N.T.S. (A1)
REV.	SK15
PROJECT No.	0939
DRAWING No.	Sheet 12

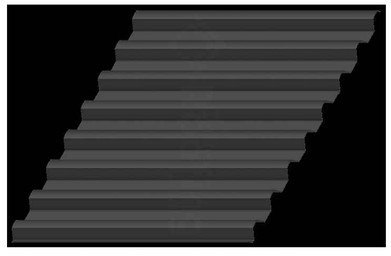
WALL FINISHES



ACRATEX RENDER - CONCRETE PANELS, CFC



MAXLINE CLADDING (C'BOND) - FEATURE WALLS



SPANDEK CLADDING (C'BOND) - FRAMED WALLS



URBANSTONE ARTISAN AURORA - FACE BRICKWORK

COLOURS (PRE-FINISHED & APPLIED)



DULUX 'ROTTNEST ISLAND'



SHALE GREY (COLORBOND)



BLUEGUM (COLORBOND)



BASALT (COLORBOND)



IRONSTONE (COLORBOND)

ROOFING FINISHES



KLIP LOK (COLORBOND) ROOFING

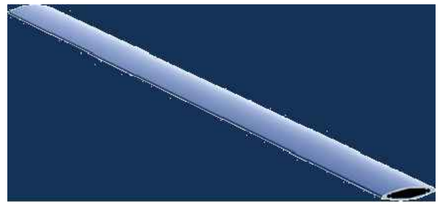


'ALASKAN CEDAR - P'COAT ALUMINIUM (TIMBER LOOK) TO PERGOLA / ARBOR

MISCELLANEOUS FINISHES



ROLLER SHUTTERS - COLORBOND



FEATURE (FIXED) LOUVRES - WHITE

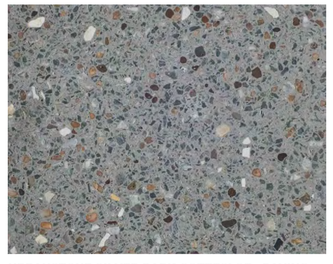
PAVING FINISHES



RED OXIDE ASPHALT - DRIVEWAYS/CARPARK



URBANSTONE AUSTRALIS COORONG - CIRCULAR PAVING FEATURE



URBANSTONE SILVER BARK COTTESLOE - PAVING



URBANSTONE WHITE ASH COTTESLOE - PAVING

NOTES:

1. REFER SITE PLAN, ELEVATIONS AND LANDSCAPING PLAN WHERE THE EXTENT AND APPLICATION OF FINISHES ARE DETAILED FURTHER.

2. MATERIALS / FINISHES ARE INICATIVE OF THE INTENT AND ARE SUBJECT TO AVAILABILITY AND MAY BE SUBSTITUTED WITH SIMILAR APPROVED SELECTIONS

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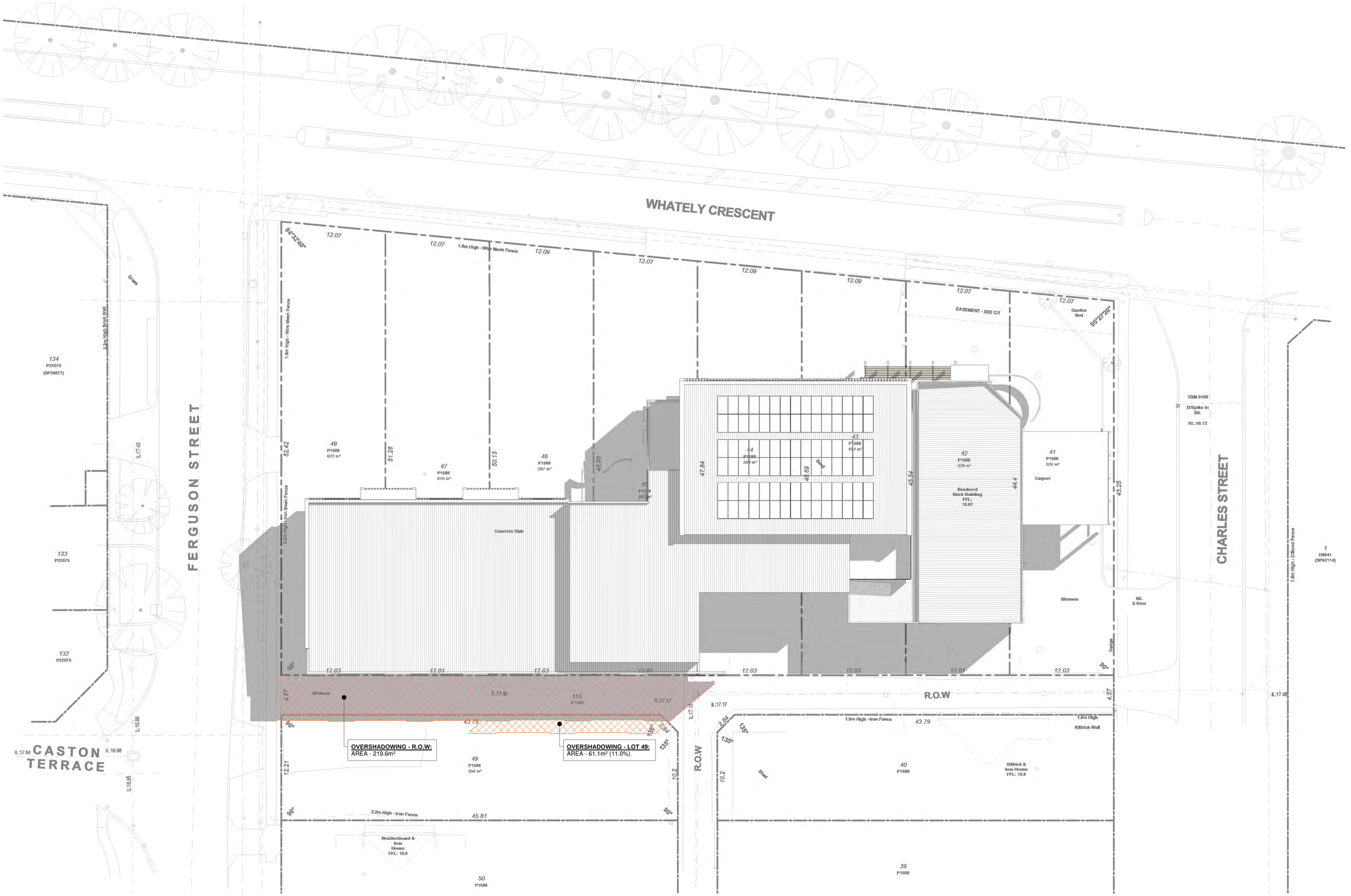
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PROPOSED DEVELOPMENT
FOR FPT PTY LTD
Lots 41-48 Whatley Crescent
MAYLANDS

MATERIALS & FINISHES

DRAWN	PROJECT No.
LM	0939
DATE	
2026.05.01	
SCALE	REV. / DRAWING No.
1:200 (A1)	SK15 / Sheet 13



OVERSHADOWING PLAN

Scale 1 : 200

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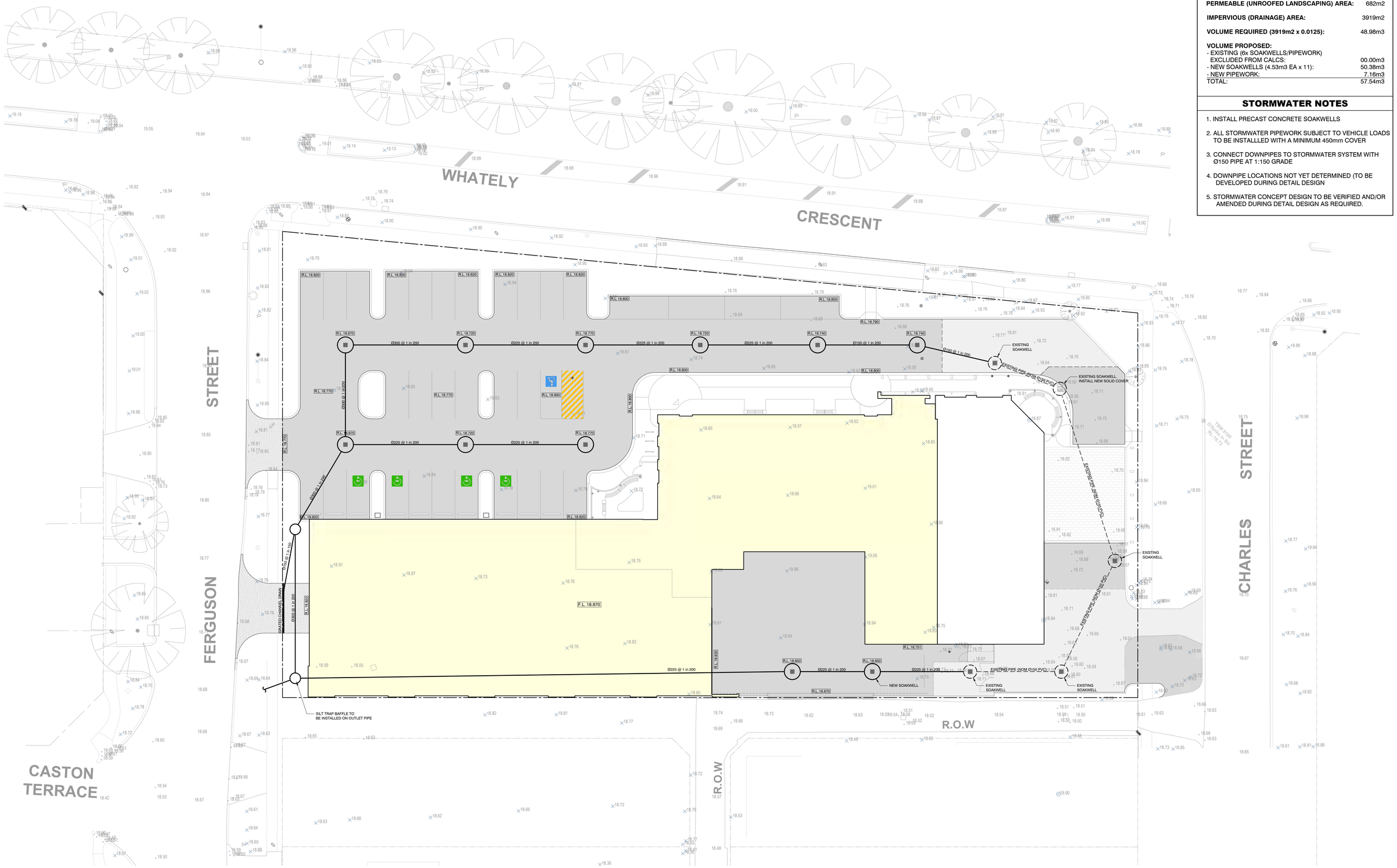
PROPOSED DEVELOPMENT FOR FPT PTY LTD Lots 41-48 Whatley Crescent MAYLANDS	DRAWN: MS	PROJECT No.: 0939	
	DATE: 2026.05.01		
Overshadowing Plan	SCALE: 1 : 200 (A1)	REV.: SK15	DRAWING No.: Sheet 14

STORMWATER CALCULATION

SITE AREA:	4,601m2
PERMEABLE (UNROOFED LANDSCAPING) AREA:	682m2
IMPERVIOUS (DRAINAGE) AREA:	3919m2
VOLUME REQUIRED (3919m2 x 0.0125):	48.98m3
VOLUME PROPOSED:	
- EXISTING (6x SOAKWELLS/PIPEWORK) EXCLUDED FROM CALCS:	00.00m3
- NEW SOAKWELLS (4.53m3 EA x 11):	50.38m3
- NEW PIPEWORK:	7.16m3
TOTAL:	57.54m3

STORMWATER NOTES

1. INSTALL PRECAST CONCRETE SOAKWELLS
2. ALL STORMWATER PIPEWORK SUBJECT TO VEHICLE LOADS TO BE INSTALLLED WITH A MINIMUM 450mm COVER
3. CONNECT DOWNPIPES TO STORMWATER SYSTEM WITH Ø150 PIPE AT 1:150 GRADE
4. DOWNPIPE LOCATIONS NOT YET DETERMINED (TO BE DEVELOPED DURING DETAIL DESIGN
5. STORMWATER CONCEPT DESIGN TO BE VERIFIED AND/OR AMENDED DURING DETAIL DESIGN AS REQUIRED.



STORMWATER CONCEPT PLAN

SCALE 1:200

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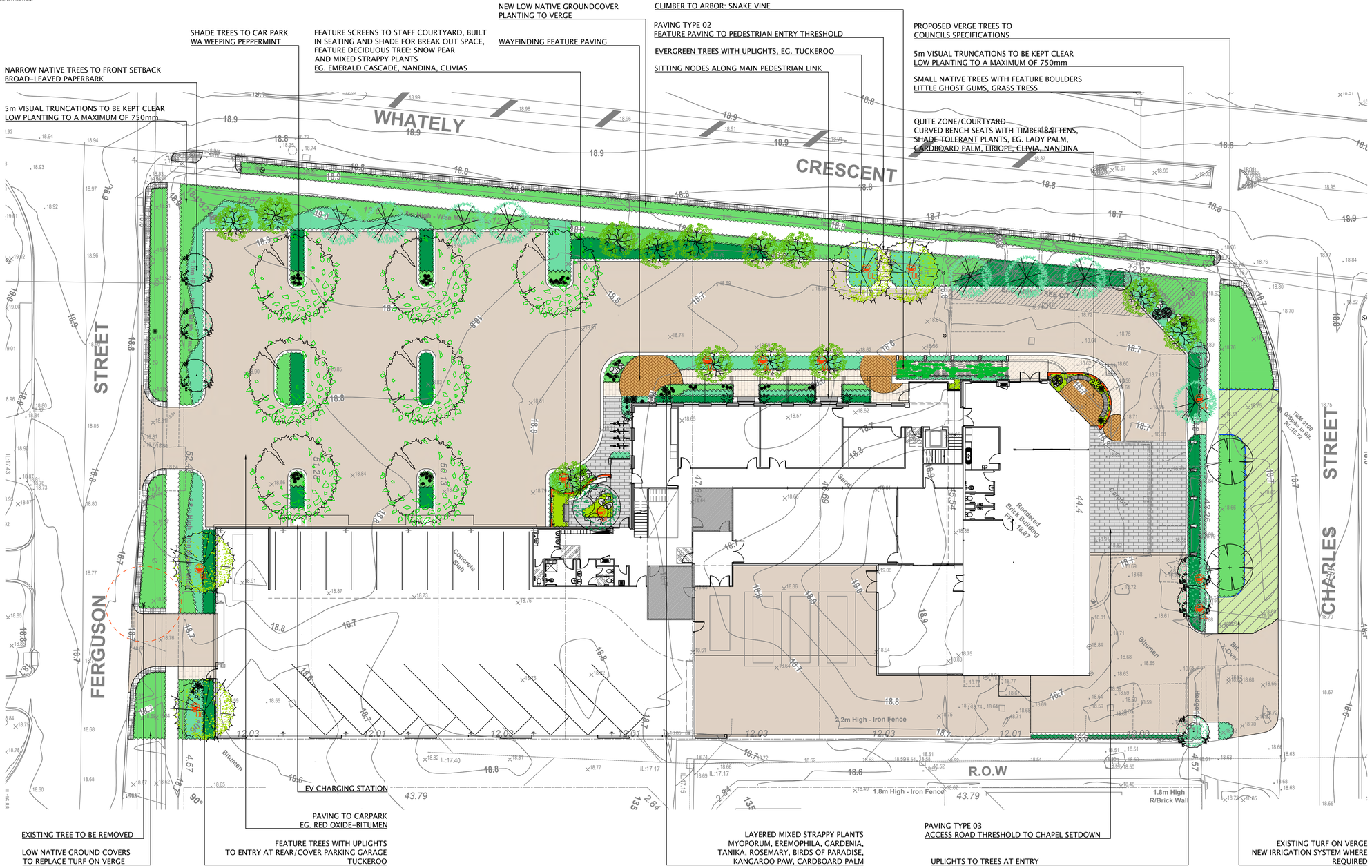
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PROPOSED DEVELOPMENT FOR FPT PTY LTD Lots 41-48 Whatley Crescent MAYLANDS	DRAWN: LM	PROJECT No.: 0939	
	DATE: 2026.05.01		
STORMWATER CONCEPT	SCALE: 1:200 (A1)	REV.: SK15	DRAWING No.: Sheet 15

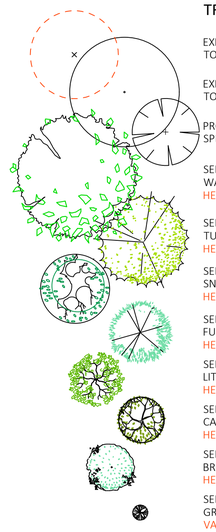
GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.



REV	DATE	DWN	APP	DESCRIPTION
B	11.12.25	GM	KD	EV CHARGING STATIONS ADDED
C	15.12.25	AC	KD	LANDSCAPE CONCEPT PLAN
D	12.04.26	KD	KD	UPDATED TO COUNCIL COMMENTS
E	14.04.26	KD	KD	TREE CANOPIES INCLUDED
F	08.05.26	AC	KD	UPDATED CONCEPT PLAN

LEGEND

TREES



EXISTING TREES TO BE REMOVED

EXISTING TREES TO BE RETAINED

PROPOSED VERGE TREES SPECIES TO BE SELECTED BY COUNCIL

SELECTED MEDIUM TREES
WA WEEPING PEPPERMINT
HEIGHT: 8m, CANOPY: 8m

SELECTED MEDIUM TREES
TUCKEROO
HEIGHT: 8m, CANOPY: 6m

SELECTED SMALL TREES
SNOW PEAR
HEIGHT: 6-8m, CANOPY: 5m

SELECTED SMALL TREES
FUCHSIA GUM
HEIGHT: 6m, CANOPY: 4m

SELECTED SMALL TREES
LITTLE GHOST GUM
HEIGHT: 8m, CANOPY: 4m

SELECTED SMALL TREES
CAPITAL PEAR
HEIGHT: 9m, CANOPY: 3m

SELECTED SMALL NATIVE TREE
BROAD-LEAVED PAPERBARK
HEIGHT: 10-12m, CANOPY: 3-4m

SELECTED FEATURE NATIVE TREE
GRASS TREE
VARIES: HEIGHT: 1-3m CANOPY: 1-2m

FEATURE PLANTS

SELECTED ACCENT/FEATURE PLANTING
KANGAROO PAW, BIRDS OF PARADISE, CADBOARD PALM

PLANTING

PLANTING TYPE 01
GROUNDCOVERS

PLANTING TYPE 02
SHRUBS

PLANTING TYPE 03
STRAPPY/MIXED

PLANTING TYPE 04
SHADE PLANTING

EXISTING TURF
NEW IRRIGATION SYSTEM REQUIRED

ORGANIC MULCH ONLY
300mm DEEP TO COUNCIL REQUIREMENTS

SURFACE TREATEMENT

PAVING TYPE 01 - FEATURE
BRICKS ARRANGED IN CIRCULAR LAY PATTERN
EG. AUSTRALIS COORONG 230 x 110 x 73mm

PAVING TYPE 02 - PEDESTRIAN
EG. WHITE ASH COTTESLOE MILLED 600 x 300 x 60mm
STANDARD PAVE BY URBANSTONE

PAVING TYPE 03 - STAFF/SETDOWN
EG. SILVER BARK COTTESLOE MILLED 600 x 300 x 60mm
STANDARD PAVER BY URBANSTONE

PAVING TYPE 04
EG. RED-OXIDE BITUMEN

LIGHTING

UPLIGHT TO TREE PLANTING
INDICATIVE LOCATION ONLY

MISC

FEATURE SCREENING TO COURTYARDS
NOTE: FINAL DETAIL BY ARTIST

BENCH SEAT TYPE 01
EG. WANDIN CURVED CONCRETE BENCH WITH TIMBER BATTENS (MEDIUM CURVED MODULE)

BENCH SEAT TYPE 02
EG. WANDIN SEAT WITH BACK MOUNTED ON PLINTH

BENCH SEAT TYPE 03
EG. CURVED BENCH SEAT - BRICK TO MATCH FEATURE BRICK IN LIGHT BEIGE

REFER TO PAGE 102 FOR PLANTING SCHEDULE, IMAGES AND NOTES

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS APPROVED BY CLIENT AND REVISED '0' ISSUED FOR CONSTRUCTION

WHATLEY CRESCENT OFFICES & FUNERAL PARLOUR

LANDSCAPE CONCEPT PLAN

DA SUBMISSION

kdla.
kelsie davies
landscape architecture
Karrinyup WA 6018
mob: 0450 965 569
email: kelsie@kdla.com.au

JOB No. 0606 PAGE 101 REV F

0 1 2 4 6 10 20m
SCALE 1:200 @A1

ERCEG MCINTYRE C/O- VAER DESIGN
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3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.

TREES

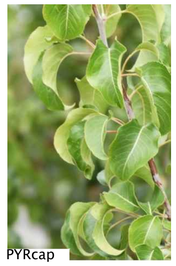

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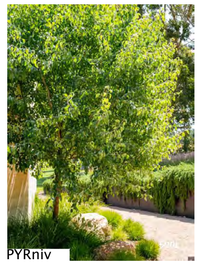

CUPana


EUCfor


EUCvic


MELqui


PYRcap


PYRniv


XANpre

GROUNDCOVERS


ACAsal


CAScou


EREblu


HIBsca


MYOpar


ROSpro

STRAPPY


DIAbla


DIAeme


DIAtas


LOMtan

SHRUBS


CARmac


CONsto


GARwhi


KALsil


OLEaxi


PITmis


RHAori


ROSoff


WESgre

SHADE PLANTING


DICrep


DICsil


LIReme


LIRmun


LIRjus


MURpan


NANdom


PHIxan


SANzey


VIOhed

FEATURE PLANTS


AGAatt


ANIhum


ARTcir


CLImin


RHAori


STRreg


ZAMfur

SURFACE TREATMENT
PRECEDENT IMAGES


PAVING TYPE 01
BRICKS ARRANGED IN CIRCULAR LAY PATTERN
EG. AUSTRALIS COORONG
230 x 110 x 73mm
BY URBANSTONE


PAVING TYPE 02
EG. WHITE ASH COTTESLOE MILLED
600 x 300 x 60mm
STANDARD PAVE
BY URBANSTONE


PAVING TYPE 03
EG. SILVER BARK COTTESLOE MILLED
600 x 300 x 60mm
STANDARD PAVER
BY URBANSTONE


PAVING TYPE 04
EG. RED-OXIDE BITUMEN

SCREEN PANEL
PRECEDENT IMAGE


FEATURE SCREENING TO COURTYARDS
NOTE: FINAL DETAIL BY ARTIST
EG. PERFORATED STEEL PANEL IN CORTEN

BENCH SEATS
PRECEDENT IMAGES


BENCH SEAT 01
EG. WANDIN CURVED CONCRETE BENCH WITH TIMBER BATTENS


BENCH SEAT 02
EG. WANDIN SEAT WITH BACK MOUNTED ON PLINTH


CURVED BENCH SEAT
EG. BRICK TO MATCH FEATURE BRICK IN LIGHT BEIGE

REV	DATE	DWN	APP	DESCRIPTION
A	.....	GÃ	..	SOTSAE ARSAE ALETTE
B	.....	AÃ	KD	SOTSAE ARSAE ALETTE
C	12.04.26	KD	KD	RESSE OR A ALATON
D	14.04.26	KD	KD	ATE L ETS

PLANTING SCHEDULE

Symbol	Species	Common Name	Quantities	Size
Trees:				
AGOfle	Agonis flexuosa	WA Peppermint Tree	As Shown	100L
CUPana	Cupaniopsis anacardioides	Tuckeroo	As Shown	200L
EUCfor	Eucalyptus forrestiana	Fuchsia Gum	As Shown	100L
EUCvic	Eucalyptus victrix	Little Ghost Gum	As Shown	150L
MELqui	Melaleuca quinquenervia	Broad-leaved Paperbark	As Shown	100L
PYRcap	Pyrus calleryana 'Capital'	Ornamental Pear	As Shown	100L
PYRniv	Pyrus nivalis	Snow Pear	As Shown	100L
XANpre	Zanthotthoe preissii	Grass Tree	As Shown	MTP
Groundcovers				
ACAsal	Acacia saligna prostrate	Springtime Cascade Wattle	2/m2	140mm
CAScou	Casuarina glauca 'Cousin It'	Cousin It	2/m2	140mm
EREblu	Eremophila 'Blue Horizon'	Blue Horizon	2/m2	140mm
HIBsca	Hibbertia scandens	Snake Vine	2/m2	140mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	2/m2	140mm
ROSpro	Rosmarinus officinalis 'Prostratus'	Creeping Rosemary	2/m2	140mm
Strappy:				
DIAbla	Dianella tasmanica 'Blaze'	Blaze	3/m2	140mm
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	140mm
DIAtas	Dianella tasmanica 'Destiny'	Dianella	3/m2	140mm
LOMtan	Lomandra 'Tanika'	Tanika	3/m2	200mm
Shrubs:				
CARmac	Carissa macrocarpa 'Desert Star'	Natal Plum	2/m2	200mm
CONsto	Conospermium stoechadis	Smokebush	2/m2	200mm
GARwhi	Gardenia 'White Goddess'	Gardenia	2/m2	200mm
KALsil	Kalanchoe 'Silver Spoon'	Silver Spoon	3/m2	140mm
OLEaxi	Olearia axillaris	Coastal Daisy	3/m2	200mm
PITmis	Pittosporum tobira 'Miss Muffet'	Miss Muffet	3/m2	200mm
RHAori	Rhaplolepsis 'Oriental Pearl'	Dwarf Indian Hawthorn	2/m2	200mm
ROSoff	Rosmarinus officinalis	Rosemary	2/m2	140mm
WESgre	Westringia 'Grey Box'	Grey Box	3/m2	200mm
Shade Planting:				
DICrep	Dichondra repens	Kidney plant	2/m2	140mm
DICsil	Dichondra 'Silver Falls'	Silver Falls	2/m2	140mm
LIReme	Liriope 'Emerald cascade'	Liriope	3/m2	140mm
LIRjus	Liriope 'Just Right'	Liriope	3/m2	140mm
LIRmun	Liriope munros white	Liriope	3/m2	140mm
MURpan	Murraya peniculata min-a-min	Mock Orange Dwarf	2/m2	140mm
NANdom	Nandina domestica 'Firt'	Nandina	3/m2	140mm
PHIxan	Philodendron Xanadu	Xanadu	3/m2	140mm
SANzey	Sansevieria zeylanica	Mother-in-law's Tongue	3/m2	140mm
VIOhed	Viola hederacea	Native Violet	3/m2	200mm
Feature Plants:				
AGAatt	Agave attenuata	Foxtail	As Shown	12L
ANIhum	Anigozanthos humilis	Kangaroo Paw	As Shown	12L
ARTcir	Arthropodium cirratum	Renga lily	As Shown	12L
CLImin	Clivia miniata	Bush Lily	As Shown	12L
RHAexc	Raphis Palm	Lady Palm	As Shown	12L
STRreg	Strelitzia reginea	Bird of Paradise	As Shown	12L
ZAMfur	Zamia furfuracea	Cardboard Palm	As Shown	12L

NOTES

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kdla.
kelsie davies
landscape architecture

WHATLEY CRESCENT OFFICES & FUNERAL PARLOUR
LANDSCAPE CONCEPT IMAGES: SOFTSCAPE + HARDSCAPE PALETTE

DA SUBMISSION

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ERCEG MCINTYRE C/O- VAER DESIGN
290 WHATLEY CRESCENT, MAYLANDS

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Planning Report



Development Application for Office & Funeral Parlour

Lots 41 – 48 on Plan 1588
Whatley Crescent
Maylands

Prepared by Edge Planning & Property for FPT Pty Ltd
www.edgeplanning.com.au
December 2025

Document Set ID: 5040610
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1	Assessment of Development Application against Clause 67(2) of deemed provisions in *Planning and Development (Local Planning Scheme) Regulations 2015*	

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1. INTRODUCTION

The purpose of this report is to explain the Development Application submitted by VAER Design for FPT Pty Ltd for a proposed office and funeral parlour, and to set out the planning merits of the proposal. The Development Application is supported by associated plans and technical reports.

The report includes the following:

- Context and background on the site;
- Overview of planning framework;
- Setting out the development proposal; and
- Planning considerations and planning justification.

The application site, to be called the 'site', is Lots 41 – 48 Whatley Crescent, Maylands.

Development approval is sought for an office and funeral parlour with associated vehicular accessways, parking and landscaping. This Development Application does not propose signage which will be subject to a separate Development Application (unless it is exempt signage).

The report demonstrates that the proposed development is consistent with the planning framework and the principles of orderly and proper planning. The design has been informed through the City's Design Review Panel. The design addresses the desired built form and character outcomes for the locality.

2. BACKGROUND

2.1 Context

The site is located in Maylands and is approximately 5 kilometres north-east from the Perth central business district.

The site is zoned 'General Industry' and there are various uses in the locality. To the north-east, east and south-east of the site are residential dwellings with an R40 density code.

2.2 Cadastral details

Cadastral details for the site are summarised below in Table 1.

Table 1 – Cadastral Details
Lot 41 on Plan 1588 (No. 302) Whatley Crescent, Maylands – 527m^2
Lot 42 on Plan 1588 (No. 302) Whatley Crescent, Maylands – 540m^2
Lot 43 on Plan 1588 (No. 300) Whatley Crescent, Maylands – 555m^2
Lot 44 on Plan 1588 (No. 298) Whatley Crescent, Maylands – 569m^2
Lot 45 on Plan 1588 (No. 296) Whatley Crescent, Maylands – 582m^2
Lot 46 on Plan 1588 (No. 294) Whatley Crescent, Maylands – 596m^2
Lot 47 on Plan 1588 (No. 292) Railway Parade, Maylands – 609m^2
Lot 48 on Plan 1588 (No. 290) Railway Parade, Maylands – 623m2

2.3 Physical characteristics

The site:

- Contains an existing funeral parlour and chapel on Lots 41 and 42 with the remaining lots cleared and vacant;
- Is bound by Charles Street, Whatley Crescent, Ferguson Street and a right of way;
- Contains existing crossovers to Charles Street, Whatley Crescent and Ferguson Street;
- Is gently sloping with a height ranging from 20m AHD – 24m AHD;
- Has a moderate to low risk of acid sulphate soils;
- Is not classified as a contaminated site on the DWER register; and
- Was previously used for industrial, storage and commercial purposes.

2.4 Services

The site is serviced with reticulated (scheme) water, reticulated sewerage, power, telecommunications, and drainage.

The site has road frontages on three sides – Charles Street, Whatley Crescent and Ferguson Street.

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2.5 Heritage

The Department of Planning, Lands and Heritage's Aboriginal Heritage Inquiry System at https://maps.daa.wa.gov.au/ahis/ shows there are no registered sites of Aboriginal significance on the subject land.

Landowners and land developers have an obligation under the *Aboriginal Cultural Heritage Act 2021* to protect places and objects in Western Australia that are important to Aboriginal people because of the connections to their culture.

The site does not contain any structure or place of non-indigenous heritage significance on the City of Bayswater Heritage Survey or on the City's Heritage List.

2.6 Technical reports

The Development Application is supported by various technical reports and plans including a Traffic Impact Statement, Environmental Noise Assessment, Waste Management Plan, Stormwater Concept Plan, Landscape Concept Plan and Site Classification.

3. PLANNING FRAMEWORK

3.1 Overview

This section will outline how the proposed office and funeral parlour suitably address relevant legislation, planning policies, strategies, plans and the *City of Bayswater Local Planning Scheme No.24* (LPS24). These documents consider key planning, environmental, servicing and economic development matters.

3.2 State planning framework

The following legislation, strategies and policies are of relevance to the Development Application:

- *Planning and Development Act 2005;*
- *Planning and Development (Local Planning Schemes) Regulations 2015*;
- *State Planning Strategy 2050* - sets a broad strategic plan for Western Australia built on sustained growth and prosperity. The Strategy highlights the importance of job creation, economic diversity, and supports developing strong and resilient communities and regions;
- *State Planning Policy 1 State Planning Framework Policy*;
- *State Planning Policy 2 Environment and Natural Resources*;
- *State Planning Policy 2.9 Water Resources;*
- *State Planning Policy No. 3 Urban Growth and Settlement;*
- *State Planning Policy 5.4 Road and Rail Noise* – while the site is within the trigger distance, the development is not a noise-sensitive land use and/or development;
- *State Planning Policy 7.0 Design of the Built Environment;* and
- *Government Sewerage Policy* – the property is connected to the reticulated sewerage system.

Attachment 1 assesses the proposal against the *Planning and Development (Local Planning Schemes) Regulations 2015* in Clause 67(2) of the Deemed Provisions.

3.3 Metropolitan and regional planning framework

3.3.1 Metropolitan Region Scheme

The property is zoned 'Urban' in the Metropolitan Region Scheme.

3.3.2 Perth and Peel @ 3.5 million

The framework allocates the site as 'Urban - developed'. The framework promotes economic development including commercial development. The framework recognises the importance of community services, business development and job creation.

3.3.3 Central Sub-regional Planning Framework

The framework classifies the site within the 'Urban Corridor'. The framework supports increased job creation and employment self-sufficiency in the sub-region.

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3.4 Local planning framework

3.4.1 City of Bayswater Local Planning Scheme No. 24

The site is zoned 'General Industry'. Sections of LPS24, relevant to the Development Application, include:

- Scheme objectives are set out in Clause 1.6;
- Table 1 sets out the Zoning Table. Office and funeral parlour are both 'D' (discretionary) uses in the General Industry zone. Accordingly, the Metro Inner District Development Assessment Panel has discretion to approve a Development Application for an office and funeral parlour on the property;
- Table 2 – Development Standards Requirements;
- Table 3 – Parking Requirements;
- Clause 8.6 Development – Industrial sets out standards including the need for screening where industrial land adjoins residential land, design, landscaping and service areas;
- Appendix 1 defines office as: *"office"* means premises used for administration, clerical, technical, professional or other like business activities; and
- Appendix 1 defines funeral parlour as: *"funeral parlour"* means premises used to prepare and store bodies for burial or cremation.

Table 2 assesses the application against LPS24 (see Section 5.12).

3.4.2 Local Planning Strategy

The Local Planning Strategy Map (Figure 1) does not include the site within a Planning Area. The site is however, conveniently located between the Maylands District Centre and the Meltham Station Precinct. The Strategy supports enhancing community facilities, job creation and diversifying the economic base.

3.4.3 Local Planning Policies

There are various adopted local planning policies of relevance to the Development Application including:

- *Landscaping;*
- *Sustainability in Design;*
- *Percentage for Public Art;* and
- *Trees on Private Land and Street Verge.*

The local planning policies have guided the Development Application. Relevant matters are further discussed in this report.

3.4.4 City of Bayswater Council Plan 2025-2035

The Council Plan sets the community's vision for the future and it is the principal strategic guide for the Council's future planning and activities. The City's vision is:

'Growing a connected, innovative, sustainable City'

The proposal is consistent with the Council Plan including that it supports a strong and diversified economy, it supports local job creation, provides a quality built design and supports increased green spaces.

3.5 Planning framework implications for the Development Application

Common themes of the policies, strategies, plans and LPS24 and their implications for the Development Application include:

- Addressing land use compatibility;
- Addressing key environmental assets;
- Addressing landscape impact and promoting good design;
- Supporting sustained growth, job creation, value-adding and economic development;
- Supporting local communities and local economies;
- Appropriate servicing including addressing stormwater management; and
- Addressing traffic safety and suitability of access.

Based on the above, the Development Application is consistent with the planning framework and is consistent with the principles of orderly and proper planning.

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4. DEVELOPMENT PROPOSAL

4.1 Overview

Development approval is sought for an office and to extend the funeral parlour. Details are provided with the architectural plans. These include a site plan, floor plans, perspectives, elevations and a landscape concept plan.

The existing funeral parlour and chapel will be retained. The proposed development will incorporate an office and funeral parlour with ancillary development. The following is proposed:

- The office will accommodate 25 permanent staff plus as-required casual staff who will work part time hours. It is estimated that the maximum number of staff on site at any time will be 30;
- A funeral parlour which includes a reception/office, reception area, viewing room, meeting rooms, body preparation area, fridges, toilets and parking for long vehicles (including hearses);
- Parking for hearses and other funeral vehicles enables the loading/unloading of a body to be undertaken within the building. This will ensure that the body is not seen by the public at any point; and
- The expected funeral parlour operating hours are between 9.00am to 4.00pm Monday to Friday.

There will be no crematorium on the site.

4.2 Buildings

The proposed building is well designed with high aesthetics. In particular:

- The development will be a significant enhancement of the site compared to former development which has included industrial, storage and commercial;
- The building incorporates a mix of single storey and double storey development;
- The modest roof lines will enhance yet sit comfortably within its context;
- The height and aesthetic quality of the built form look is contemporary;
- Materials and colours synonymous with Australian Architecture (Colourbond, Corten Steel, hardwood timber and expressed aggregate paving, natural colour tones) will be used to help visitors feel comfortable in a familiar surround;
- The development works in unison with the natural landscape of the site;
- The development is clear and legible;
- The canopy clearly defines a set-down zone; and
- The development will include public art that is located in a high-profile/publicly visible location to address Council policy.

4.3 Landscaping and open space

There is currently no landscaping and green canopy over most of the site. The proposal will introduce considerable well-designed landscaping and if required could include additional street trees. A Landscape Concept Plan, from Kelsie Davies Landscape Architecture, is provided with the Development Application.

4.4 Vehicles, access and parking

There are currently a number of existing crossovers to the property from Whatley Crescent, Ferguson Street and Charles Street. The Development Application will enhance safety through removing the crossovers to Whatley Crescent. The submitted plans show vehicle access is limited to Ferguson Street and Charles Street.

The plans shows a total of 57 bays. This consists of 33 external carparking bays, 10 internal bays and parking for 14 long commercial vehicles. A loading zone for service and commercial vehicles is located internally.

The layout will ensure vehicles will enter and leave the site in a forward gear. The swept path analysis from Shawmac in the Traffic Impact Statement demonstrates there is adequate room for manoeuvring.

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Further details are outlined in Section 5.8 and in the Traffic Impact Statement by Shawmac.

Pedestrian pathways will be universally accessible with gentle ramping integrated into the hard landscaping where a change in floor level is required.

4.5 Stormwater

There is a need to detain stormwater on site before connection to the City's drainage network. In support, a Stormwater Concept is provided.

4.6 Construction management

It is recognised there is a need to address sediments, noise and dust, to control environmental incidents and to ensure there are contingency procedures during construction.

It is expected the City will require preparation and implementation of a Construction Management Plan.

4.7 Signage

Signage is not a part of this Development Application. Signage will be separately addressed via a separate future Development Application unless it is exempt signage.

5.0 PLANNING CONSIDERATIONS AND PLANNING JUSTIFICATION

5.1 Overview

This section brings together an assessment of the site's attributes and the planning framework in considering key planning matters and justifying the Development Application.

In addition to matters already set out in this report and in the architectural plans and technical reports, the planning justification for the office and funeral parlour are outlined below. In summary, the site is suitable and capable for the office and funeral parlour. The application is consistent with the requirements of orderly and proper planning.

The office will create and support jobs including with construction, operations, cleaning and maintenance. The funeral parlour will provide a valuable service to the local community and to surrounding areas.

5.2 Use consistent with office and funeral parlour

The proposed development is consistent with the LPS24 definition of 'office' and 'funeral parlour' (refer to Section 3.4.1 of this report). The Metro Inner District Development Assessment Panel has discretion to approve these uses on the site.

5.3 Planning suitability for funeral parlour and office

The site is suitable for office and funeral parlour for reasons including:

- It is consistent with the planning framework;
- The uses are compatible with adjoining uses;
- It is consistent with LPS24 requirements for the General Industry zone including objectives, standards and land use permissibility;
- The site is not within a bushfire prone area;
- All impacts associated with the development will be contained on the site;
- The development is located on cleared land;
- There are minimal landscape considerations noting proposed landscaping;
- The development will be appropriately serviced;
- The site has convenient access to the district road network and vehicular access will be to/from Charles Street and Ferguson Street;
- Traffic impacts will be manageable, and traffic can readily be accommodated on local roads;
- Vehicles will enter and leave the site in a forward gear and unloading/loading will occur on-site;
- It will enhance the site which has been neglected for many years. The

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proposed development will improve the area's amenity;
- It will bring considerable new investment to the locality including creating jobs through construction and ongoing job creation; and
- The proposal will complement Maylands and the district, increasing its overall viability, vitality and prosperity.

Further details relating to the site's suitability for the proposed office and funeral parlour are outlined in this section and summarised in Table 3.

Based on the planning framework, site context and site features, the site is well-suited for an office and a funeral parlour.

5.4 Compatibility with adjoining and nearby land uses

The proposed office and funeral parlour are compatible with adjoining and nearby land uses. The reasons include:

- The office and funeral parlour are compatible within the local context. Office and funeral parlour are both a 'D' (discretionary) use within the General Industry zone;
- Potential noise emissions associated with the funeral parlour are considered insignificant compared to the noise generated by traffic on Whatley Crescent;
- Proposed operating hours are 9.00am to 4.00pm Monday to Friday;
- Lighting and light spill can be controlled to the satisfaction of the City;
- No expanded chapel is proposed;
- There is a requirement for operators to appropriately manage their operation and control their impacts on their own property in accordance with standard practice and legal principles; and
- Conditions imposed by the City through the development approval will assist to control the impacts of the office and funeral parlour.

Given the above, the proposed office and funeral parlour will provide for the safety and amenity of surrounding land uses. Accordingly, the site is suitable and capable of accommodating the development based on the zoning, context and site characteristics.

It is highlighted there will be no crematorium on site.

5.5 Design and landscape

5.5.1 Overview

For several years the site has been vacant, apart from the funeral parlour and chapel on Lots 41 and 42. Previously, the site was used for industrial, storage and commercial purposes.

The proposed design is compatible with nearby development. The proposed development is consistent with height requirements, and provides a development that is of a bulk and scale appropriate for the surrounding area. The overall design of the building is of a high quality. It has contemporary architectural form that has a sensitivity to the materiality and detail of the design, which provides an appropriate yet sensitive civic response to space.

The development will provide a high level of internal and external amenity for occupants, visitors and neighbours. There are a range of features/factors that contribute to the amenity, including:

- Vehicle access is from Ferguson Street and Charles Street;
- Public spaces are clearly defined and allow for appropriate separation from staff work areas;
- Public areas include generous natural lighting;
- The mortuary area allows for high level of privacy/screening/security;
- The loading area is well protected from wind and rain elements;
- The development proposes generous amenities to promote the comfort of visitors;
- The development aims to work in unison with the natural landscape of the site. The street frontage will use soft and hard landscaping, a natural yet bold material palette and modest roof

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lines to enhance yet sit comfortably within its context;
- The development will not create any overlooking or overshadowing noting the site adjoins a laneway; and
- The development will include public artwork.

The proposed development provides for a built form that is consistent with and enhances the surrounding business land uses. Accordingly, it is not out of place or inconsistent with the type and style of development to be expected in such locations. The development has a high quality architectural finish, with materiality which is sympathetic to the surrounding area. Accordingly, the development is appropriate for the site.

5.5.2 Built form/design

Some of the key built form/design considerations and outcomes include:

- The built form is consistent and complementary to the area;
- Buildings are well setback from Whatley Crescent and present as a well-balanced development;
- The development does not seek to optimise building ratio, but it values generous comfortable spaces;
- The built forms connect with landscaped spaces, promoting their use and creating a comfortable social atmosphere;
- The design incorporates modest roof lines to enhance yet sit comfortably within its context;
- The spaces have been designed with functionality in mind. The sizes and arrangement of spaces relate effectively together in a way that promotes an efficient operation and ease of use. Spaces that may need to be expanded in the future have been arranged to allow for convenient expansion;
- Intended construction methods and materials will facilitate future flexibility;
- The proposed building materials are durable and low maintenance, while offering a high standard of finish;
- The bulk and scale of the development are appropriate for the site and are consistent with the objectives of the zone;
- Storage areas will be screened from public view; and
- The development is consistent with the intended character of the locality.

5.5.3 Landscaping

High quality landscaping is proposed. There is an opportunity to create a place of comfort and reflection. There are also opportunities to enhance local landscapes when viewed from Whatley Crescent and Ferguson Street.

The Landscape Concept Plan, by Kelsie Davies Landscape Architecture, will enhance the site and area. The Landscape Concept Plan outlines species which will add to the area's natural diversity. The landscaping treatment is generous and is also integral to the proposed stormwater treatment. The landscaping will complement water management objectives.

The broad concept is:

- To increase the number of trees and shrubs compared to current situation;
- To provide generous landscaping which exceeds the minimum requirement for a commercial site;
- To provide a strong focus on the use of local native and waterwise species; and
- For hard landscaping to employ materiality familiar to Western Australia and will include elements such as exposed aggregate pathways and Corten raised planters.

It is expected that the Metro Inner District Development Assessment Panel will require the implementation of a landscape plan as a condition of development approval.

5.6 Bushfire and fire management

The site is located outside of the bushfire prone area. It is additionally noted that there will be a low-fuel area around the building and the site is serviced by reticulated water and hydrants.

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Additionally, fire extinguishers will be provided in the development.

5.7 Environmental impact

5.7.1 Overview

It is expected there will be no off-site environmental impacts associated with the office and funeral parlour. For instance:

- The site has previously been cleared of native vegetation;
- There will be an increase in tree canopy compared to the current situation;
- The development will be appropriately serviced;
- Noise, dust and stormwater can be effectively managed;
- It is expected a Construction Management Plan will be required as a condition of development approval; and
- It is expected that implementation of the Waste Management Plan will be required as a condition of development approval.

The development will include a range of sustainable features and elements. They include:

- Water sensitive plant selections;
- Installation of fixtures and fittings that are energy efficient, and water saving;
- Plenty of natural light to reduce reliance on artificial lighting;
- Openings have been placed under exaggerate eaves to promote beneficial solar gain in winter and light access in summer;
- The selection of materials that strongly consider longevity and maintenance;
- Framed construction to areas that may require future flexibility thereby improving long term sustainability;
- The inclusion of solar panels and batteries. The roof will be designed structurally to be able to accommodate PV cells, and the electrical system will be designed to integrate solar; and
- The connection of the development to the reticulated sewerage system.

5.7.2 Noise management

An Environmental Noise Assessment has been prepared by Lloyd George Acoustic. This concludes that subject to providing a suitable 1.8m high fence on the south-east boundary, that the development will comply with the *Environmental Protection (Noise) Regulations 1997* prescribe standards for noise emissions.

The proposed form of construction plus operating days and hours will ensure that noise impacts are suitably addressed.

5.8 Access and carparking

5.8.1 Overview

The site is approximately 350m from the Meltham railway station. The area is also adequately serviced by buses.

The site has convenient access to the district and regional road network.

Access to and from the site is currently via existing crossovers on Whatley Crescent, Charles Street and Ferguson Street.

To inform the Development Application, a Traffic Impact Statement has been prepared by Shawmac. The Traffic Impact Statement raises limited issues which can be readily mitigated.

The Traffic Impact Statement sets out the proposed office and funeral parlour can suitably address traffic impacts and safety. This includes the location of the crossovers.

The site is highly accessible and is a flat site ideally suited to people with disabilities, the elderly and others.

5.8.2 Access

Vehicle access to and from the site will be provided via two crossovers to Ferguson Street and a crossover to Charles Street. The design of the crossovers will facilitate the safe and efficient movement of traffic.

Site access and on-site manoeuvrability will cater for hearses, other funeral vehicles and for delivery vehicles. Swept path

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analysis has been undertaken to demonstrate how hearses and delivery vehicles can suitably enter and leave the site in a forward gear.

5.8.3 Traffic Impact Statement

To support the Development Application, a Traffic Impact Statement has been prepared by Shawmac. The Transport Impact Statement concludes:

- The existing road network has sufficient capacity to accommodate the traffic generated by the development;
- Adequate sight distance is available from the proposed crossovers;
- Based on LPS24 requirements, the minimum parking requirement is 51 bays. The proposed 57 bays satisfies LPS24 requirements;
- All car parking demand will be accommodated on-site;
- A swept path analysis shows that the internal layout is suitable;
- The site is well serviced by trains, buses and a path network; and
- The crash history does not indicate any issues with the road network that will be significantly changed by the introduction of additional traffic.

5.8.4 Parking

All parking associated with the development will be contained on site in the generous parking areas. The site plan shows 57 car parking bays which addresses LPS24 requirements. The development includes the required number of ACROD bays.

The vehicle parking bays comply with AS 2890.1:2004 (off-street parking) and AS2890.6 (street parking for disabilities).

The location of disabled parking bays offers a short and safe entry experience for the vulnerable.

5.8.5 Pedestrians and cyclists

There are opportunities for some staff trips to be made by walking and cycling. There are also opportunities to install bicycle racks on the site.

The pedestrian pathways connect to the City's pedestrian network.

5.9 Services

Further to Section 2.4, the proposed development will be appropriately serviced.

5.10 Stormwater management

A stormwater drainage concept plan (stormwater plan) is provided with the Development Application. The stormwater plan demonstrates the site can appropriately detain and treat the stormwater for relevant rainfall events.

In particular, the stormwater plan demonstrates that post-development volumes of water run-off can be sufficiently detained on-site to meet pre-development conditions.

The stormwater plan will be refined through detailed design as a condition of development approval. Implementation of the stormwater plan is intended to maintain the capacity of local drains.

In support of the stormwater plan, UTS Soiltec prepared a Site Classification which classified the soils as 'A'.

5.11 Waste Management

The development will be appropriately serviced by waste and recycling bin pickups. The proponent will seek to reduce the need for waste and to promote recycling. In support, a Waste Management Plan has been prepared by Talis Consultants.

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Table 2 – Assessment of proposal against LPS24 provisions	
Relevant objectives and provisions	Compliance
Land use permissibility - office	Yes: 'D' (discretionary) use in the General Industry zone.
Land use permissibility – funeral parlour	Yes: 'D' (discretionary) use in the General Industry zone.
Front boundary setback (13.5 metres) – Table 2	Yes. Only a small section of the building protrudes into the setback area. The averaged front setback is far greater than 13.5m.
Side boundary setback for offices (0 metres) – office: Table 2	Yes
Rear setback (0 metres) for office: Table 2	Yes
Landscaping for office (Table 2): 10% of lot area. 2m strip provided to street frontage	Yes
Carparking for office: Table 2 – 4 bays per 100m^2 of GLA.	Yes
Industrial building standards – façade (clause 8.6.7)	Yes
Refuse, storage and service areas – clause 5.6.10	Yes

5.12 City of Bayswater Local Planning Scheme No. 24

Table 2 assesses the proposed development against relevant LPS24 provisions relating to the General Industry zone.

The Development Application is consistent with LPS24 requirements for the General Industry zone. This includes objectives, standards and land use permissibility.

5.13 Supporting the local and regional economy

The City promotes employment and economic growth as outlined in publications such as the Council Plan and the Local Planning Strategy.

Approval and implementation of the office and funeral parlour will have various economic benefits including supporting local employment, supporting local services, assisting in a more sustainable local economy and it will add to Maylands's overall viability, vitality and prosperity.

A growing and more diverse economy will provide an important foundation for the future economic base of the community. This is consistent with the planning framework which promotes employment and economic growth.

The office and funeral parlour will provide benefits to the local community through direct and indirect employment opportunities and multiplier effects from the economic benefits flowing from the development.

5.14 Planning justification

The planning justification for the Development Application is summarised in Table 3. As outlined in Table 3, the Development Application is consistent with the planning framework and the principles of orderly and proper planning. Additionally, the proposed office and funeral parlour are suitable and capable for the site.

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Table 3 – Summarised Planning Justification				
Strategic	Land Use Planning	Environment and Landscape	Transport and Servicing	Economic and Community
The Development Application is consistent with the planning framework. The office and funeral parlour will support the development and sustainability of Maylands. Consistent with the requirements of orderly and proper planning.	The development is compatible with adjoining land uses. The Environmental Noise Assessment reveals the development can readily comply with the noise regulations. The development will have minimal adverse impacts on the locality. The site is suitable and capable for an office and funeral parlour. Development will be effectively designed and controlled through the submitted technical plans and development conditions. The Metro Inner District Development Assessment Panel has discretion through LPS24 to approve the application.	The site contains limited environmental assets and the development is expected to create manageable environmental impacts. Bushfire risks can be managed noting the site is outside the declared bushfire prone area. There are limited landscape impacts noting the former industrial, storage and commercial uses. Proposed landscaping will enhance the area's appearance compared to the current situation. There are no heritage constraints and the site is not located in a public drinking water source area.	The site has convenient access to the district road network. Traffic impacts can be accommodated on Whatley Crescent and local roads. The Traffic Impact Statement sets out that safe vehicular access can be achieved between the site and Ferguson Street and Charles Street. All loading and unloading will be undertaken on-site. The development will be appropriately serviced.	The development will promote job creation by supporting the development of Maylands and assist to diversify and grow the local/regional economy. The development will generate and support economic activity. The proposal will assist in enhancing Maylands and assist in creating jobs. This includes adding to its overall viability, vitality and prosperity.

6. CONCLUSION

This report confirms that the Development Application for the office and funeral parlour are consistent with the planning framework, the site is both suitable and capable of accommodating the proposed development and the proposal represents orderly and proper planning.

The high quality design will enhance the area's amenity and it will provide a required facility to the locality. Implementation of the development approval will provide a range of benefits to Maylands and the local and district community as outlined in this report.

The approval of the Metro Inner District Development Assessment Panel is respectfully requested.

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ATTACHMENT 1

Document Set ID: 5040610
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Assessment of Development Application against Clause 67 (2) of deemed provisions in *Planning and Development (Local Planning Schemes) Regulations 2015*

MATTERS TO CONSIDER		COMMENT	ASSESSMENT
(a)	the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	The objectives and requirements of the Scheme have been addressed.	Satisfied
(b)	the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	Satisfies the requirements of orderly and proper planning.	Satisfied
(c)	any approved State planning policy;	All relevant State planning policies have been addressed including SPP 2.0, 2.9, 3.0, 3.7, 5.4 and 7.0.	Satisfied
(d)	any environmental protection policy approved under the *Environmental Protection Act 1986 section 31(d)*;	All relevant environmental protection policies have been addressed.	Satisfied
(e)	any policy of the Commission;	All relevant Commission policies have been addressed.	Satisfied
(f)	any policy of the State;	All relevant State policies have been addressed.	Satisfied
(g)	any local planning policy for the Scheme area;	All relevant local planning policies have been addressed.	Satisfied
(h)	any structure plan, activity centre plan or local development plan that relates to the development;	Not applicable to this site.	Satisfied
(i)	any report of the review of the local planning scheme that has been published under the *Planning and Development (Local Planning Schemes) Regulations 2015*;	Not applicable to this site.	Not applicable
(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;	Not applicable to this site.	Not applicable
(k)	the built heritage conservation of any place that is of cultural significance;	The site does not contain any registered places of State or local heritage significance.	Not applicable
(l)	the effect of the proposal on the cultural heritage significance of the area in which the development is located;	The site does not adjoin any registered places of Aboriginal heritage significance	Not applicable
(m)	the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;	The development is compatible with its setting. The development responds to the context and planning framework through a high quality and sensitive design.	Satisfied
(n)	the amenity of the locality including the following — (i) environmental impacts of the development; (ii) the character of the locality; (iii) social impacts of the development;	The design considers the character of the locality and associated environmental and social impacts. No significant adverse impact has been identified.	Satisfied
(o)	the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;	The development includes measures to improve the natural environment through landscaping as set out in the Landscape Concept Plan.	Satisfied
(p)	whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or	Considerable landscaping is provided as shown on the submitted plans.	Satisfied

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	other vegetation on the land should be preserved;		
(q)	The suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;	The site is not within a bushfire prone area.	Satisfied
(r)	the suitability of the land for the development taking into account the possible risk to human health or safety;	The site is not contaminated, nor have any health or safety risks been identified.	Satisfied
(s)	the adequacy of — (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;	The proposed vehicular and pedestrian access is adequate, clearly legible and suitable for the proposed development as set out in the Traffic Impact Statement.	Satisfied
(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;	Expected traffic volumes are capable of being handled by the road network. Car parking provision is suitable for the local area as set out in the Traffic Impact Statement.	Satisfied
(u)	the availability and adequacy for the development of the following — (i) public transport services; (ii) public utility services; (iii) storage, management and collection of waste; (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); (v) access by older people and people with disability;	The development proposes high amenity for visitors. Site servicing requirements address environmental considerations. The design provides suitable access options for older people and people with movement disability.	Satisfied
(v)	the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;	The development proposes a required community facility. No adverse impact to community service or community benefit are identified.	Satisfied
(w)	the history of the site where the development is to be located;	No historical issues of note have been identified for the site.	Satisfied
(x)	the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;	The development will provide a positive impact to the locality by providing a high quality design response to development and environment management.	Satisfied
(y)	any submissions received on the application;	Pending consultation.	Pending consultation
(za)	the comments or submissions received from any authority consulted under clause 66;	Pending consultation.	Pending authority comments
(zb)	any other planning consideration the local government considers appropriate.	No other planning considerations have been identified.	Pending final assessment by City

DR3 – Design review report and recommendations (Part 1/4)

This report is prepared by the panel coordinator and checked by the design review Chair. To maintain the integrity and independence of the design review process this report should be attached, unedited to Council reports and (if applicable) the Development Assessment Panel Responsible Authority Report.

Local government	City of Bayswater	
Item no.	290-302 Whatley Crescent – Transport Depot & Funeral Depot	
Date	17/04/26	
Time	10:00 am to 12:00 pm	
Location	City of Bayswater Civic Centre – Council Room	
Panel members	Kris Mainstone Simon Venturi Patrick Miller Dennis Chew	Chair Panel Member Panel Member Panel Member
Local government officers	Adrian Di Nella Jillian Bardos	A/ Manager Statutory Planning & Compliance Planning Officer
Proponent/s	Lester Mulder Venessa Wilson	VAER Erceg Mcintyre
Apologies		
Briefings		
Development assessment overview	Jillian Bardos	
Technical issues	Jillian Bardos	
Design review		
Proposed development	Transport Depot and Funeral Parlour	
Property address	290-302 Whatley Crescent.	
Background	• Refer to previous DRP minutes	
Proposal	○ Refer to previous DRP minutes	
Applicant/representative address to the design review panel	Lester Mulder	VAER - Designer
Key issues/recommendations	The proponent has continued to incorporate positive adjustments to the design and can be commended. The following key items require addressing: • Specific, quantified and documented ESD initiatives • Improvement to laneway articulation and large glazing to streetscape • Adjustments to integrated Art transparency and detailing The project can be supported by the DRP subject to the above items being satisfactorily resolved. This can be dealt via Panel Chair approval and does not require a further DRP meeting.	
Chair signature		

DR1 – Design review report and recommendations (Part 2/4)

Design quality evaluation		
		Supported
		Pending further attention
		Not supported
		Yet to be addressed
Principle 1 - **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		1a. The panel is satisfied with how the project responds to its contextual context. The use of a calming brick colour in lieu of a red colour is supported given the building's stated solemn function.
Principle 2 - **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		2b. The panel commends the quality of the landscape architecture design. Notable positives include the high use of native species, minimal use of turf and priority to the pedestrian experience. 2h. The removal of planter cutouts to the south east elevation is supported. 2i. The replacement of the Furguson St Street tree is supported (subject to City's approval).
Principle 3 - **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		3a. The overall scale of the proposal is supported. The differentiation in form, scale, and entry treatment has further improved. 3f. While the removal of planters from the laneway elevation is supported, the resulting extent of boundary wall is excessively onerous to residential neighbours. Consider further articulation via either windows, materials or artwork. The step up wall height seems a logical position for incorporating a small break.
Principle 4 - **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
		4a. The internal layout has developed further with improved functionality. Some minor opportunities for further replanning were noted.
Principle 5 - **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		5a.F Detailed and specific ESD commitments are required in order to support the project. 5e.The addition of 2 electric car bays is commended. 5f. Consider the inclusion of skylights to improve office daylighting.
Principle 6 - **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		6a. Overshadowing diagram has been provided with no major impacts noted.
Principle 7 - **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		7a. The legibility of the design is to a high standard.
Principle 8 - **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		8b. While some further glazing has been provided, these are incremental improvements and the panel feels further activation and passive surveillance through glazing is required. High level windows to areas such as the training room may be lowered. Privacy and separation can be managed through window furnishings such as shear curtains or similar. 8c. The public art should be modified to improve transparency, outlook and safety. The artwork should be considered within the context of being viewed from a distance.
Principle 9 - **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*

		9b. The inclusion of public art is greatly supported. The initial concepts and location are positively received.
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		10a. The building's aesthetics have developed positively and can be supported. Ensure the public art is harmonious to the building material palette.

DR1 - Design review report and recommendations Part 3/3

Design Review Progress

	Supported
	Pending further attention
	Not supported
	Yet to be addressed

	DR1 (30.05.2025)	***DR2 (19.09.2025)***	***DR3 (17.04.2026)***
Principle 1 - **Context and character**			
Principle 2 - **Landscape quality**			
Principle 3 - **Built form and scale**			
Principle 4 - **Functionality and build quality**			
Principle 5 - **Sustainability**			
Principle 6 - **Amenity**			
Principle 7 - **Legibility**			
Principle 8 - **Safety**			
Principle 9 - **Community**			
Principle 10 - **Aesthetics**			



Transport Impact Statement

Project:	Proposed Funeral Home Expansion 290-302 Whatley Crescent, Maylands
Client:	FPT Pty Ltd
Author:	P. Nguyen
Date:	15th April 2026
Shawmac Document #:	2502014-TIS-001

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Document Status: Client Review

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C	P. Nguyen	-	P. Nguyen	15/04/2026

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1 Introduction

1.1 Proponent

Shawmac has been engaged by FPT Pty Ltd to prepare a Transport Impact Statement (TIS) for a proposed funeral home expansion in Maylands.

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Impact Assessment Guidelines Volume 4 – Individual Developments*. The assessment considers the following key matters:

- Details of the proposed development
- Vehicle access and parking
- Provision for service vehicles
- Daily traffic volumes and vehicle types
- Traffic management on frontage streets
- Public transport access
- Pedestrian access
- Cycle access
- Site specific and safety issues

1.2 Site Location

The site address is 290 to 302 Whatley Crescent in Maylands. The local authority is the City of Bayswater.

The general site location is shown in Figure 1. An aerial view of the existing site is shown in Figure 2.

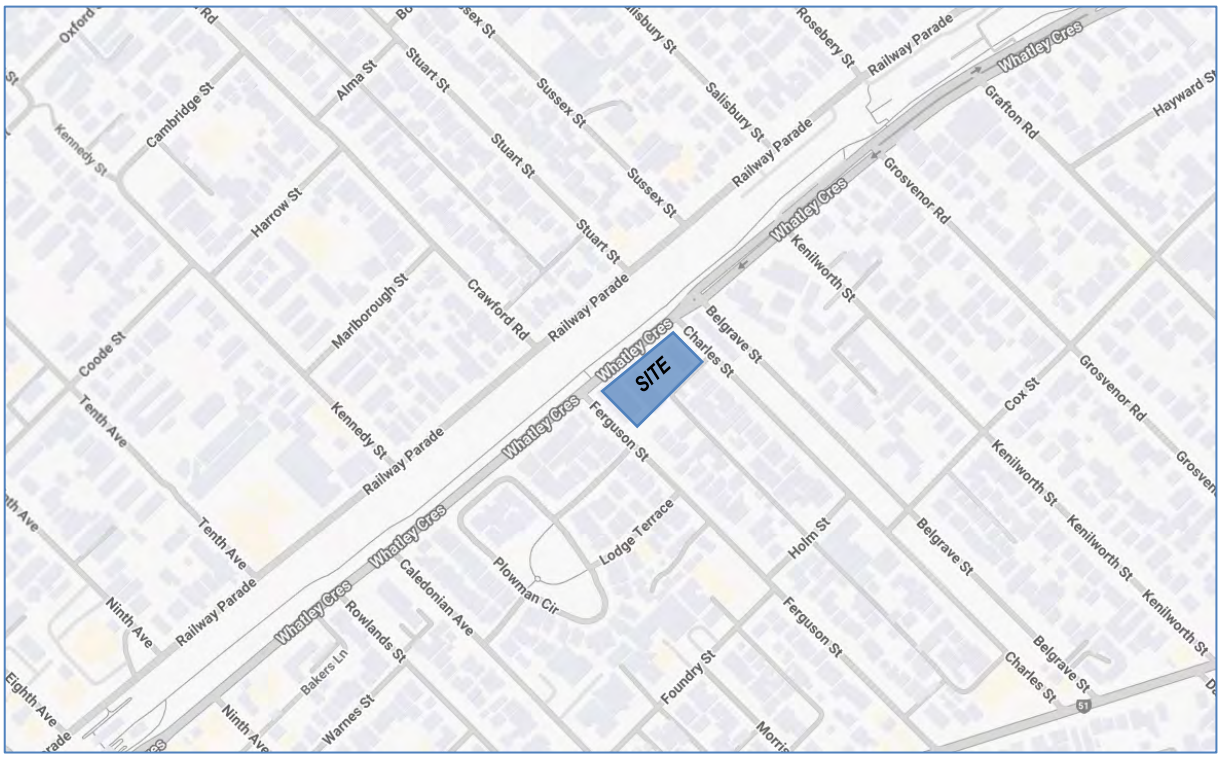


Figure 1: Site Location



Figure 2: Aerial View (May 2025)

2 Proposed Development

2.1 Land Use

There is an existing building on the eastern portion of the site which is used as a funeral home. The remainder of the site has been cleared for development.

It is proposed to expand the existing development with a new building, parking areas and other supporting amenities. The expansion will be used for warehousing, storage and administration.

The proposed site plan is shown in Figure 3.



Figure 3: Site Plan

3 Traffic Management on Frontage Streets

3.1 Road Network Layout and Hierarchy

The layout and hierarchy of the existing local road network according to the Main Roads WA *Road Information Mapping System* is shown in Figure 4.

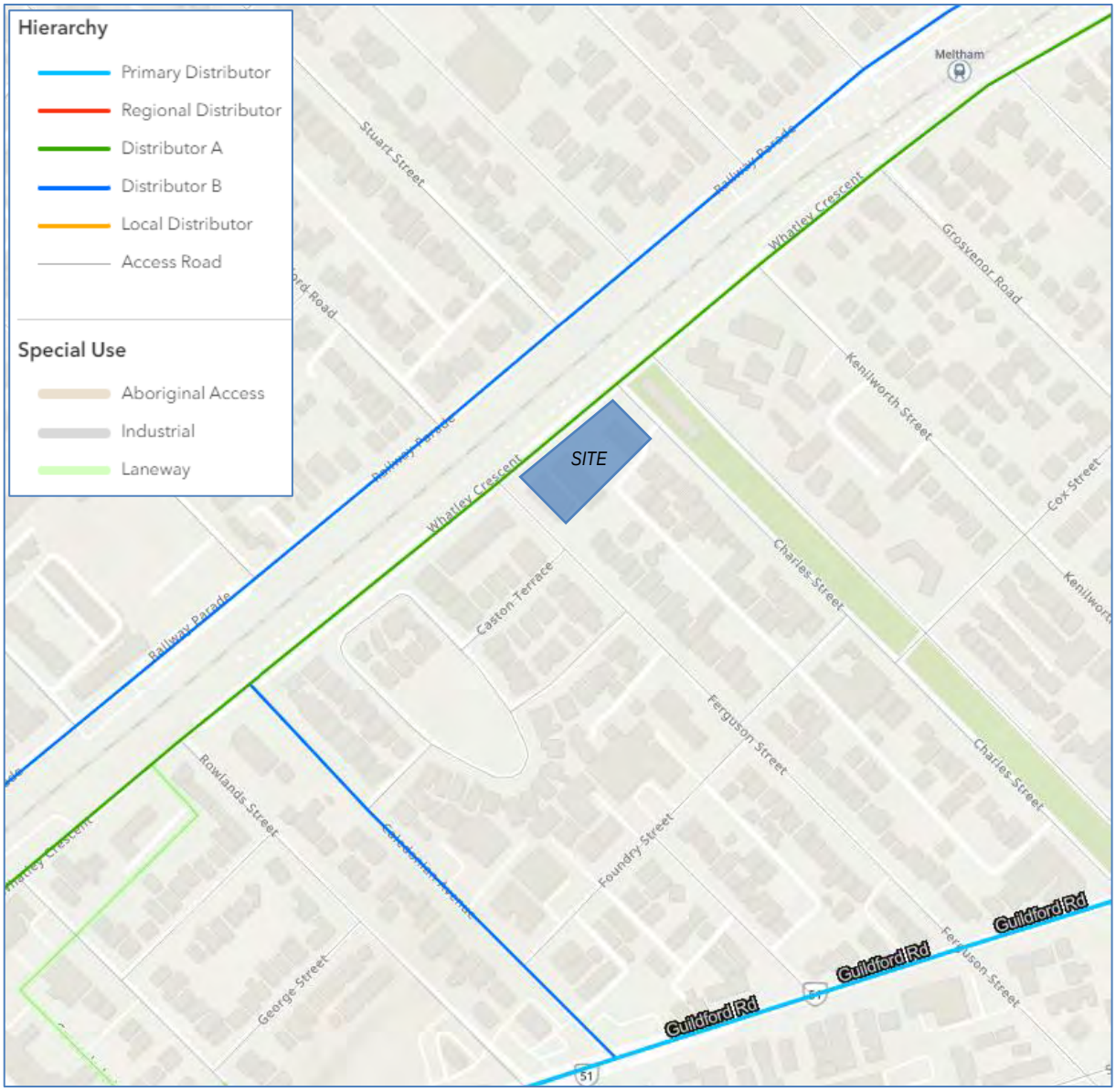


Figure 4: Existing Road Network Hierarchy

3.2 Speed Limits

The speed limit along the existing local road network is shown in Figure 5.

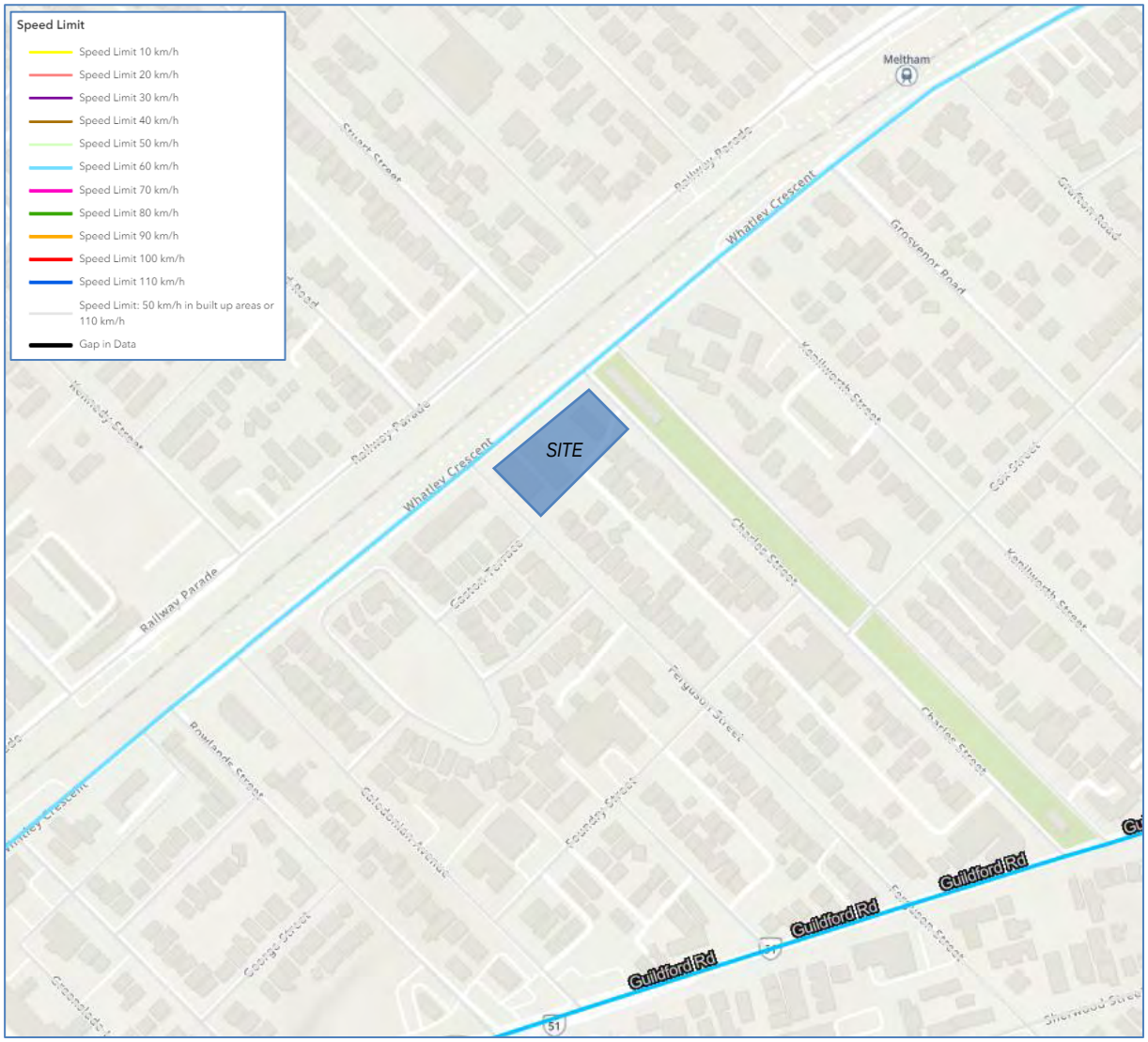


Figure 5: Speed Limits

4 Vehicle Access and Parking

4.1 Access

The site has existing crossovers on Charles Street, Whatley Crescent and Ferguson Street. The current arrangement will be mostly retained other than removal of the crossover on Whatley Crescent, slight adjustment to the crossovers on Charles Street and Ferguson Street and added access on the right-of-way (ROW). The proposed vehicle access arrangement is shown in Figure 6.



Figure 6: Vehicle Access Arrangement

4.2 Sight Distance

As all proposed crossovers are existing, a sight distance assessment is not required. It is noted that all verges are clear of vegetation and obstructions other than power poles which do not affect visibility and mature trees with canopies well above the standard driver eye eight of 1.1m.

4.3 Car Parking

The car parking requirements have been calculated in accordance with the City's Local Planning Scheme No. 24 (LPS24) as summarised in Table 1. LPS24 does not specify parking rates for a funeral home or parlour, and so a comparison rate of 1 bay per 4 persons has been adopted based on other local government requirements.

Table 1: Car Parking Calculation – LPS24

Land Use	Requirement	Quantum	Bays Required
Funeral Home	1 space per 4 persons	65	16
Office	4 spaces per 100m^2 GLA	519.1m^2	21
Total Required			37

As shown, the proposed development requires a minimum of 37 bays. In addition to car parking, the operator will also require a number of long vehicle bays for non-standard vehicles such as hearses and transport vehicles. There are no specific requirements for the number of long bays and these have been proposed by the client based on the expected operational requirements.

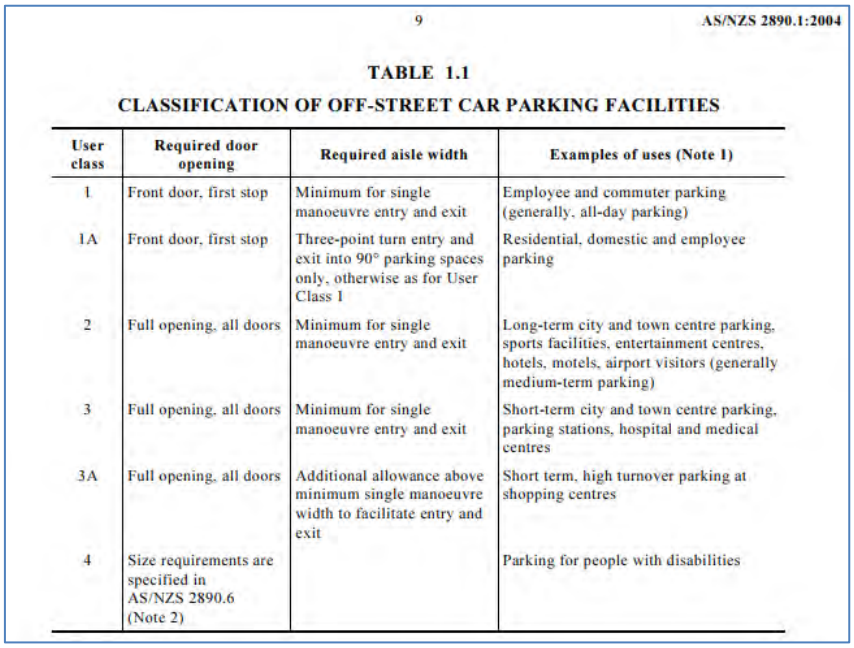
The total proposed parking provision is 52 bays, including 33 external car bays, 10 internal car bays and 9 long vehicle bays. The parking provision exceeds the calculated requirements and is therefore considered to be adequate.

4.4 Bicycle Parking

The City's LPS24 does not appear to specify requirements for bicycle parking. The demand for bicycle parking is expected to be low and likely limited to staff only. The proposed development includes several bicycle racks adjacent to the staff courtyard as well as a shower and lockers within the staff areas which is expected to be adequate.

4.5 Parking Design

The parking layout will need to comply with the requirements of Australian Standard AS2890.1. The user class will depend on the purpose of the bay as detailed in Figure 7.



9 AS/NZS 2890.1:2004

TABLE 1.1

CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

Figure 7: Classification of Parking Facilities

Staff parking (long-term parking) would be classified as User Class 1. Visitor parking (medium-term parking) would most likely be classified as User Class 2.

An assessment of the AS2890.1 parking requirements is detailed in Table 2.

Table 2: AS2890.1 Car Parking Compliance

Dimension	Requirement	Provided
90 degree parking – Class 1 – Long Term Parking (Staff)		
Car Bay Width	2.4m	2.4m
Car Bay Length	5.4m	5.5m
Parking Aisle Width	5.8m	6.8m
90 degree parking – Class 2 – Medium Term Parking (Visitors)		
Car Bay Width	2.6m	2.6m
Car Bay Length	5.4m	5.4m
Parking Aisle Width	5.8m	5.8m

As shown, the dimensions of the parking bays are compliant with AS2890.1.

4.6 Provision for Service Vehicles

It is understood that the long vehicles will enter the site via the southern access on Ferguson Street into the covered garage and then exit via Charles Street. The longest vehicles accessing these bays will be 6.85m hearses.

A swept path analysis has been undertaken to check manoeuvring for vehicles using the long parking bays within the building. This analysis has been undertaken in AutoTURN software using a modified Australian Standard B99 template to match the hearses used which are 6.85m long converted Holden Commodore VF vehicles. The results of the analysis are attached as Appendix A – Swept Path Analysis and these demonstrate that there is adequate room for hearse manoeuvring.

Waste will be collected on the site from the bin store located at the rear of the site near the ROW. Waste trucks will enter via the Charles Street crossover, reverse towards the bin store and then leave via Charles Street in a forward direction. A swept path analysis has also been undertaken in AutoTURN using a typical 10.7m rear loader waste collection vehicle template which is the largest truck size indicated in the Waste Management Plan. The results are also attached in Appendix A – Swept Path Analysis and these demonstrate adequate room for waste collection.

5 Traffic Generation

There are no standard traffic generation rates for a funeral parlour and so the peak hour traffic generation has been estimated based on the operational details.

The client has advised that there will be approximately 25 regular staff at the site daily and these staff will arrive between 7am – 8am and leave between 4pm – 5pm.

The funeral home and other operations will generate approximately 6 hearse movements per day which will be spread out evenly between the operating hours from 7am to 5pm. Conservatively, it is anticipated that up to 1 hearse movement will occur during any given hour.

Based on the above, it is expected that up to 26 vehicle movements will be generated by the proposed development during the peak hours.

Funeral services occur between 10am and 2pm and so vehicle movements to and from funeral services will not coincide with the peak hours. Based on the capacity of 65 persons and average occupancy of 4 persons per car, funeral services are estimated to generate approximately 16 vehicle movements before and after the services.

According to the WAPC TIA guidelines, an increase of between 10 to 100 peak hour vehicles is considered to have a low to moderate impact and is generally deemed acceptable without requiring detailed capacity analysis. The estimated 26 vehicles per hour during the peaks is at the low to middle of this range and so the development traffic will have a low to moderate impact and can be accommodated within the existing capacity of the road network.

6 Pedestrian and Cyclist Access

There are existing paths on both sides of Whatley Crescent and Ferguson Street and the development side of Charles Street. The path on the north side of Whatley Crescent is a Principal Shared Path (PSP). In the broader area, most roads have at least one footpath. The existing path network is well established and adequate.

Pedestrian access into the site and building is proposed from the Whatley Crescent and Charles Street frontages as shown in Figure 8.



Figure 8: Pedestrian Access

7 Public Transport Access

The only bus services currently operating in the vicinity of the site is Transperth Bus Route 40 which operates between Perth and Galleria Bus Station. The closest stops are on Guildford Road, approximately 500m walking distance from the site.

The site is also approximately 350m walking distance from the platform of Meltham Train Station which provides access to the Midland Line, the Airport Line and the Ellenbrook Line.

The existing public transport services are considered to be adequate to meet the expected demand.

8 Site Specific Issues and Safety Issues

8.1 Crash History

The crash history of the adjacent road network was obtained from Main Roads WA's *Reporting Centre*. A summary of the recorded incidents over the five-year period ending December 2025 is shown in Figure 9.

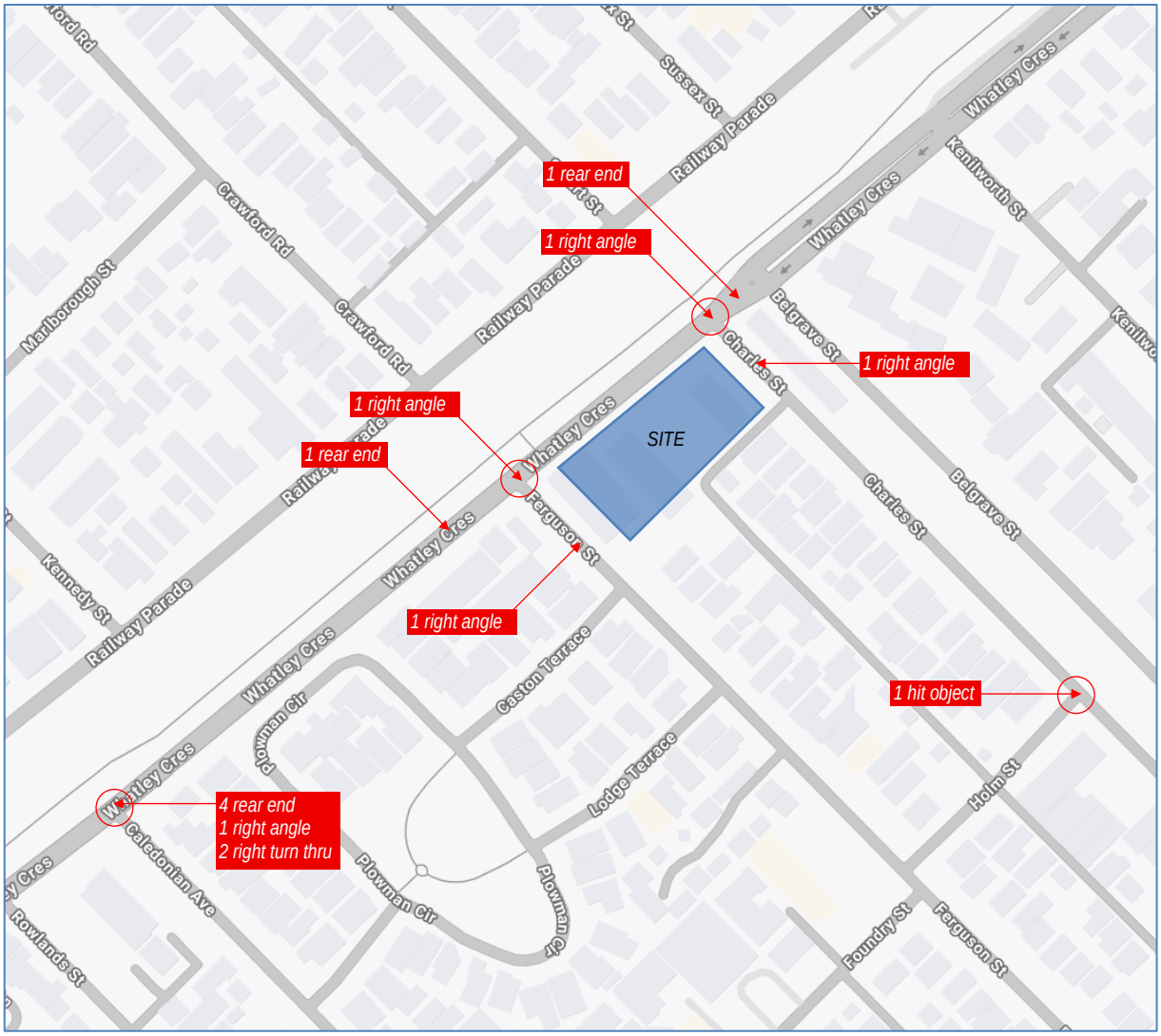


Figure 9: Crash History – 2021 to 2025

The number, type and location of the crashes do not appear to indicate a major safety issue on the road network. There is also no indication that the proposed development will increase the risk of crashes to an unacceptable level.

9 Conclusion

This Transport Impact Statement for the proposed funeral home expansion at 290-302 Whatley Crescent in Maylands concludes the following:

- The site has existing crossovers on Charles Street, Whatley Crescent and Ferguson Street. The current arrangement will be mostly retained other than removal of the crossover on Whatley Crescent, slight adjustment to the crossovers on Charles Street and Ferguson Street and added access on the right-of-way (ROW).
- As all proposed crossovers are existing, a sight distance assessment is not required. It is noted that all verges are clear of vegetation and obstructions other than power poles which do not affect visibility and mature trees with canopies well above the standard driver eye eight of 1.1m.
- The car parking requirements have been calculated in accordance with the City's Local Planning Scheme No. 24 (LPS24). LPS24 does not specify parking rates for a funeral home or parlour, and so a comparison rate of 1 bay per 4 persons has been adopted based on other local government requirements.
- The proposed development requires a minimum of 37 car bays. In addition to car parking, the operator will also require a number of long vehicle bays for non-standard vehicles such as hearses and transport vehicles. There are no specific requirements for the number of long bays and these have been proposed by the client based on the expected operational requirements.
- The total proposed parking provision is 52 bays, including 33 external car bays, 10 internal car bays and 9 long vehicle bays. The parking provision exceeds the calculated requirements and is therefore considered to be adequate.
- The City's LPS24 does not appear to specify requirements for bicycle parking. The demand for bicycle parking is expected to be low and likely limited to staff only. The proposed development includes several bicycle rates adjacent to the staff courtyard as well as a shower and lockers within the staff areas which is expected to be adequate.
- The dimensions of the parking bays are compliant with AS2890.1.
- A swept path analysis demonstrates that there is adequate room for hearse manoeuvring through the loading bays and into the hearse parking bays within the building.
- Waste will be collected on the site from the bin store located at the rear of the site near the ROW. Waste trucks will enter via the Charles Street crossover, reverse towards the bin store and then leave via Charles Street in a forward direction. A swept path analysis demonstrates adequate room for waste vehicle manoeuvring.
- It is estimated that up to 26 vehicle movements will be generated by the proposed development during the peak hours. The development traffic will have a low to moderate impact and can be accommodated within the existing capacity of the road network.

- The existing path network is well established and adequate. Pedestrian access into the site and building is proposed from the Whatley Crescent and Charles Street frontages
- The existing public transport services are considered to be adequate to meet the expected demand.
- The crash history of the adjacent road network does not appear to indicate any safety issue on the adjacent road network and there is no indication that the development would increase the risk of crashes unacceptably.

Appendix A – Swept Path Analysis


CHARLES ST
WHATLEY CR
ROW
EXISTING LANEWAY
PROPOSED DEVELOPMENT SITE
LOTS 41-48
(4601m2)
Custom Hearse
Custom
Custom Hearse
Custom
Custom Hearse
Custom


CHARLES ST
WHATLEY CR
ROW
EXISTING LANEWAY
PROPOSED DEVELOPMENT SITE
LOTS 41-48
(4601m2)
Custom Hearse
Custom Hearse
Custom Hearse
Custom
Custom Hearse
mm
Width 1940
Track 1840
Lock to Lock Time 6.0
Steering Angle ° 43.7
6850
4700
950
FERGUSON ST


CHARLES ST
WHATLEY CR
ROW
EXISTING LANEWAY
PROPOSED DEVELOPMENT SITE
LOTS 41-48
(4601m2)
Custom Hearse
Custom Hearse
Custom Hearse
Custom Hearse
Custom Hearse
Custom Hearse
Custom Hearse
Custom Hearse
Custom Hearse
mm
Width 1940
Track 1840
Lock to Lock Time 6.0
Steering Angle 43.7
6850
4700
950
FERGUSON ST


CHARLES ST
WHATLEY CR
ROW
EXISTING LANEWAY
PROPOSED DEVELOPMENT SITE
LOTS 41-48
(4601m2)
Custom Hearse
Custom Hearse
Custom Hearse
Custom Hearse
6850
4700
950
Custom Hearse
mm
Width 1940
Track 1840
Lock to Lock Time 6.0
Steering Angle ° 43.7
FERGUSON ST


CHARLES ST
WHATLEY CR
ROW
EXISTING LANEWAY
FERGUSON ST
PROPOSED DEVELOPMENT SITE
LOTS 41-48
(4601m2)
Remondis 10.7m Rear Loader
Custom
Remondis 10.7m Rear Loader
Custom
Remondis 10.7m Rear Loader
Custom
10700
1770
5200
Remondis 10.7m Rear Loader
mm
Width : 2500
Track : 2500
Lock to Lock Time 6.0
Steering Angle : 35.5

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Environmental Noise Assessment

Lots 43-49 Whatley Crescent, Maylands WA

Reference: 250510237-01A

Prepared for:
Propel Funeral Partners

Document Set ID: 5040610
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Reference: 250510237-01A

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This report has been prepared in accordance with the scope of services described in the contract or agreement between Lloyd George Acoustics Pty Ltd and the Client. The report relies upon data, surveys, measurements and results taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client, and Lloyd George Acoustics Pty Ltd accepts no responsibility for its use by other parties.

Date	Rev	Description	Author	Verified
3-Jun-25	0	Issued to Client	Matt Nolan	Terry George
22-Dec-25	A	Updated set of plans	Matt Nolan	-

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EXECUTIVE SUMMARY

Lloyd George Acoustics was engaged by Propel Funeral Partners to undertake an environmental noise assessment for a proposed development to be located at Lots 43-49 Whatley Crescent, Maylands WA. The proposed development is to be used for administration, logistics, storage and car parking. With regard to noise emissions, consideration was given to noise from mechanical services and closing car doors at neighbouring properties, against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*.

The assessment has demonstrated compliance with the assigned levels provided the refrigeration plant (total of three condensing units) operates with a sound power level equal to or less than 75 dB(A). It is noted that the assessment is based on assumptions in relation to the number, location, size and type of mechanical plant. This should be reviewed prior to occupancy when the plant has been designed.

It is understood that the existing fence separating the subject site and 86 Ferguson Street is made of a lightweight tin material and is in poor condition. To ensure sufficient noise reduction from the proposed car park, it is recommended that this fence is replaced with a new fence at a minimum of 1.8 metres high (measured from the higher side) and with a minimum surface mass of 8 kg/m^2. Such material includes brick, limestone or double sheeted *Colorbond*.

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1. INTRODUCTION

Lloyd George Acoustics was engaged by Propel Funeral Partners to undertake an environmental noise assessment for a proposed development to be located at Lots 43-49 Whatley Crescent, Maylands WA (refer *Figure 1-1*) with the Development Application (DA) plans provided in *Appendix A*. The proposed development will operate between 8.00am and 5.00pm Monday to Friday and consist of the following:

- Double storey building to be used for administration, logistics and storage. Storage rooms will include large cold fridges.
- Car park, partially covered.
- Loading zone for manual loading of vehicles.



Figure 1-1: Subject Site Location (Source: DPLH PlanWA)

With regard to noise emissions, consideration is given to noise from mechanical services and closing car doors at neighbouring properties, against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997*.

Appendix C contains a description of some of the terminology used throughout this report.

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2. CRITERIA

Environmental noise in Western Australia is governed by the *Environmental Protection Act 1986*, through the *Environmental Protection (Noise) Regulations 1997* (the Regulations).

2.1. Regulations 7, 8 & 9

This group of regulations provide the prescribed standard for noise as follows:

"7. Prescribed standard for noise emissions

(1) Noise emitted from any premises or public place when received at other premises –

(a) must not cause, or significantly contribute to, a level of noise which exceeds the assigned level in respect of noise received at premises of that kind; and

(b) must be free of –

(i) tonality; and

(ii) impulsiveness; and

(iii) modulation,

when assessed under regulation 9.

(2) For the purposes of subregulation (1)(a), a noise emission is taken to significantly contribute to a level of noise if the noise emission … exceeds a value which is 5 dB below the assigned level at the point of reception."

Tonality, impulsiveness and modulation are defined in regulation 9 (refer *Appendix C*). Under regulation 9(3), *"Noise is taken to be free of the characteristics of tonality, impulsiveness and modulation if -*

(a) the characteristics cannot be reasonably and practicably removed by techniques other than attenuating the overall level of noise emission; and

(b) the noise emission complies with the standard prescribed under regulation 7(1)(a) after the adjustments in the table [Table 2-1] … are made to the noise emission as measured at the point of reception."

Table 2-1: Adjustments Where Characteristics Cannot Be Removed

Where Noise Emission is Not Music*			Where Noise Emission is Music	
Tonality	Modulation	Impulsiveness	No Impulsiveness	Impulsiveness
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

* These adjustments are cumulative to a maximum of 15 dB.

The assigned levels (prescribed standards) for all premises are specified in regulation 8(3) and are shown in *Table 2-2*. The L_{A10} assigned level is applicable to noises present for more than 10% of a representative assessment period, generally applicable to "steady-state" noise sources. The L_{A1} is for short-term noise sources present for less than 10% and more than 1% of the time. The L_{Amax} assigned level is applicable for incidental noise sources, present for less than 1% of the time.

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Table 2-2: Baseline Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	45 + influencing factor	55 + influencing factor	65 + influencing factor
	0900 to 1900 hours Sunday and public holidays (Sunday)	40 + influencing factor	50 + influencing factor	65 + influencing factor
	1900 to 2200 hours all days (Evening)	40 + influencing factor	50 + influencing factor	55 + influencing factor
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	35 + influencing factor	45 + influencing factor	55 + influencing factor
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80
Commercial Premises	All hours	60	75	80
Industrial and Utility Premises	All hours	65	80	90

1. ***highly sensitive area*** means that area (if any) of noise sensitive premises comprising —
   (a) a building, or a part of a building, on the premises that is used for a noise sensitive purpose; and
   (b) any other part of the premises within 15 metres of that building or that part of the building.

The influencing factor (IF), in relation to noise received at noise sensitive premises, has been calculated as either 7 dB or 9 dB, as determined in *Appendix B*. *Table 2-3* shows the assigned levels including the influencing factor at the receiving locations. Note the subject site and existing funeral home are on land zoned industrial.

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Table 2-3: Assigned Levels

Premises Receiving Noise	Time Of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
+7 dB IF (noise sensitive premises further than 100m of Railway Parade) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	52	62	72
	0900 to 1900 hours Sunday and public holidays (Sunday)	47	57	72
	1900 to 2200 hours all days (Evening)	47	57	62
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	42	52	62
+9 dB IF (noise sensitive premises within 100m of Railway Parade) Noise sensitive premises: highly sensitive area[1]	0700 to 1900 hours Monday to Saturday (Day)	54	64	74
	0900 to 1900 hours Sunday and public holidays (Sunday)	49	59	74
	1900 to 2200 hours all days (Evening)	49	59	64
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays (Night)	44	54	64

It must be noted the assigned levels above apply outside the receiving premises and at a point at least 3 metres away from any substantial reflecting surfaces.

The assigned levels are statistical levels and therefore the period over which they are determined is important. The Regulations define the Representative Assessment Period (RAP) as *"a period of time of not less than 15 minutes, and not exceeding 4 hours*, *determined by* an *inspector* or *authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission"*. An inspector or authorised person is a person appointed under Sections 87 & 88 of the *Environmental Protection Act 1986* and include Local Government Environmental Health Officers and Officers from the Department of Water Environmental Regulation. Acoustic consultants or other environmental consultants are not appointed as an inspector or authorised person. Therefore, whilst this assessment is based on a 4-hour RAP, which is assumed to be appropriate given the nature of the operations, this is to be used for guidance only.

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2.2. Regulation 3

"3. Regulations do not apply to certain noise emissions

(1) Nothing in these regulations applies to the following noise emissions –

(a) Noise emissions from the propulsion and braking systems of motor vehicles operating on a road;"

The car park is considered a road and therefore vehicle noise (propulsion and braking) is not assessed. Noise from vehicle car doors however are assessed, since these are not part of the propulsion or braking system.

2.3. Regulation 14A

"14A. Waste Collection and Other Works

(2) Regulation 7 does not apply to noise emitted in the course of carrying out class 1 works if –

(a) The works are carried out in the quietest reasonable and practicable manner; and

(b) The equipment used to carry out the works is the quietest reasonably available;

class 1 works means specified works carried out between -

(a) 0700 hours and 1900 hours on any day that is not a Sunday or a public holiday; or

(b) 0900 hours and 1900 hours on a Sunday or public holiday.

specified works means -

(a) The collection of waste; or

(b) The cleaning of a road or the drains for a road; or

(c) The cleaning of public places, including footpaths, cycle paths, car parks and beaches;"

In the case where specified works are to be carried out outside of class 1, a noise management plan is to be prepared and approved by the CEO.

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3. METHODOLOGY

Computer modelling has been used to predict the noise emissions from the development to all nearby receivers. The software used was *SoundPLAN 9.1* with the ISO 9613 algorithms (ISO 17534-3 improved method) selected, as they include the influence of meteorological conditions. Input data required in the model are listed below and discussed in *Section 3.1* to *Section 3.4:*

- Meteorological Information;
- Topographical data;
- Ground Absorption; and
- Source sound power levels.

3.1. Meteorological Conditions

Meteorological information utilised is provided in *Table 3-1* and is considered to represent worst-case conditions for noise propagation. At wind speeds greater than those shown, sound propagation may be further enhanced, however background noise from the wind itself and from local vegetation is likely to be elevated and dominate the ambient noise levels.

Table 3-1: Modelling Meteorological Conditions

Parameter	Day (7.00am to 7.00pm)	Night (7.00pm to 7.00am)
Temperature (°C)	20	15
Humidity (%)	50	50
Wind Speed (m/s)	Up to 5	Up to 5
Wind Direction*	All	All

* The modelling package allows for all wind directions to be modelled simultaneously.

Alternatives to the above default conditions can be used where one year of weather data is available and the analysis considers the worst 2% of the day and night for the month of the year in which the worst-case weather conditions prevail (source: *Draft Guideline on Environmental Noise for Prescribed Premises*, May 2016). In most cases, the default conditions occur for more than 2% of the time and therefore must be satisfied.

3.2. Topographical Data

Topographical data was adapted from publicly available information (e.g. *Google*) in the form of spot heights. The height of the proposed development was based on the existing funeral home located adjacent, as elevation drawings were not available.

Surrounding existing buildings were also incorporated in the noise model, as these can provide noise shielding as well as reflection paths. Single storey buildings are modelled with a height of 3.5 metres and any double storey buildings identified assumed to be 7.0 metres in height with receivers 1.4 metres above floor level. The back of 86 Ferguson Street is assumed to be a single storey development.

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Boundary fencing is noted as being constructed from iron, with a height ranging between 1.8 and 2.2 metres.

Figure 3-1 shows a 2D overview of the noise model with the location of all relevant receivers identified. Red dots represent mechanical plant point sources in the noise model with the pink polygons representing car doors.



Figure 3-1: Overview of Noise Model

3.3. Ground Absorption

The ground absorption has been assumed to be 0.0 (0%) for the roads and car parks, and 0.5 (50%) elsewhere, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

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3.4. Source Sound Levels

The source sound power levels used in the modelling are provided in *Table 3-2*.

Table 3-2: Source Sound Power Levels, dB

Description	Octave Band Centre Frequency (Hz)								Overall dB(A)
	63	125	250	500	1k	2k	4k	8k	
AC Plant, double fan unit (each), L_{10}	72	74	68	69	63	61	53	47	**70**
General Exhaust Fans (each), L_{10}	60	65	62	63	60	61	56	53	**67**
Kitchen Exhaust Fan, L_{10}	50	64	61	70	69	66	62	50	**73**
Cold Store Refrigeration	75	74	77	73	69	65	61	-	**75**
Closing Car Door (each), L_{max}	71	74	77	81	80	78	72	61	**84**

The following is noted in relation to *Table 3-2*:

- Based on the AAAC Guideline V3.0, source sound power levels for four (4) AC condensing units were assumed. Medium sized (double fan) outdoor units were deemed appropriate as point sources 1.0 metre above roof level.
- One (1) kitchen exhaust fan and two (2) toilet exhaust fans were assumed for the development. All were modelled as point sources 0.5 metres above roof level and above the area serviced.
- Three refrigeration condensing units were included 1.0 metre above roof level and above the area serviced.
- The car door noise is modelled as an area source 1.0 metres above ground, with the results showing the total sound power located in the 'worst-case' location for each receiver. Since noise from a car door closing is a short term event, only the L_{Amax} level is applicable for assessment.
- It is understood that vehicles will be manually loaded in the loading zone, with engines turned off during this time.

4. RESULTS

The noise levels were predicted for the following scenarios:

- L_{A10} Day Noise – Includes all mechanical plant from *Table 3-2*.
- L_{A10} Noise Night – Includes refrigeration plant only, which may operate at any time of day.
- L_{Amax} Noise – Includes noise from car doors.

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4.1. L_{A10} Day Noise

The results for the L_{A10} Day Noise Scenario are provided in *Table 4-1*. A noise contour plot is also provided in *Figure 4-1* showing noise levels at ground floor. An adjustment of + 5 dB is included for tonality, since this may be present for such noise sources.

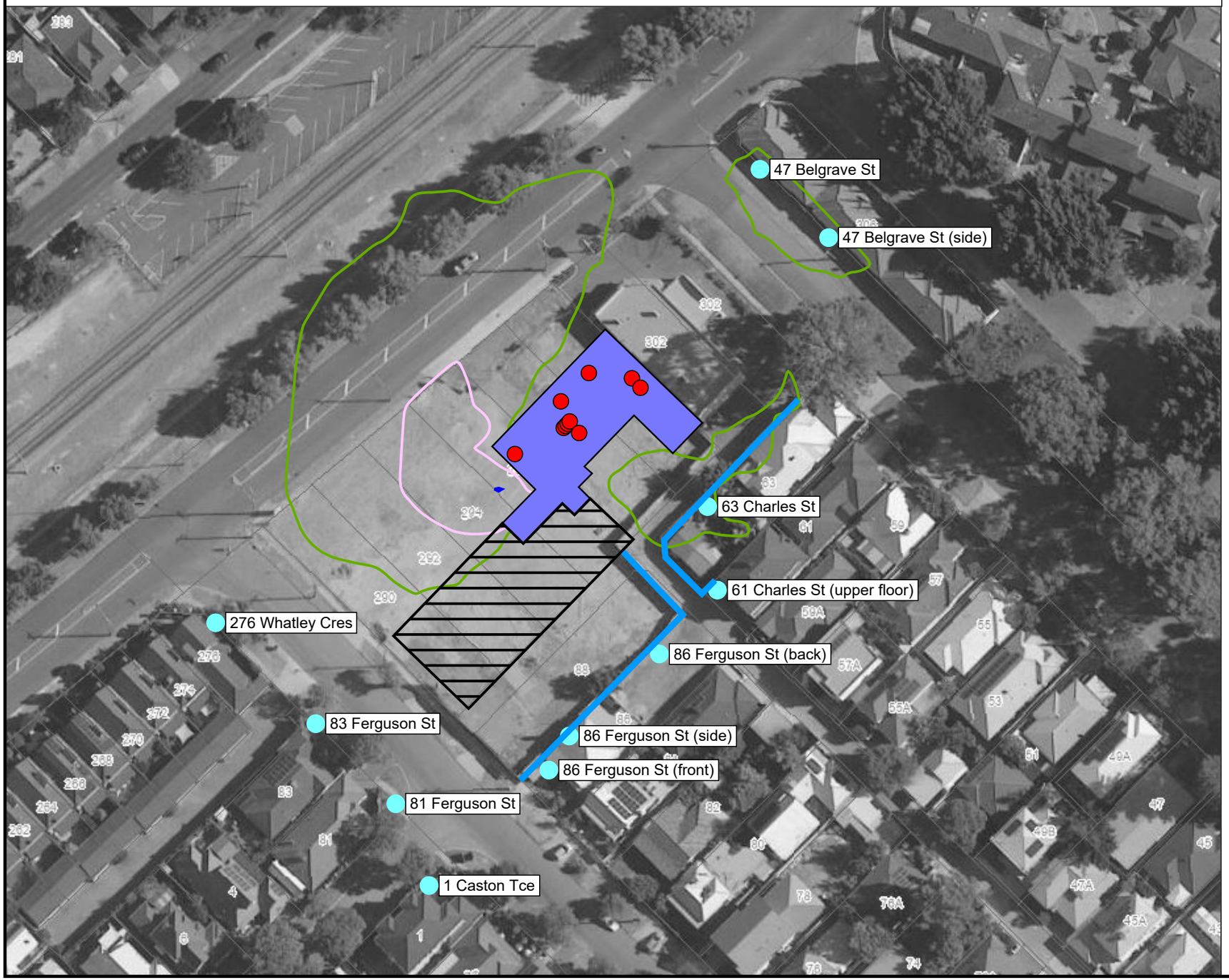
Table 4-1: L_{A10} Day Noise Predicted and Assessed Levels, dB(A)

Receiver	AC	Refrig	Exhaust	Predicted Total	Predicted Total Adjusted	Day Assigned Level	Assessment
1 Caston Tce	23	26	25	30	**35**	**52**	*Complies*
1 Caston Tce (upper floor)	23	28	26	31	**36**	**52**	*Complies*
47 Belgrave St	26	34	24	35	**40**	**54**	*Complies*
47 Belgrave St (side)	25	34	24	35	**40**	**54**	*Complies*
61 Charles St (upper floor)	30	35	27	37	**42**	**52**	*Complies*
63 Charles St	32	37	28	39	**44**	**52**	*Complies*
81 Ferguson St	25	29	29	33	**38**	**52**	*Complies*
83 Ferguson St	28	29	31	34	**39**	**52**	*Complies*
86 Ferguson St (back)	30	33	27	35	**40**	**52**	*Complies*
86 Ferguson St (front)	26	26	22	30	**35**	**52**	*Complies*
86 Ferguson St (side)	25	29	20	31	**36**	**52**	*Complies*
276 Whatley Cres	25	30	29	33	**38**	**54**	*Complies*
276 Whatley Cres (upper floor)	26	28	29	33	**38**	**54**	*Complies*

Noise from the mechanical plant is predicted to comply at all nearest receivers during the day period. It is noted that the assessment is based on assumptions in relation to the number, location, size and type of mechanical plant.

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Figure 4-1 Day Noise Contour Plot (1.4m AGL), dB L_{A10}



Predicted Noise level

	= 37
	= 42
	= 47
	= 52
	= 57

Legend

- Proposed Building
- Covered Parking
- Receiver
- Iron Fence
- Mech Source

N

Scale 1:1000

0 5 10 20 30 m

Project No: 250510237
Consultant: MN
Date: 20/12/2025
Algorithm: ISO 9613
SoundPLAN Version: 9.1

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4.2. L_{A10} Night Noise

The results for the L_{A10} Night Noise Scenario are provided in *Table 4-2*. A noise contour plot is also provided in *Figure 4-2* showing noise levels at ground floor. An adjustment of + 5 dB is included for tonality, since this may be present for such noise sources.

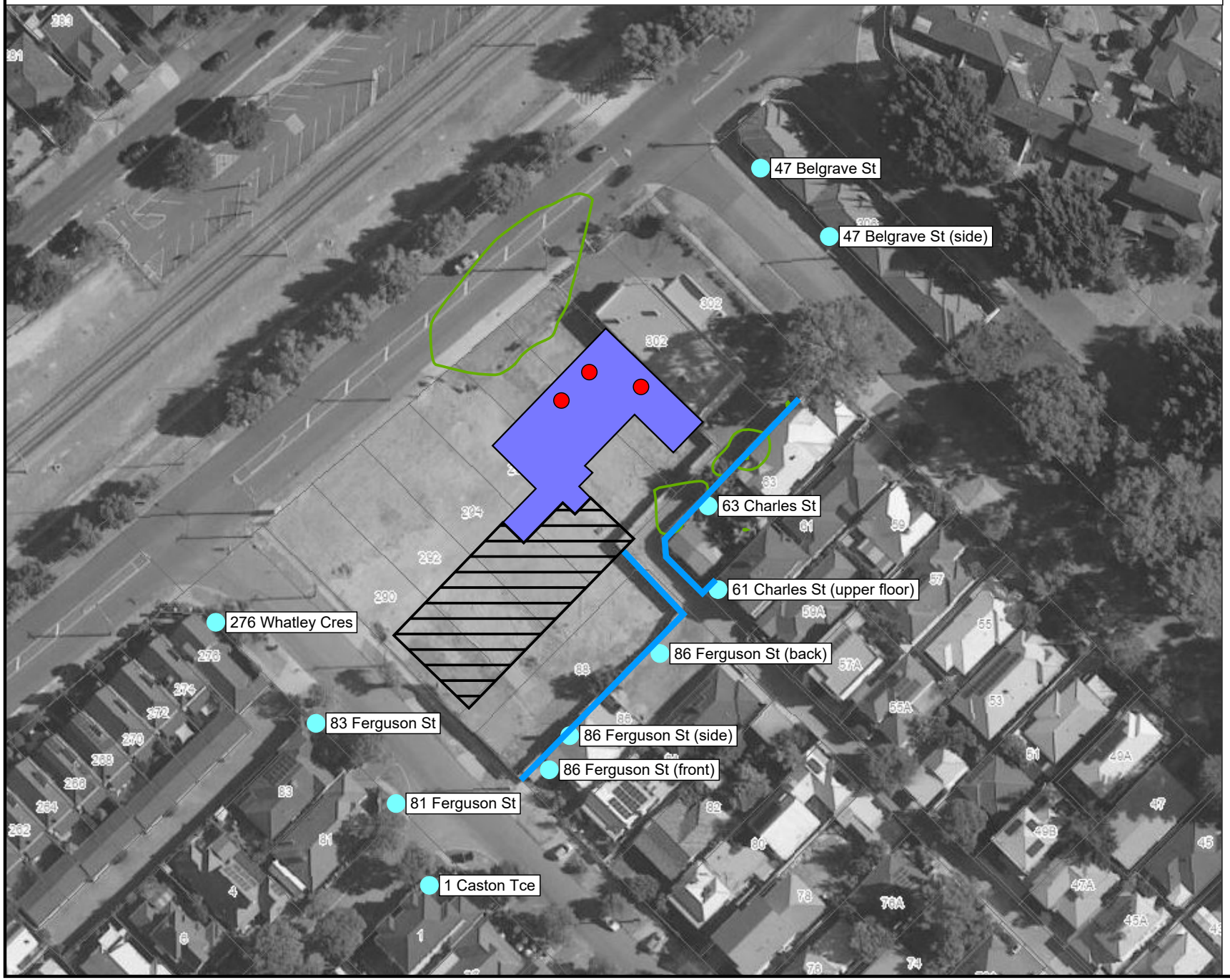
Table 4-2: L_{A10} Night Noise Predicted and Assessed Levels, dB(A)

Receiver	Refrig	Predicted Total Adjusted	Night Assigned Level	Assessment
1 Caston Tce	26	**31**	**42**	*Complies*
1 Caston Tce (upper floor)	28	**33**	**42**	*Complies*
47 Belgrave St	34	**39**	**44**	*Complies*
47 Belgrave St (side)	34	**39**	**44**	*Complies*
61 Charles St (upper floor)	35	**40**	**42**	*Complies*
63 Charles St	37	**42**	**42**	*Complies*
81 Ferguson St	29	**34**	**42**	*Complies*
83 Ferguson St	29	**34**	**42**	*Complies*
86 Ferguson St (back)	33	**38**	**42**	*Complies*
86 Ferguson St (front)	26	**31**	**42**	*Complies*
86 Ferguson St (side)	29	**34**	**42**	*Complies*
276 Whatley Cres	30	**35**	**44**	*Complies*
276 Whatley Cres (upper floor)	28	**33**	**44**	*Complies*

Noise from the refrigeration plant is predicted to comply at all nearest receivers during the night period.

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Figure 4-2 Night Noise Contour Plot (1.4m AGL), dB L_{A10}



Predicted Noise level

	= 37
	= 42
	= 47
	= 52
	= 57

Legend

- Proposed Building
- Covered Parking
- Receiver
- Iron Fence
- Mech Source

N

Scale 1:1000

0 5 10 20 30 m

Project No: 250510237
Consultant: MN
Date: 20/12/2025
Algorithm: ISO 9613
SoundPLAN Version: 9.1

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4.3. L_{Amax} Noise

The results for the L_{Amax} Noise Scenario are provided in *Table 4-3.* A noise contour plot is also provided in *Figure 4-3* showing noise levels at ground floor. An adjustment of + 10 dB is included for impulsiveness, since this may be present for such noise sources. The daytime assigned level is used for assessment as the facility will only be occupied during this time.

Table 4-3: L_{Amax} Noise Predicted and Assessed Levels, dB(A)

Receiver	Car Door	Predicted Total Adjusted	Day Assigned Level	Assessment
1 Caston Tce	43	**53**	**72**	*Complies*
1 Caston Tce (upper floor)	43	**53**	**72**	*Complies*
47 Belgrave St	41	**51**	**74**	*Complies*
47 Belgrave St (side)	34	**44**	**74**	*Complies*
61 Charles St (upper floor)	49	**59**	**72**	*Complies*
63 Charles St	49	**59**	**72**	*Complies*
81 Ferguson St	48	**58**	**72**	*Complies*
83 Ferguson St	50	**60**	**72**	*Complies*
86 Ferguson St (back)	47	**57**	**72**	*Complies*
86 Ferguson St (front)	45	**55**	**72**	*Complies*
86 Ferguson St (side)	44	**54**	**72**	*Complies*
276 Whatley Cres	49	**59**	**74**	*Complies*
276 Whatley Cres (upper floor)	49	**59**	**74**	*Complies*

Noise from car doors are predicted to comply at all nearest receivers during the day period.

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Figure 4-3 Day Noise Contour Plot (1.4m AGL), dB L_{Amax}



Predicted Noise level

= 62
= 67
= 72
= 77
= 82

Legend

- Proposed Building
- Covered Parking
- Receiver
- Iron Fence
- Car Door Area

N

Scale 1:1000

0 5 10 20 30 m

Project No: 250510237
Consultant: MN
Date: 20/12/2025
Algorithm: ISO 9613
SoundPLAN Version: 9.1

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5. RECOMMENDATIONS

The assessment has demonstrated compliance with the assigned levels as determined in accordance with the *Environmental Protection (Noise) Regulations 1997* provided the refrigeration plant (total of three condensing units) operates with a sound power level equal to or less than 75 dB(A). It is noted that the assessment is based on assumptions in relation to the number, location, size and type of mechanical plant. This should be reviewed prior to occupancy when the plant has been designed.

It is understood that the existing fence separating the subject site and 86 Ferguson Street is made of a lightweight tin material and is in poor condition. To ensure sufficient noise reduction from the proposed car park, it is recommended that this fence is replaced with a new fence at a minimum of 1.8 metres high (measured from the higher side) and with a minimum surface mass of 8 kg/m^2. Such material includes brick, limestone or double sheeted *Colorbond*.

Regulation 14A provides requirements for the collection of waste, stating that this activity can be exempt from having to comply with *Regulation 7* prescribed standards, provided it is undertaken between 7am and 7pm Mondays to Saturdays and undertaken in the quietest reasonable manner. Collection outside of these hours will require a separate noise management plan.

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Appendix A – Development Plans

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Version: 4, Version Date: 08/01/2026

LEGEND

- PROPOSED BUILDING
- EXISTING 'RED' ASPHALT PAVING
- PROPOSED 'RED' ASPHALT PAVING
- PROPOSED CONCRETE PAVING
- PROPOSED FEATURE PAVING (REFER LANDSCAPE PLAN)
- PROPOSED FEATURE PAVING (REFER LANDSCAPE PLAN)
- PROPOSED FEATURE PAVING (REFER LANDSCAPE PLAN)
- PROPOSED TREE (REFER LANDSCAPE PLAN)

DEVELOPMENT SUMMARY

SITE AREA:	4,601m2
BUILDING AREA:	
- EXISTING:	326m2
- PROPOSED - GROUND FLOOR:	1,461m2
- PROPOSED - FIRST FLOOR:	480m2
TOTAL:	2,267m2
PLOT RATIO:	49.2%

LAND USE AREA SUMMARY:

FUNERAL PARLOUR - EXISTING	328m2
FUNERAL PARLOUR - PROPOSED	462m2
TRANSPORT DEPOT (FUNERAL PARLOUR VEHICLES)	805m2
STORAGE / WAREHOUSE	90m2
OFFICE	428m2

PARKING:
REFER TRAFFIC CONSULTANT REPORT

LANDSCAPING:

REQUIRED (10% SITE AREA):	461m2
LANDSCAPING PROPOSED (CALCULATED):	767m2

NOTE:
PLAN TO BE READ IN CONJUNCTION WITH LANDSCAPING PLAN AND ASSOCIATED CONSULTANT REPORTS (TRAFFIC, WASTE, PLANNER)

WHATELY CRESCENT
STREET
FERGUSON STREET
CHARLES STREET
CASTON TERRACE
R.O.W
EXISTING LANEWAY
PROPOSED DEVELOPMENT SITE LOTS 41-48 (4601m2)
PROPOSED CAR PARK ASPHALT PAVING
PROPOSED BUILDING 1461m2
EXISTING BUILDING (FUNERAL PARLOUR) 326m2
PROPOSED COVERED SETDOWN
COVERED LOADING ZONE
13.5M REQUIRED SETBACK
REMOVE CROSSOVER AND MAKE GOOD
REINSTATE PEDESTRIAN PATH
NEW FOOTPATH LINK
NEW BARRIER KERB
REMOVE CAR BAYS SHOWN RED / DASHED
NEW FLUSH KERB
NEW ASPHALT PAVING
REMOVE EXISTING COVERED SETDOWN
CROSSOVER WIDENING TO SUIT WASTE TRUCK
REINSTATE PEDESTRIAN PATH
REMOVE EXISTING TREE
PROPOSED CROSSOVER
EV CHARGING STATION
BICYCLE PARKING
STAFF COURTYARD
STAFF ENTRY
OFFICE ENTRY
CHAPEL ENTRY
COURTYARD
BIN STORE
GATES
SLIDING GATE
NEW COLORBOND FENCE
LANDSCAPING
NEW BUILDING
EXISTING BUILDING
TBM 51.100 Drain in Bit. RL 18.72

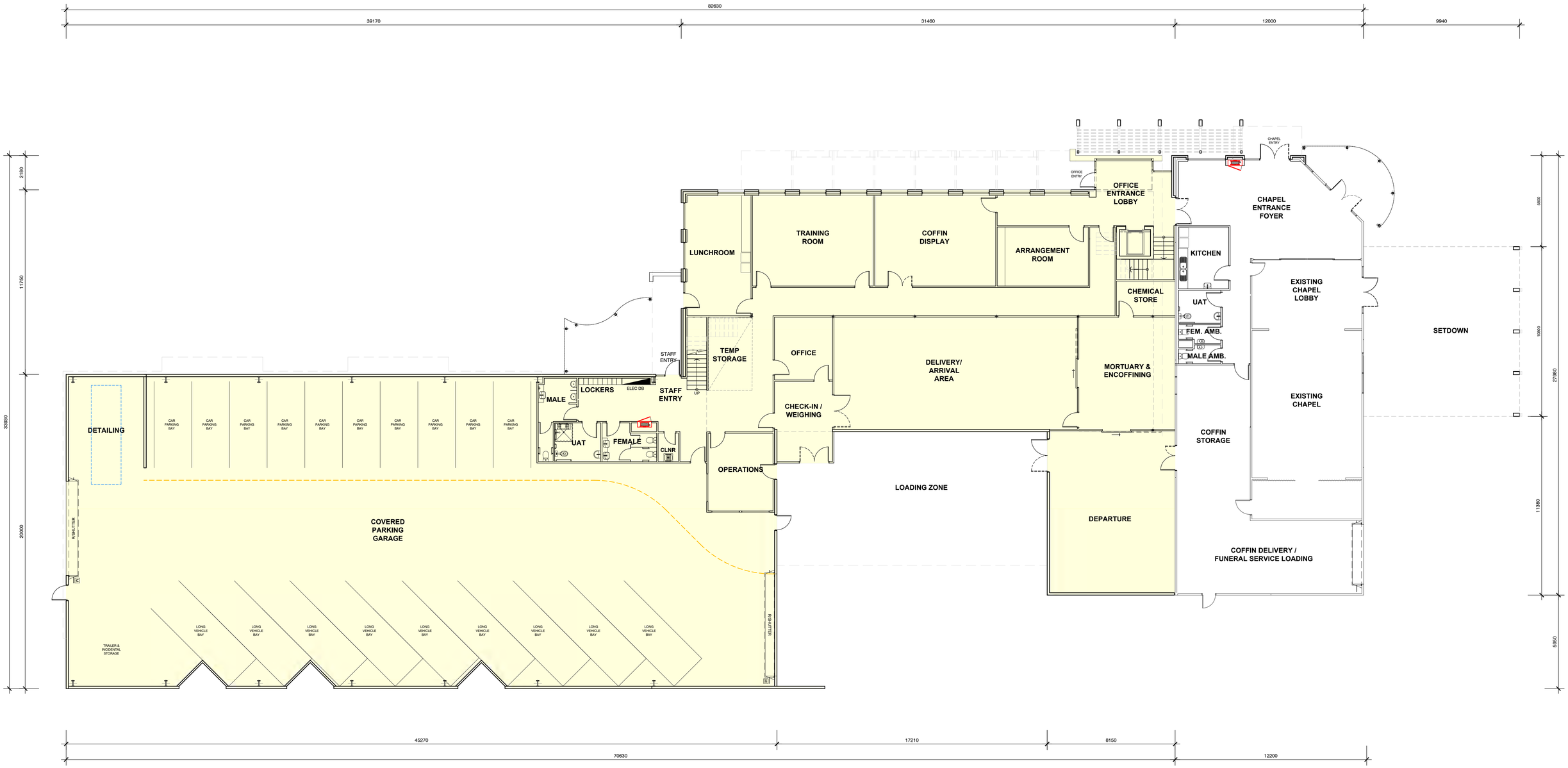
SITE PLAN
SCALE 1:200

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PROPOSED DEVELOPMENT	DRAWN: LM	PROJECT No.: 0939	
FOR FPT PTY LTD Lots 41-48 Whatley Crescent MAYLANDS	DATE: 2025.12.11		
SITE PLAN	SCALE: 1:200 (A1)	REV.: SK13	DRAWING No.: Sheet 03

Document Set ID: 5040610
Version: 4, Version Date: 08/01/2026



GROUND FLOOR PLAN

SCALE 1:125

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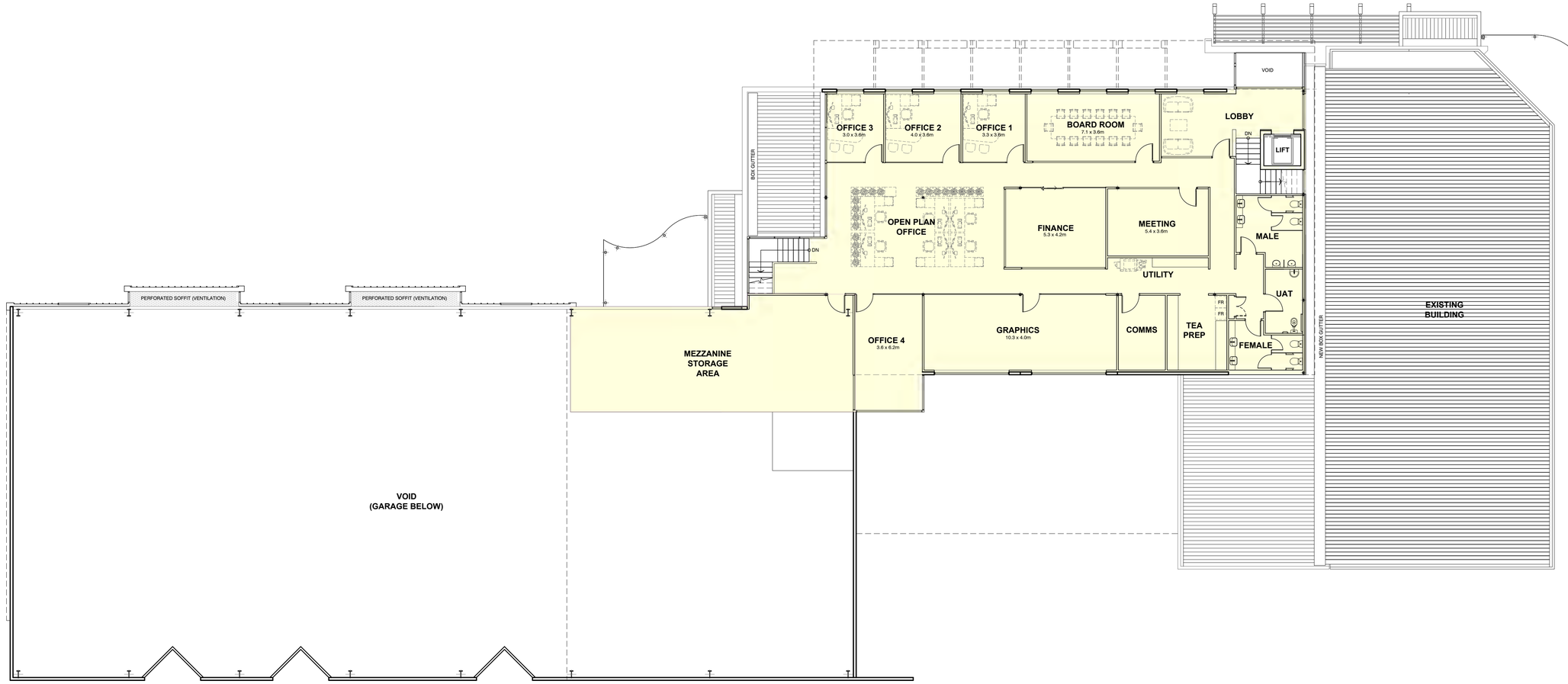
PROPOSED DEVELOPMENT
FOR FPT PTY LTD
Lots 41-48 Whatley Crescent
MAYLANDS

GROUND FLOOR PLAN

DRAWN	PROJECT No.
LM	0939
DATE: 2025.12.11	
SCALE: 1:125 (A1)	REV.: SK13
	DRAWING No.: Sheet 04

Document Set ID: 5040610
Version: 4, Version Date: 08/01/2026

FIRST FLOOR AREA (INCL. MEZZANINE): 480m2



FIRST FLOOR PLAN

SCALE 1:125

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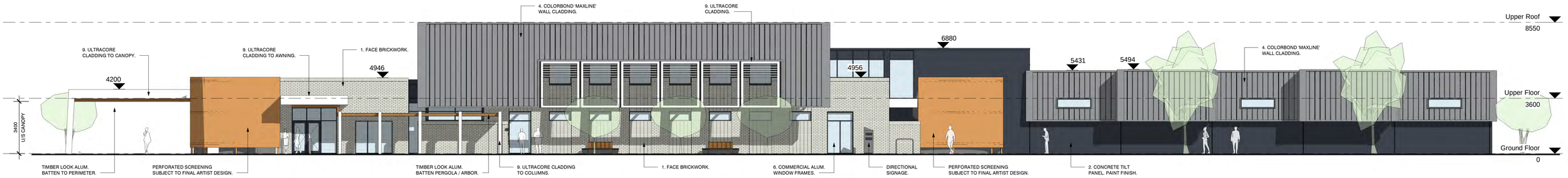
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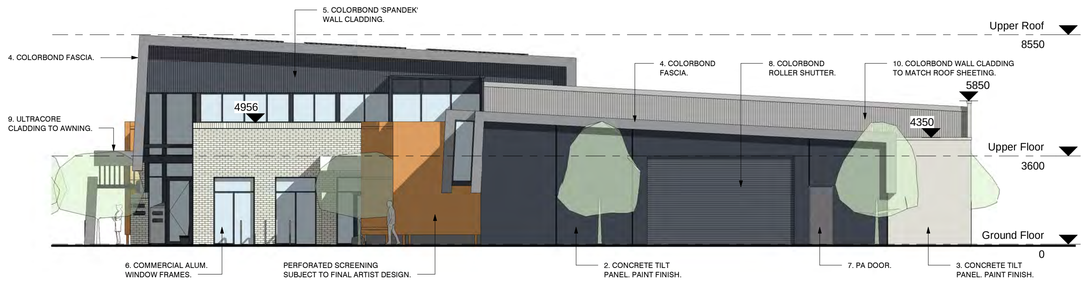
PROPOSED DEVELOPMENT FOR FPT PTY LTD Lots 41-48 Whatley Crescent MAYLANDS	DRAWN: LM	PROJECT No.: 0939	
	DATE: 2025.12.11		
FIRST FLOOR PLAN	SCALE: 1:125 (A1)	REV.: SK13	DRAWING No.: Sheet 05

Document Set ID: 5040610
Version: 4, Version Date: 08/01/2026



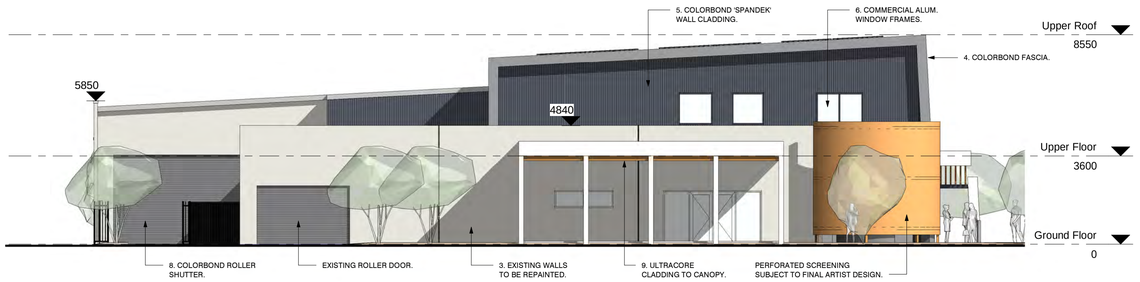
NORTH WEST ELEVATION (WHATLEY CRESCENT) - PROPOSED

Scale 1 : 125



SOUTH WEST ELEVATION (FERGUSON STREET) - PROPOSED

Scale 1 : 125



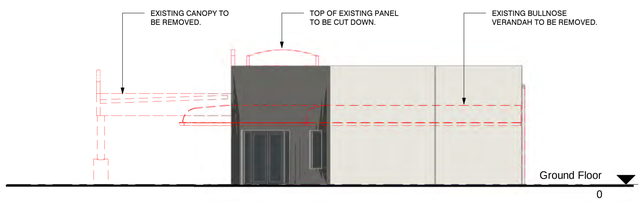
NORTH EAST ELEVATION (CHARLES STREET) - PROPOSED

Scale 1 : 125



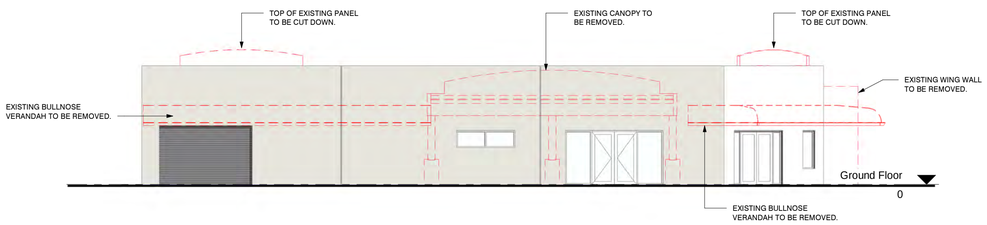
SOUTH EAST ELEVATION (LANEWAY) - PROPOSED

Scale 1 : 125



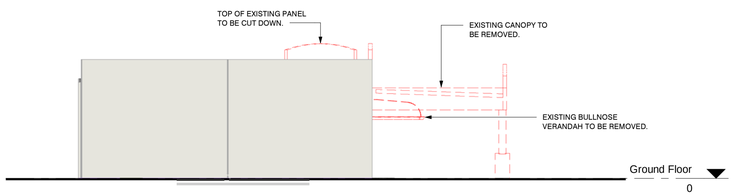
NORTH WEST ELEVATION (WHATLEY CRESCENT) - EXISTING

Scale 1 : 125



NORTH EAST ELEVATION (CHARLES STREET) - EXISTING

Scale 1 : 125



SOUTH EAST ELEVATION (LANEWAY) - EXISTING

Scale 1 : 125

MATERIALS:

1. BRICKWORK - LIGHT BEIGE FACE BRICKWORK
2. CONCRETE WALLS (DARK) - PAINT FINISH - 'IRONSTONE'
3. RENDER / CONCRETE WALLS (LIGHT) - PAINT FINISH - 'ROTTNEST ISLAND'
4. 'MAXLINE' WALL CLADDING (LIGHT) - COLORBOND - 'BLUEGUM'
5. 'SPANDEK' WALL CLADDING (DARK) - COLORBOND - 'IRONSTONE'
6. ALUM. WINDOW / DOOR FRAMES - POWDERCOAT - 'IRONSTONE'
7. PA DOORS - PAINT / POWDERCOAT - 'BASALT'
8. ROLLER SHUTTERS - POWDERCOAT - 'BASALT'
9. AWNINGS / CANOPY - ULTRACORE IQ - 'ARCTIC WHITE'
10. ROOF SHEETING - COLORBOND - 'SHALE GREY'

COLOUR LEGEND:

- LIGHT BEIGE FEATURE BRICK
- 'IRONSTONE'
- 'ROTTNEST ISLAND'
- 'BLUEGUM'
- 'BASALT'
- 'ARCTIC WHITE'
- 'SHALE GREY'

NOTE:

REFER TO SHEET 13 FOR FURTHER MATERIALS / FINISHES INFORMATION.

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PROPOSED DEVELOPMENT FOR FPT PTY LTD Lots 41-48 Whatley Crescent MAYLANDS	DRAWN: MS DATE: 2025.12.11	PROJECT No.: 0939	
ELEVATIONS	SCALE: 1 : 125 (A1)	REV.: SK13	DRAWING No.: Sheet 06

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Appendix B – Influencing Factor Calculation

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The assigned levels combine a baseline assigned level with an influencing factor, with the latter increasing the assigned level on the basis of the existence of significant roads and commercial or industrial zoned land within an inner circle (100 metre radius) and an outer circle (450 metre radius) of the noise sensitive premises. The calculation for the influencing factor is:

$$= \frac{1}{10}(\%\ \text{Type A}_{100} + \%\ \text{Type A}_{450}) + \frac{1}{20}(\%\ \text{Type B}_{100} + \%\ \text{Type B}_{450})$$

where:

$\%\ \text{Type A}_{100}$ = the percentage of industrial land within a 100m radius of the premises receiving the noise

$\%\ \text{Type A}_{450}$ = the percentage of industrial land within a 450m radius of the premises receiving the noise

$\%\ \text{Type B}_{100}$ = the percentage of commercial land within a 100m radius of the premises receiving the noise

$\%\ \text{Type B}_{450}$ = the percentage of commercial land within a 450m radius of the premises receiving the noise

+ Transport Factor (maximum of 6 dB)

= 2 for each secondary road (6,000 to 15,000 vpd) within 100m

= 2 for a major road (>15,000 vpd) within 450m

= 6 for a major road within 100m

The nearest noise sensitive premises have been grouped as follows:

- Within 100m of Railway Parade:
  - 276 Whatley Cres;
  - 47 Belgrave St.
- Further than 100m of Railway Parade:
  - 1 Caston Tce;
  - 61 Charles St;
  - 63 Charles St;
  - 81 Ferguson St;
  - 83 Ferguson St;
  - 86 Ferguson St.

Table B-1 shows the percentage of industrial and commercial land within the inner (100 metre radius) and outer (450 metre radius) circles of the noise sensitive premises.

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Table B-1: Percentage of Land Types within 100m and 450m Radii

Receiver	Land Type	Within 100m	Within 450m
Noise sensitive premises within 100m of Railway Parade	Type A - Industrial and Utility	17	6
	Type B – Commercial	0	11
Noise sensitive premises further than 100m of Railway Parade	Type A - Industrial and Utility	13	6
	Type B – Commercial	0	13



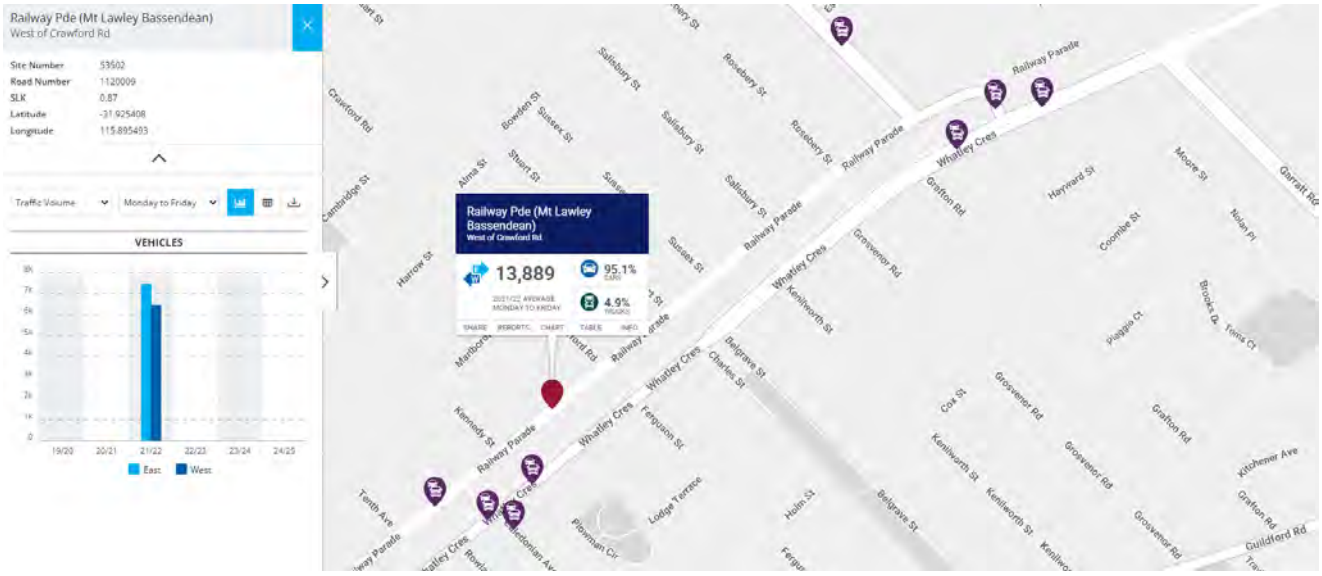
Figure B-1: Land Types within 100m and 450m Radii

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From the Main Roads WA Traffic Map (refer *Figure B-2*), *Table B-2* shows the relevant roads and their traffic counts within the inner (100 metre radius) and outer (450 metre radius) circles.

Table B-2: Relevant Roads within 100m and 450m Radii

Receiver	Within 100m		Within 450m
	Major Road (+ 6 dB)	Secondary Road (+ 2 dB)	Major Road Not Within 100m (+ 2 dB)
Noise sensitive premises within 100m of Railway Parade	-	Whatley Crescent (8,315 2021/22 #4963) & Railway Parade (13,889 2021/22 #53502)	Guildford Road (29,060 vpd 2020/21 #53209)
Noise sensitive premises further than 100m of Railway Parade	-	Whatley Crescent (8,315 2021/22 #4963)	Guildford Road (29,060 vpd 2020/21 #53209)



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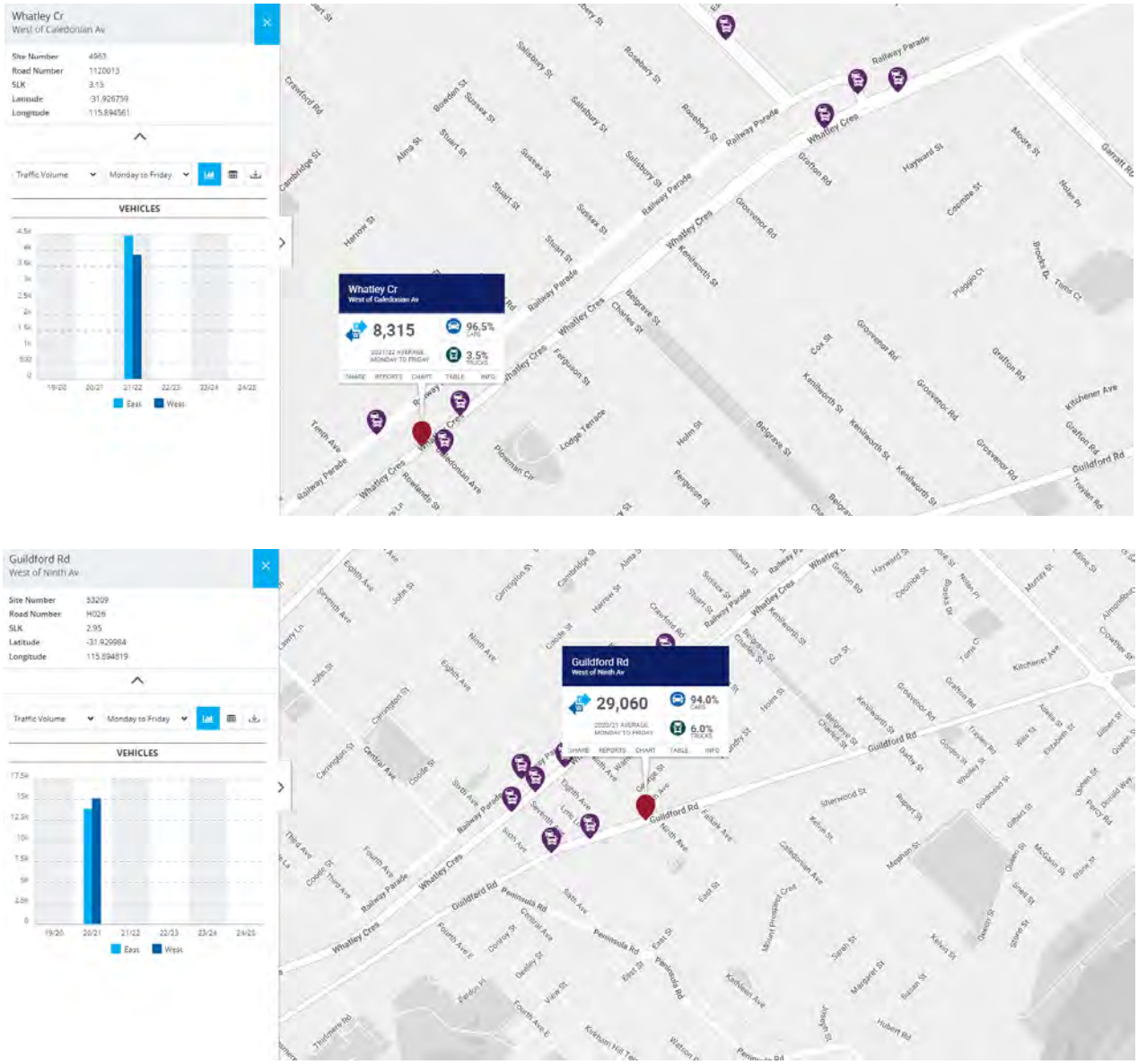


Figure B-2: MRWA Published Traffic Data

Table B-3 combines the percentage land types and transport factor to calculate the influencing factor.

Table B-3: Influencing Factor Calculation, dB

Receiver	Industrial Land	Commercial Land	Transport Factor	Total
Noise sensitive premises within 100m of Railway Parade	2.2	0.6	4.0	**7**
Noise sensitive premises further than 100m of Railway Parade	1.9	0.7	6.0	**9**

The influencing factor calculated in *Table B-3* is combined with those baseline assigned levels of *Table 2-2*, resulting in the project assigned levels provided in *Table 2-3*.

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Appendix C – Terminology

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The following is an explanation of the terminology used throughout this report:

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A, dB.

- **Sound Power Level (L_w)**

Under normal conditions, a given sound source will radiate the same amount of energy, irrespective of its surroundings, being the sound power level. This is similar to a 1kW electric heater always radiating 1kW of heat. The sound power level of a noise source cannot be directly measured using a sound level meter but is calculated based on measured sound pressure level at known distances. Noise modelling incorporates source sound power levels as part of the input data.

- **Sound Pressure Level (L_p)**

The sound pressure level of a noise source is dependent upon its surroundings, being influenced by distance, ground absorption, topography, meteorological conditions etc. and is what the human ear actually hears. Using the electric heater analogy above, the heat will vary depending upon where the heater is located, just as the sound pressure level will vary depending on the surroundings. Noise modelling predicts the sound pressure level from the sound power levels taking into account ground absorption, barrier effects, distance etc.

- **L_{ASlow}**

This is the noise level in decibels, obtained using the A-frequency weighting and the S (slow) time weighting. Unless assessing modulation, all measurements use the slow time weighting characteristic.

- **L_{AFast}**

This is the noise level in decibels, obtained using the A-frequency weighting and the F (fast) time weighting. This is used when assessing the presence of modulation.

- **L_{APeak}**

This is the greatest absolute instantaneous sound pressure level in decibels using the A-frequency weighting.

- **L_{Amax}**

An L_{Amax} level is the maximum A-weighted noise level during a particular measurement.

- **L_{A1}**

The L_{A1} level is the A-weighted noise level exceeded for 1 percent of the measurement period and is considered to represent the average of the maximum noise levels measured.

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- **L_{A10}**

The L_{A10} level is the A-weighted noise level exceeded for 10 percent of the measurement period and is considered to represent the "intrusive" noise level.

- **L_{A90}**

The L_{A90} level is the A-weighted noise level exceeded for 90 percent of the measurement period and is considered to represent the "background" noise level.

- **L_{Aeq}**

The equivalent steady state A-weighted sound level ("equal energy") in decibels which, in a specified time period, contains the same acoustic energy as the time-varying level during the same period. It is considered to represent the "average" noise level.

- **One-Third-Octave Band**

Means a band of frequencies spanning one-third of an octave and having a centre frequency between 25 Hz and 20000 Hz inclusive.

- **Representative Assessment Period**

Means a period of time not less than 15 minutes, and not exceeding four hours, determined by an inspector or authorised person to be appropriate for the assessment of a noise emission, having regard to the type and nature of the noise emission.

- **L_{Amax} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded at any time.

- **L_{A1} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 1 percent of the representative assessment period.

- **L_{A10} assigned level**

Means an assigned level, which, measured as a L_{ASlow} value, is not to be exceeded for more than 10 percent of the representative assessment period.

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- **Tonal Noise**

A tonal noise source can be described as a source that has a distinctive noise emission in one or more frequencies. An example would be whining or droning. The quantitative definition of tonality is:

– the presence in the noise emission of tonal characteristics where the difference between -

(a) the A-weighted sound pressure level in any one-third octave band; and

(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

This is relatively common in most noise sources.

- **Modulating Noise**

A modulating source is regular, cyclic and audible and is present for at least 10% of the measurement period. The quantitative definition of modulation is:

– a variation in the emission of noise that —

(a) is more than 3 dB $L_{A\ Fast}$ or is more than 3 dB $L_{A\ Fast}$ in any one-third octave band; and

(b) is present for at least 10% of the representative assessment period; and

(c) is regular, cyclic and audible.

- **Impulsive Noise**

An impulsive noise source has a short-term banging, clunking or explosive sound. The quantitative definition of impulsiveness means:

– a variation in the emission of a noise where the difference between L_{Apeak} and L_{Amax} is more than 15 dB when determined for a single representative event.

- **Major Road**

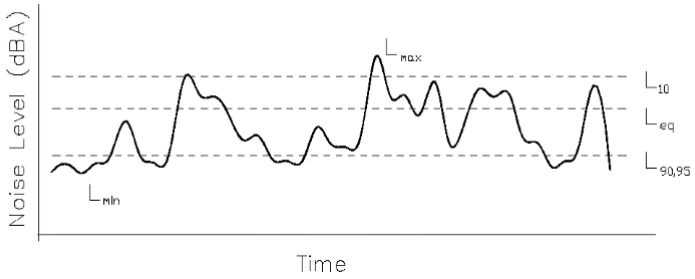
Is a road with an estimated average daily traffic count of more than 15,000 vehicles.

- **Secondary / Minor Road**

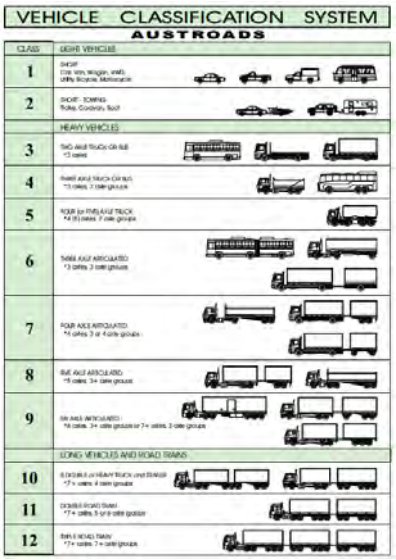
Is a road with an estimated average daily traffic count of between 6,000 and 15,000 vehicles.

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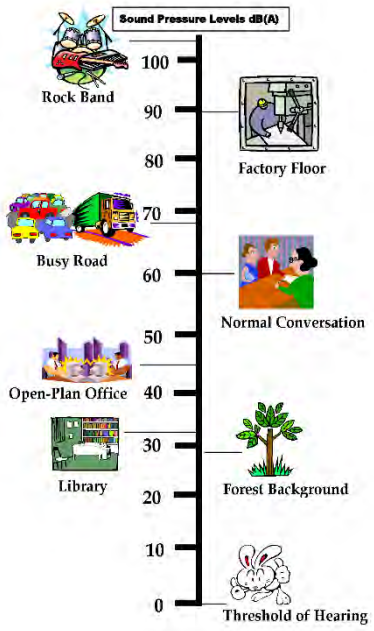
- **Chart of Noise Level Descriptors**



- **Austroads Vehicle Class**



- **Typical Noise Levels**



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STORMWATER CALCULATION

SITE AREA:	4,601m2
PERMEABLE (UNROOFED LANDSCAPING) AREA:	682m2
IMPERVIOUS (DRAINAGE) AREA:	3919m2
VOLUME REQUIRED (3919m2 x 0.0125):	48.98m3
VOLUME PROPOSED:	
- EXISTING (6x SOAKWELLS/PIPEWORK) EXCLUDED FROM CALCS:	00.00m3
- NEW SOAKWELLS (4.53m3 EA x 11):	50.38m3
- NEW PIPEWORK:	7.16m3
TOTAL:	57.54m3

STORMWATER NOTES

1. INSTALL PRECAST CONCRETE SOAKWELLS
2. ALL STORMWATER PIPEWORK SUBJECT TO VEHICLE LOADS TO BE INSTALLLED WITH A MINIMUM 450mm COVER
3. CONNECT DOWNPIPES TO STORMWATER SYSTEM WITH Ø150 PIPE AT 1:150 GRADE
4. DOWNPIPE LOCATIONS NOT YET DETERMINED (TO BE DEVELOPED DURINF DETAIL DESIGN
5. STORMWATER CONCEPT DESIGN TO BE VERIFIED AND/OR AMENDED DURING DETAIL DESIGN AS REQUIRED.

WHATELY CRESCENT

STREET

FERGUSON

CASTON TERRACE

CHARLES STREET

R.O.W

R.O.W

F.L. 18.870

Ø300 @ 1 in 200

Ø225 @ 1 in 200

Ø150 @ 1 in 200

EXISTING SOAKWELL

EXISTING PIPE (NOM Ø150 PVC)

EXISTING SOAKWELL - INSTALL NEW SOLID COVER

NEW SOAKWELL

SILT TRAP BAFFLE TO BE INSTALLED ON OUTLET PIPE

TBM 9100 Spindle in Rd. RL 18.22

STORMWATER CONCEPT PLAN

SCALE 1:200

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PROPOSED DEVELOPMENT
FOR FPT PTY LTD
Lots 41-48 Whatley Crescent
MAYLANDS

STORMWATER CONCEPT

DRAWN	PROJECT No.
LM	0939
DATE: 2025.12.17	
SCALE: 1:200 (A1)	REV.: H001
	DRAWING No.: Sheet 01

Document Set ID: 5040610
Version: 4, Version Date: 08/01/2026

e. Commercial@greenchoiceconsulting.com.au
t. 1300 864 944



Sustainable Design Assessment

Address:
(#290) Whatley Crescent, Maylands, WA 6051

Project:
Funeral Parlour Extension Project

GC Consulting Job Number:
SJ0-T308

Client Job Number:
0939

Building Type and Function:
Class 6
Class 5

Date:
1/05/2026

Assessment Method and Documentation:
City of Bayswater Sustainability in Design Policy

City of Bayswater Town Planning Scheme No. 24 (TPS24)

State Planning Policy-Design of the Built Environment (Design Principle No5. Sustainability)

Version History

Issue	Date	Description	Completed by:	Approved by:
01	30/04/2026	Preliminary SDA Report	Manuel Becerra	Albert Burton
02	01/05/2026	DRP Submission	Manuel Becerra	Albert Burton

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1. Executive Summary

This report outlines the Environmental Sustainability Design (ESD) approach for the proposed non-residential project located at (#290) Whatley Crescent, Maylands, WA 6051. It has been prepared to support the lodgement of the Development Application (DA) for the site.

The sustainability strategy for the development has been shaped by the key environmental planning requirements and policy documents that apply to the project, including:

- City of Bayswater Sustainability in Design Policy
- City of Bayswater Town Planning Scheme No. 24 (TPS24)
- State Planning Policy-Design of the Built Environment (Design Principle No5. Sustainability)
- Western Australian Climate Policy

In accordance with the outlined requirements, the development incorporates a coordinated set of ESD strategies addressing energy performance, water conservation, indoor environmental quality, waste reduction, and overall occupant comfort including:

- Satisfy the sustainability requirements “Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.”

- Satisfy NCC 2022 Section J performance requirements.

The measures described in this report reflect the project’s commitment to achieving high sustainability performance and maintaining consistency with the City of Bayswater’s planning expectations. These initiatives will continue to be refined and advanced as the project moves into subsequent design and delivery stages.

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2. Introduction

This Environmental Sustainability Design (ESD) report outlines the environmental performance approach for the new building development at (#290) Whatley Crescent, Maylands, WA 6051, prepared in consideration of the relevant requirements of State Planning Policy-Design of the Built Environment (Design Principle No5. Sustainability).

The project is an existing building with new extension works of an approximate Gross Floor Area (GFA) of 1,965 m². In line with the local council policy, the design aims to achieve the following performance outcomes:

1. Satisfy the sustainability requirements "Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes."

2. Satisfy NCC 2022 Section J performance requirements.

This report outlines the design features, technologies, and strategies proposed across key areas—including energy, water, materials, and indoor environmental quality—to support these outcomes. The project aims to deliver a well-performing and sustainable outcome for the community, incorporating key environmentally sustainable design principles and aligning with the local council's emission-reduction targets and other relevant frameworks.

2.1. Project Overview

Subject site is located at (#290) Whatley Crescent, Maylands, WA 6051.
The plans propose a Funeral Parlour Extension Project .
The site is 4,601 m², with new extension works area of 1,965 m².
The project consists of a Funeral parlour with offices and parking.

2.2. Document/s used for this assessment

This report has been produced based on the following documents supplied by VAER Design:

Type	Drawing No.	Revision	Description	Date
Architectural	Sheet 01 to 14	SK14	-	5/12/2025

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3. Statutory Framework

The project's sustainability approach has been informed by, and tailored to meet the requirements of, the applicable planning policies, regulatory frameworks, and environmental guidelines outlined below.

- City of Bayswater Sustainability in Design Policy
- City of Bayswater Town Planning Scheme No. 24 (TPS24)
- State Planning Policy-Design of the Built Environment (Design Principle No5. Sustainability)
- Western Australian Climate Policy

3.1. City of Bayswater Sustainability in Design Policy

The City of Bayswater Sustainability in Design Policy provides guidance on sustainable design for new development, aiming to make the City more climate change resilient and liveable. The policy covers two key chapters, Cool Roofs and Biophilic Design, and applies to development applications involving three or more dwellings, or non-residential/mixed-use development.

Objectives of the Sustainability in Design Policy:

- Provide guidance to developers on how to address sustainability as part of planning and development within the City of Bayswater.
- Support an increase in sustainable design within the City.
- Make the City of Bayswater a more climate change resilient and liveable City.
- Respond to the changing needs of the community, environment and the economy over time in an efficient, functional and attractive manner.
- Incorporate sustainable building designs that befit the local climate and provide comfortable living conditions while reducing greenhouse gas emissions.

3.2. City of Bayswater Town Planning Scheme No. 24 (TPS24)

TPS 24 is the principal statutory document controlling land use and development within the City of Bayswater. While TPS 24 does not contain explicit ESD objectives, it provides the statutory framework through which sustainability requirements are applied. The Deemed Provisions incorporated into TPS 24, specifically Clause 67(2), require the City to consider the likely effect of development on the natural environment and water resources when assessing development applications. This clause also requires consideration of any local planning policy adopted under the scheme, providing statutory weight to the City's Sustainability in Design Policy and its requirements for cool roofs, biophilic design, landscaping, and tree retention.

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3.3. National Construction Code 2022 (Volume One – Commercial)

The National Construction Code (NCC) 2022 Volume One sets out the energy efficiency requirements for commercial buildings (Class 2 to Class 9). All buildings must comply with the energy efficiency provisions under Section J, which include thermal performance requirements for the building envelope, building sealing, air conditioning and ventilation, and artificial lighting.

3.4. Western Australian Climate Policy

The Western Australian Climate Policy outlines the state's intention to transition towards net zero emissions by 2050. The policy applies across multiple sectors including the built environment and supports the adoption of sustainable building practices that reduce operational and embodied carbon emissions.

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4. ESD Response

4.1. Water Efficiency:

Environmental Design Initiative
Potable water use reduction through efficient fixtures
Installing high-efficiency fixtures and fittings across the building to reduce water consumption. Selected products include: • Toilets 4-star (3-4.5L flush) • Basin and kitchen taps 5-star WELS • Showers 4-star (6 – 7.5L) WELS • Urinals 5-star (where applicable) • Minimum 4-star water efficiency dishwashers By choosing these efficient appliances, the initiative aims to conserve water, reduce utility costs, and support sustainable building operation.
Water efficient landscaping
Water efficient landscaping principles will be incorporated into the development. Planting selections will favour local native and drought tolerant species suited to the Perth metropolitan climate, reducing long term irrigation demand. Once established, these species are expected to require minimal supplementary watering. Where irrigation is proposed, highly water efficient systems such as drip irrigation or sub-surface irrigation will be employed to deliver water directly to the root zone, minimising evaporation and runoff. This approach supports resilient, low maintenance landscaping and aligns with the City of Bayswater's requirements for local native and drought resistant species under the Sustainability in Design Policy
Stormwater treatment
All stormwater is to be contained and disposed of on site. The strategy might incorporate a combination of soakwells, permeable paving, and landscaped infiltration areas.

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4.2. Energy Demand Reduction:

Environmental Design Initiative
Thermal performance
The building envelope will be designed to comply with the NCC Section J energy efficiency provisions, ensuring that roofs, external walls, floors, and glazing systems that define the thermal boundary achieve the required performance standards. This approach supports improved thermal comfort, reduced heat transfer, and lower operational energy demand across the development.
Fully electric building - No gas connection
The development is designed to achieve a zero-emissions operational energy trajectory, relying exclusively on electricity as its energy source with no gas connection. This approach eliminates on-site fossil fuel use, supports decarbonisation objectives, and demonstrates a commitment to delivering a low-carbon, energy-efficient building that aligns with broader sustainability and climate action goals.
Hot water system
Domestic Hot water (DHW) is a major contributor to operational greenhouse gas emissions in buildings, and reducing the energy demand of these systems is a key sustainability priority. Accordingly, the project will install water heating equipment that performs within one star of the highest-rated systems available on the market or better than the most efficient equivalent capacity unit. DHW will be provided by a high-efficient heat pump hot water system. The system uses ambient air to generate heat, significantly reducing energy demand compared to conventional electric or gas storage systems. This approach supports lower operating costs and contributes to the building's overall sustainability objectives.
Efficient lighting
LED lighting will be installed throughout the development to minimise lighting energy consumption. Target a 20% reduction in the maximum illumination power density (W/m²) compared to the limits set out in Table J7D3a of NCC 2022 Volume 1. By optimising lighting design and selecting efficient fixtures, the initiative aims to reduce overall energy consumption and improve building performance.
Lighting controls
External and non-regularly occupied spaces lighting will be managed through automated controls such as daylight-responsive sensors, motion detection, and programmable time clocks to limit unnecessary operation and reduce energy use.
Renewable energy system
The project will incorporate an on-site solar photovoltaic system with a minimum capacity of approximately 50 kW, generating renewable electricity to offset a portion of the building's operational energy demand. The system will help reduce reliance on grid-supplied power, lower greenhouse gas emissions, and improve the overall energy performance of the development.

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4.3. Indoor Environmental Quality:

Environmental Design Initiative
Ventilation system maintenance and air quality
Mechanical ventilation systems will be designed to allow easy access for routine maintenance and cleaning, ensuring effective removal of moisture and debris. All ventilation ducts will be thoroughly cleaned prior to commissioning, supporting optimal system performance and maintaining high indoor air quality from the outset.
Shading
Shading devices will be installed in key areas along the north and west façade to minimise direct solar radiation entering the building. This measure reduces heat gains, enhances indoor thermal comfort, and supports the overall energy efficiency of the development.
Daylight access
Maximising access to natural daylight in occupied areas reduces reliance on artificial lighting and supports lower energy use while maintaining visual comfort for occupants. Where feasible, glazing with high visible light transmittance (VLT) will be incorporated to enhance daylight penetration, balanced with appropriate shading and glare control measures to ensure comfortable and functional internal environments.
Materials selection – Low-emission finishes
The development will prioritise the use of low-VOC and low-formaldehyde products, including paints, sealants adhesives, floor coatings and coverings, and engineered wood products. This approach minimises indoor air pollutants, supports occupant health and wellbeing, and aligns with best-practice sustainable material selection.

4.4. Urban Ecology:

Environmental Design Initiative
Cool roofs
To reduce heat absorption and improve building energy performance, roofs are specified to have light-coloured surfaces with a solar absorptance of 0.4 or less, such as white or cream finishes (e.g., Southerly, Surfmist). This contributes to lower cooling loads, mitigates urban heat island effects, and supports overall energy efficiency.
Light-Coloured Paving/Pavements
To reduce heat absorption and improve the microclimate around the development, paving should be specified in light colours rather than medium or dark tones. Acceptable light colours include creams, beiges, sandstone tones,

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white, or light grey concrete, while medium and dark options such as terracotta, slate, gunmetal, blue metal, granite, or asphalt are avoided. This strategy helps mitigate the urban heat island effect and supports overall environmental performance.
Minimum landscaped area
A minimum of 15% of the site area is required to be landscaped, incorporating a diversity of locally indigenous species or species preferred by Council. A detailed landscape plan should demonstrate how the design preserves and enhances biodiversity on-site, supporting ecological health and contributing to the environmental sustainability of the development.

4.5. Waste Management:

Environmental Design Initiative
Construction waste – Building Re-Use
The development prioritises adaptive reuse by locating new works on a previously developed site and retaining a substantial portion of the existing built fabric, the majority of the existing building is incorporated into the proposal. This approach reduces demolition impacts; conserves embodied energy and supports more sustainable development outcomes.
Operational waste - Separation facilities
Bins will be provided for all key waste streams, including general waste, co-mingled recycling, and paper/cardboard, supporting effective site-wide resource recovery.
Operational waste – Convenience of recycling
To support effective waste separation and promote recycling behaviours, dedicated recycling bins will be conveniently co-located with general waste bins at key disposal points throughout the development, including kitchens and other areas where waste is typically generated.

4.6. Sustainable Transport:

Environmental Design Initiative
EV electrical infrastructure and load management plan
The development will be provided with a minimum of two active EV charging units (22 kW, 32 Amp three phase) located in visible, priority positions to encourage uptake. A total of four dedicated EV charging bays will be allocated within the car park. EV infrastructure will be supported by a load management strategy to ensure site electrical capacity is not exceeded.

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4.7. Materials:

Environmental Design Initiative
Sustainable timber
All timber used on the project will be sourced from sustainably managed forests and verified through recognised certification schemes such as FSC or PEFC. Unsustainably sourced and high-risk rainforest timbers, including Oregon, Western Red Cedar, Meranti, Merbau, Teak, and Luan, will be excluded to avoid adverse environmental impacts.
Low embodied aggregates
Aggregate and sand will be sourced from circular economy and lower embodied-energy streams. Subject to approval by the project's design engineer, a minimum of 50% recycled aggregate or recycled glass sand will be used as sub-base material beneath paths and/or roadworks.

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5. ESD Measures & Implementation

	Design requirement	Implementation Stage	Responsibility (Documentation)
Water Efficiency	Potable water use reduction through efficient fixtures	Designed Development /Detailed Design	Architect (Fixtures & Fittings schedule)
	Water efficient landscaping	Development Application (DA) / Town Planning	Landscape Consultant (Landscape drawings)
	Stormwater treatment	Designed Development /Detailed Design	Civil/Storm Consultant (Storm design documentation)
Operational Energy	Thermal performance	Designed Development /Detailed Design	Architect (Architectural drawings)
	Fully electric building – No gas connection	Development Application (DA) / Town Planning	Building Services Consultant (Services documentation)
	Hot water system	Designed Development /Detailed Design	Building Services Consultant (Hydraulic documentation)
	Efficient lighting	Designed Development /Detailed Design	Building Services Consultant (Lighting schedule)
	Lighting controls	Designed Development /Detailed Design	Building Services Consultant (Electrical documentation)
	Renewable energy system	Designed Development /Detailed Design	Building Services Consultant (Electrical documentation)
Indoor Environmental Quality	Ventilation system maintenance and air quality	Designed Development /Detailed Design	Building Services Consultant (Mechanical documentation)
	Shading	Designed Development /Detailed Design	Architect (Architectural drawings)
	Daylight access	Designed Development /Detailed Design	Architect/ESD (Architectural drawings)
Urban Ecology	Cool roofs	Development Application (DA) / Town Planning	Architect (Architectural drawings/Finishes schedule)
	Light-coloured paving/pavements	Development Application (DA) / Town Planning	Architect (Architectural drawings/Finishes schedule)
	Minimum landscape area	Development Application (DA) / Town Planning	Landscape Consultant (Landscape drawings)
Waste Management	Construction waste – Building Re-Use	Development Application (DA) / Town Planning	Builder/Contractor (Builder contracts)
	Operational waste – Separation facilities	Development Application (DA) / Town Planning	Architect/Waste Consultant (Architectural drawings/Waste Management Plan)
	Operational waste – Convenience of recycling	Development Application (DA) / Town Planning	Architect/Waste Consultant (Architectural drawings/Waste Management Plan)

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Sustainable Transport	EV electrical infrastructure and load management plan	Designed Development /Detailed Design	Architect/Building Services Consultant (Electrical documentation)
Materials	Sustainable timber	Designed Development /Detailed Design	Architect (Architectural drawings)
	Low embodied aggregates	Designed Development /Detailed Design	Architect (Architectural drawings /Materials Schedule)

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6. Conclusion

This Sustainable Design Assessment (SDA) outlines a suite of environmentally sustainable design initiatives to be considered for the development, supporting compliance with the applicable requirements and other relevant planning and sustainability frameworks. As the project progresses through design development, further detailed investigations will be undertaken to refine and validate the ESD strategy, ensuring the proposed measures are appropriately integrated and optimised.

The project aims to deliver a well-performing, efficient, and sustainable outcome for the community by embedding key ESD principles across energy, water, materials, indoor environmental quality, and passive design. The initiatives outlined throughout this report will contribute to reducing greenhouse gas emissions, improving occupant comfort and wellbeing, and supporting long-term environmental performance for the site.

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Landowners Entity (EPT Pty Ltd)
Whatley Crescent Maylands

PUBLIC ART COMMISSION

CONCEPT DESIGN PROPOSAL

Artist I Mark Datodi

April 2026

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Artist Information 01

Contact details

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Postal Address: 12 Harvey Street, Mosman Park, WA 6012

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The major contributing factors that have driven my response to the artwork brief for the Whatley Crescent development are:

- Location of the new building – creating artworks that reflect the unique aspects of the site, highlighting the significance of Maylands' location to the Swan River.
- The position of the Artwork Screen relative to the building's height and the scale of the artwork designs.
- The critical distance from which the artwork will be viewed, along with the communities' movements up to and passing the artwork.
- The view that families and friends will have of the artwork as they approach the new building.
- Material aspects - the selection of materials designed to resist the environment and prevent vandalism.
- Ensure all artworks comply with Australian Safety Standards for their design, construction, installation, and maintenance.

I believe the site-specific artworks for the Whatley Crescent development must create a strong, accessible, and lasting statement. The artworks should be visually striking and relate to their surrounding context, yet still intrigue visitors and the wider community.



Maylands Peninsula – Swan River

Artwork Theme Direction

The theme of the artwork – ***Ripple*** – highlights and emphasises the significance of the Swan River to the Maylands community. The suburb of Maylands is located on a peninsula that extends into the Swan River.

The Swan River is a valuable local asset, teeming with plant and animal life, and has long been a hub for recreational pursuits for the community. The natural energy of the river infuses the surrounding environment, continuing to create stories and memories for those who engage with, use, and enjoy it.

Design of the artworks

My aim is to create artworks that are innovative, contemporary, yet surprisingly simple and incorporate movement (through the interplay of shadow and light).

A pattern can be described as a series of relationships. Even when we can't pinpoint the exact relationship that forms a pattern, we can usually sense its presence. In nature, the pattern does not merely adorn the form; it is a vital part of it. There is purpose and energy.

The artwork's design emphasises the river's surface movement, forming patterns that convey its flowing energy. Throughout the day, shadows cast by the artwork's elements will suggest movement as its appearance gradually shifts.

Colour Palette Concept

The colour concepts of the artwork have been drawn from:

Concept 1: The changing and reflecting colours of light on the water of the Swan River

Concept 2: The foliage of local wetland plants, featuring soft golden hues, greens, and browns that reflect the growth and lifecycle of the plants.

**The concept colour palettes, tones, and hues have been carefully chosen to complement the building's colour palette.

Artwork Description - Materials

Artwork Screen

The choices of materials will be carefully considered for their durability against the elements and sustainability against vandalism.

Screen dimensions TBC.

Artwork Panels

Depending on confirmation of the final artwork design, options for materials and construction are:

Flat panel construction:

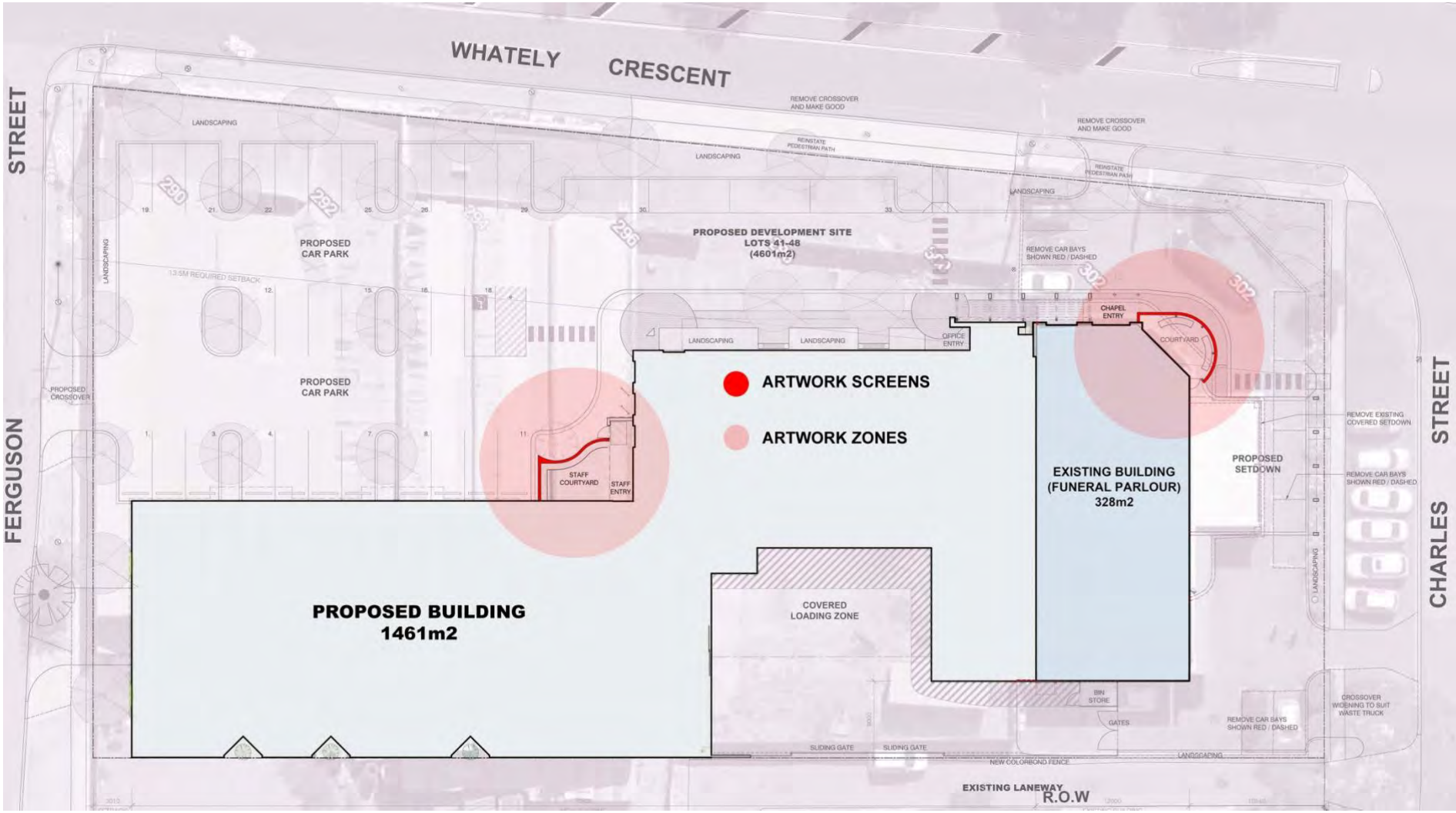
- Artwork elements constructed from router-cut 3-4mm Aluminium plate, painted, or powder-coated finish.

All dimensions of the artwork, artwork composition and colour palette will be finalised during the design documentation stage of this project.

Site Location - Proximity of Site to the Maylands Peninsula and the Swan River



Proposed Artwork Location on Development Site



Artwork Screen Locations – Building Elevation



SOUTH WEST ELEVATION - PROPOSED



NORTH EAST ELEVATION - PROPOSED



NORTH WEST ELEVATION - PROPOSED

ARTWORK SCREEN LOCATIONS

Artwork Inspiration – Image of the Swan River taken at various locations around the Maylands Peninsula



Artwork Water Pattern Profile Concepts Inspiration



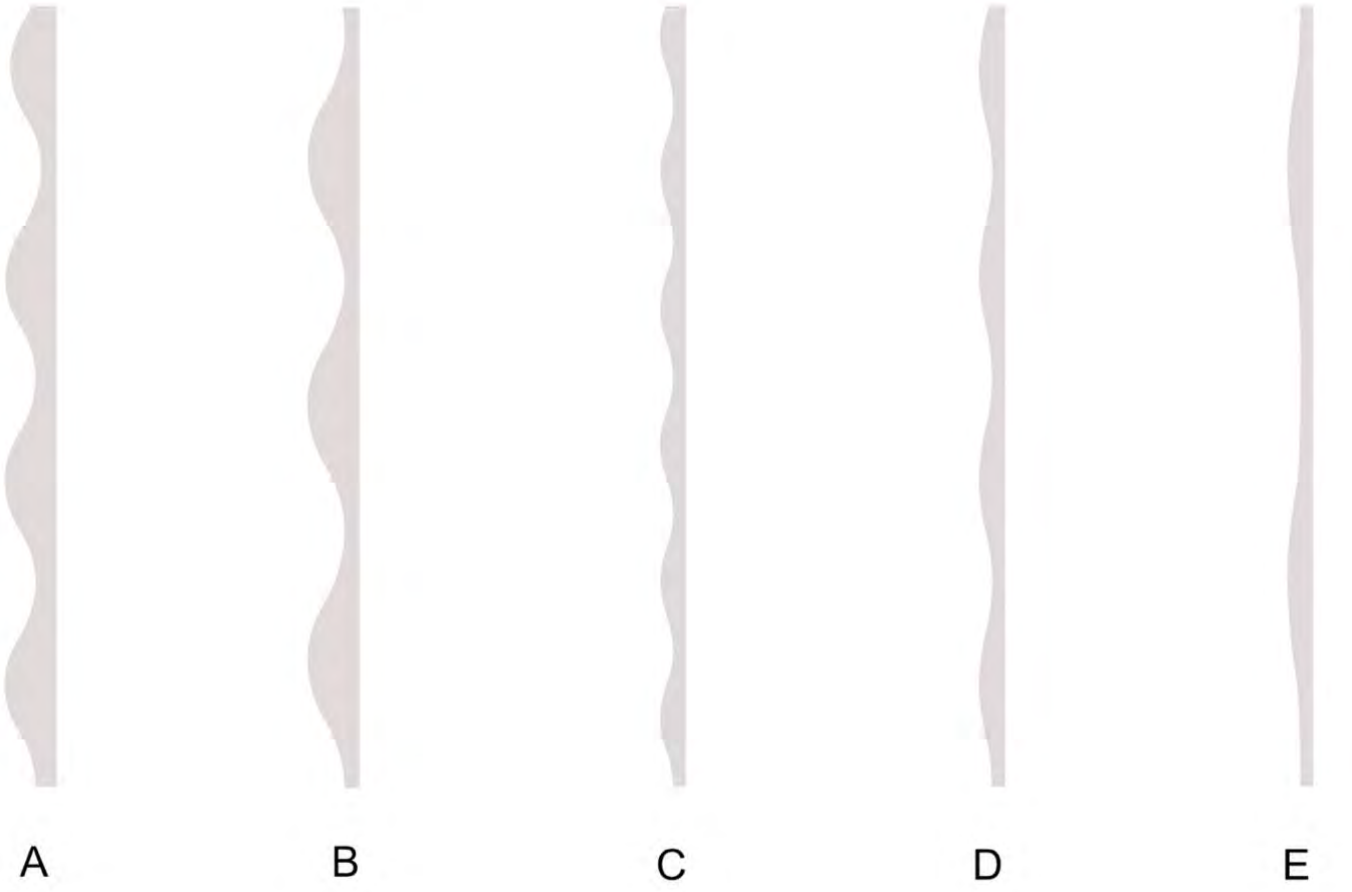


Artwork Water Pattern Profile Concepts Inspiration



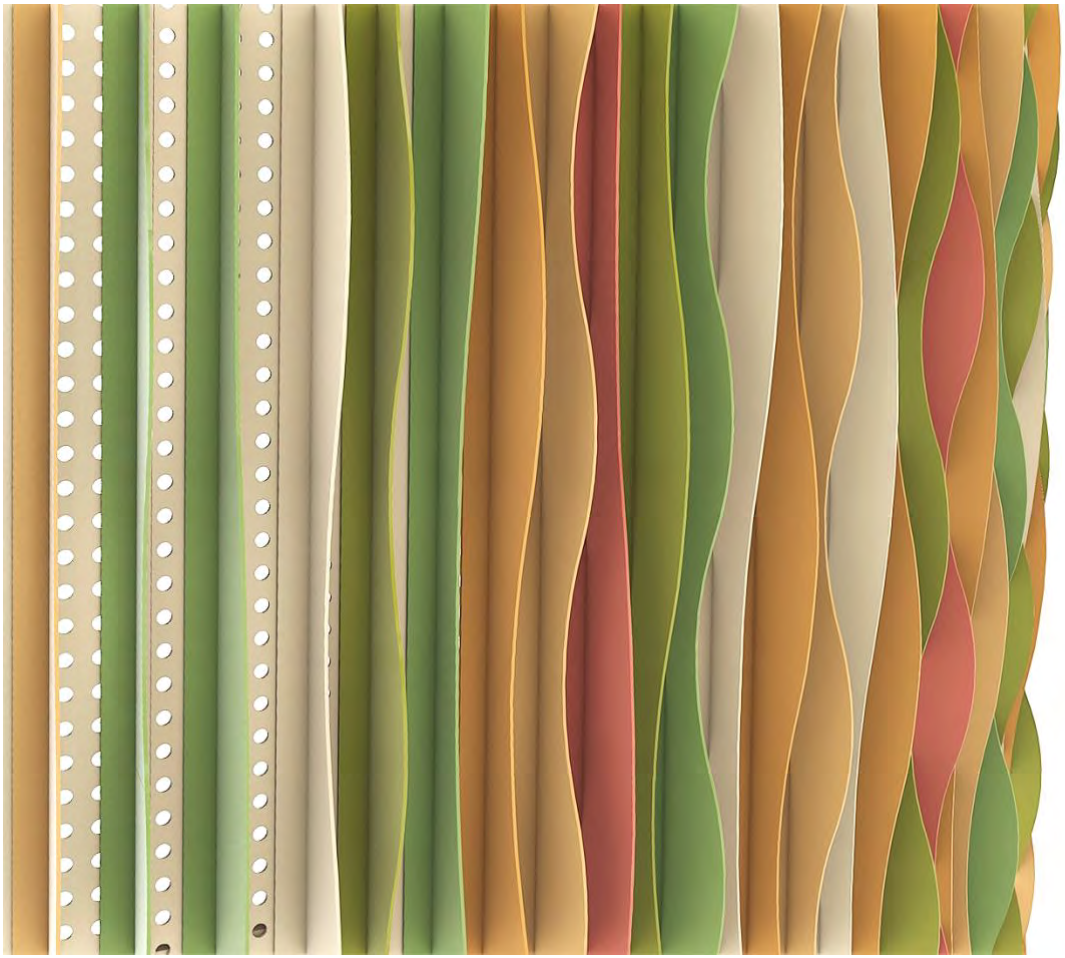


Artwork Water Pattern Profile Concepts



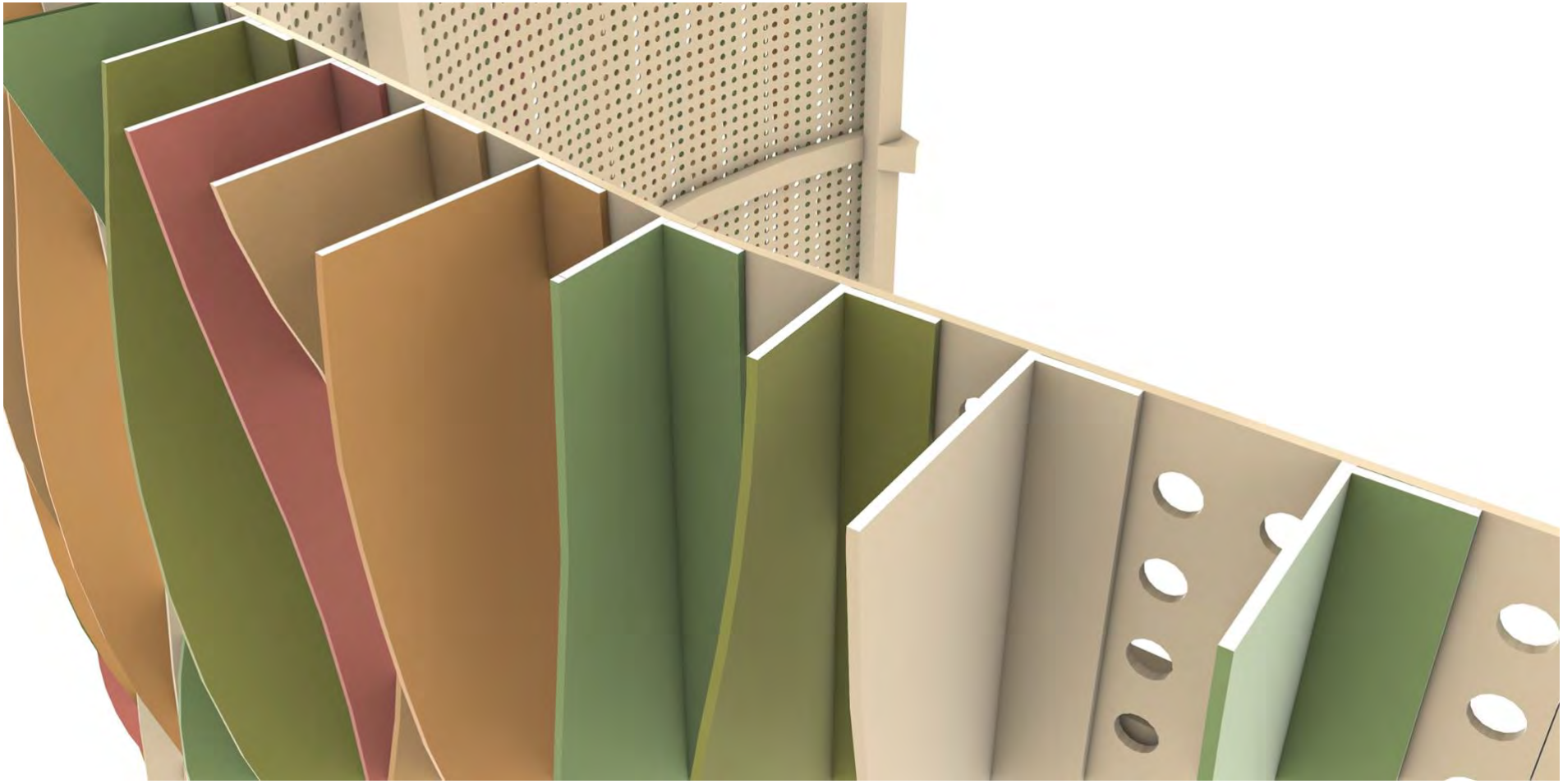
Artwork Colour Palette

Proposed colour palette concept: The foliage of local wetland plants, featuring soft golden hues, greens, and browns that reflect the growth and lifecycle of the plants.

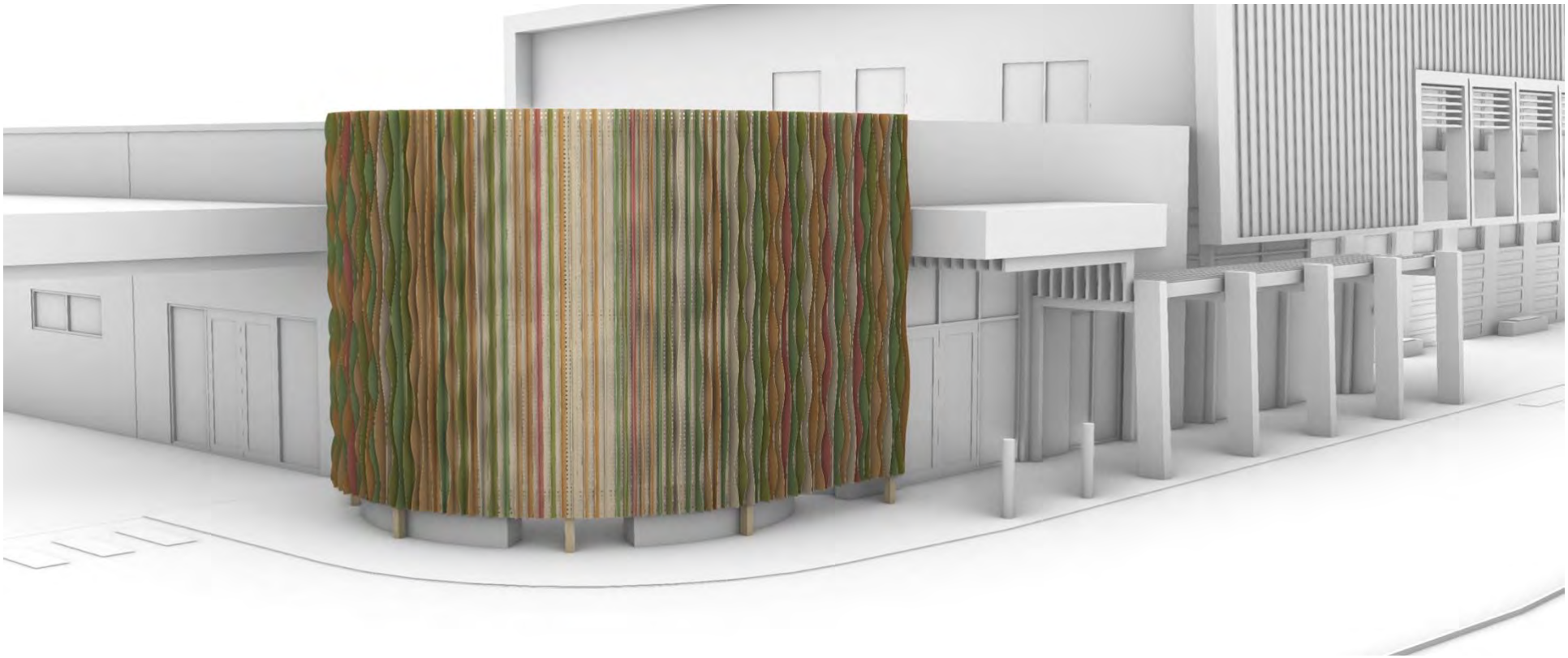




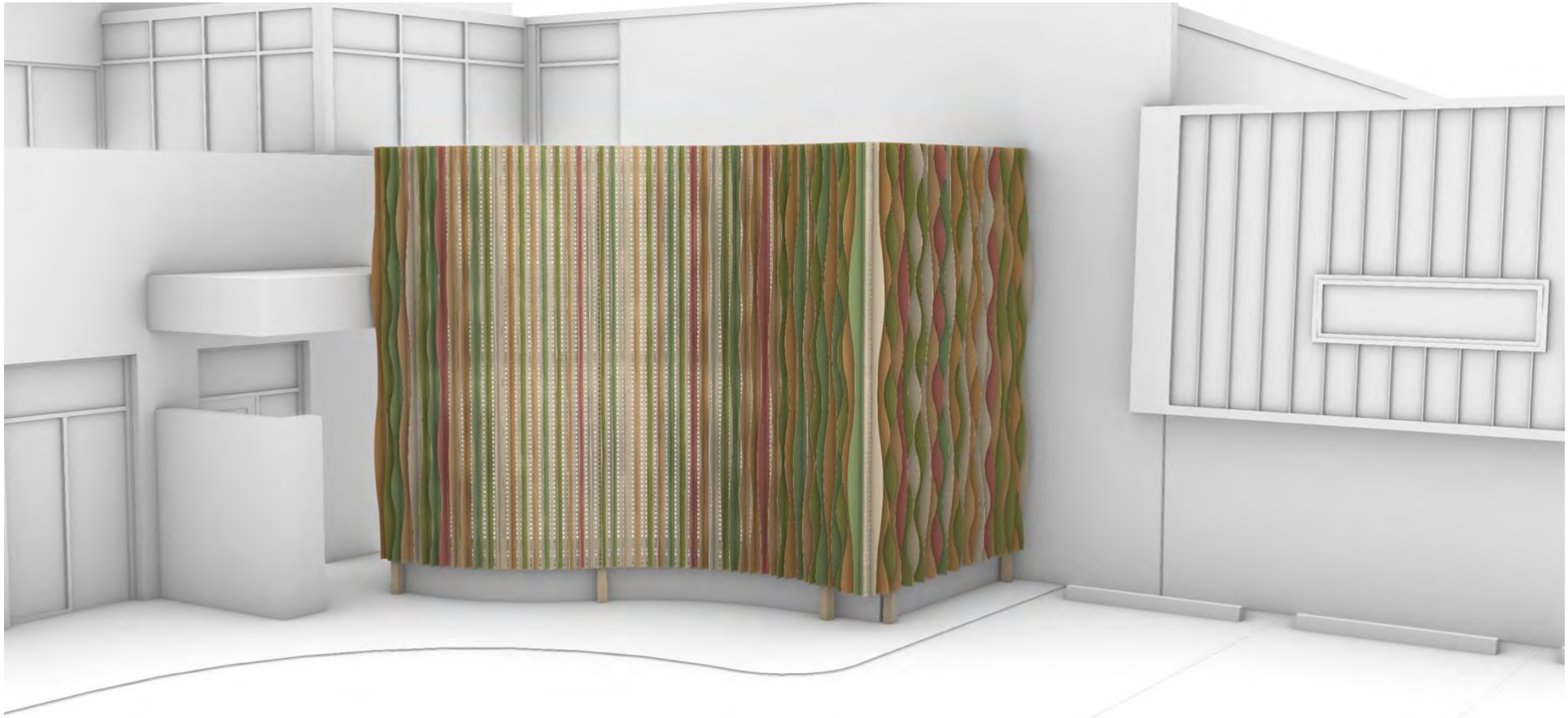
Artwork Water Pattern Concept – Artwork Structural Detail



Proposed Water Pattern Concept – Chapel Courtyard Artwork Screen



Proposed Water Pattern Concept – Staff Courtyard Artwork Screen



Artwork Design

Completion of Concept Design Proposal	November 2025
Completion of Design Documentation	TBC 2026
Meeting with Contract Builder	TBC 2026
Commencement of Artwork Fabrication	TBC 2026
Completion of Artwork Fabrication	TBC 2026
Installation of Artwork elements	TBC 2026

Budget

The budget estimates below are based on the fabrication of artworks or designs of a similar nature. They are currently estimates only, to stay within the artwork budget sum of $0,000 plus GST.

Artists Fees

Design development, project management, and collaboration with others for associated artwork meetings, DFX cutting files for sculpture elements and artwork documentation.	$ 0,000.00

Fabrication / Implementation Phase

Screen Artwork

Material – 4mm marine grade 5083 aluminium plate	$ 00,000.00
Router cutting of patterns/shapes	
Cutting, sanding and welding	
Grinding, sanding and surface preparation ready for powder coating	
Powder coating	
Delivery of artwork to the site and installation – includes all fixings	
Estimated Total Cost (plus GST)	$ 00,000.00

The suggestions made by the Design Panel will be addressed and resolved during the Design Development Stage of the artwork screen concept.

Suggestions include:

- Potentially increase the scale of the artwork detail.
- Increase "gaps" to increase permeability... one of the panel members suggested potentially removing the perforated infills entirely.
- Increase the scale so that the "movement" becomes more noticeable from a distance (i.e., when viewed from a train moving past the site)
- Develop the artwork's colour palette towards the green/yellow version.
- Develop visuals with the artwork screen sitting on a low wall – potential seat height.

**Please note that the artwork will be designed within the artwork budget, which is to be confirmed.

Waste Management Plan

Lots 41-48 Whatley Crescent, Maylands

Prepared for FPT Pty Ltd

18 December 2025

Project Number: WMP25043

Document Set ID: 5040610
Version: 4, Version Date: 08/01/2026

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	18/12/2025	JL	AB	AB

Approval for Release

Name	Position	File Reference
Ann Brouwer	Project Manager – Waste Management Plan Lead (WA)	WMP25043_Waste Management Plan_1.0
Signature		

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Version: 4, Version Date: 08/01/2026

Executive Summary

FPT Pty Ltd is seeking development approval for the proposed commercial development located at Lots 41-48 Whatley Crescent, Maylands (the Proposal).

To satisfy the conditions of the development application the City of Bayswater (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table.

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Refuse	1,134	660	One	Twice each week	Private Contractor
Recycling	1,134	660	One	Twice each week	Private Contractor

A private contractor will service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Charles Street.

A building manager/caretaker will oversee the relevant aspects of waste management at the Proposal.

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1 Introduction

FPT Pty Ltd is seeking development approval for the proposed commercial development located at Lots 41-48 Whatley Crescent, Bayswater (the Proposal).

To satisfy the conditions of the development application the City of Bayswater (the City) requires the submission of a Waste Management Plan (WMP) that will identify how waste is to be stored and collected from the Proposal. Talis Consultants has been engaged to prepare this WMP to satisfy the City's requirements.

The Proposal is bordered by Whatley Crescent to the north, Charles Street to the east, ROW/residential properties to the south and Ferguson Street to the west, as shown in Figure 1.

1.1 Objectives and Scope

The objective of this WMP is to outline the equipment and procedures that will be adopted to manage waste (refuse and recyclables) at the Proposal. Specifically, the WMP demonstrates that the Proposal is designed to:

- Adequately cater for the anticipated volume of waste to be generated;
- Provide an adequately sized Bin Storage Area, including appropriate bins; and
- Allow for efficient collection of bins by appropriate waste collection vehicles.

To achieve the objective, the scope of the WMP comprises:

- Section 2: Waste Generation;
- Section 3: Waste Storage;
- Section 4: Waste Collection;
- Section 5: Waste Management; and
- Section 6: Conclusion.

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2 Waste Generation

The following section shows the waste generation rates used and the estimated waste volumes to be generated at the Proposal.

2.1 Proposed Tenancies

The anticipated volume of refuse and recyclables is based on the floor area (m^2) of the commercial tenancies at the Proposal. The Proposal consists of the following:

- Funeral Parlour (Existing) – 326m^2;
- Funeral Parlour (Proposed) – 566m^2;
- Garage – 805m^2;
- Storage/Warehouse – 90m^2; and
- Office – 480m^2.

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the Western Australian Local Government Association's (WALGA) *Commercial and Industrial Waste Management Plan Guidelines* (2014).

Table 2-1 shows the waste generation rates which have been applied to the Proposal.

Table 2-1: Waste Generation Rates

Tenancy Use Type	WALGA Guideline Reference	Refuse Generation Rate	Recycling Generation Rate
Funeral Parlour (Existing), Funeral Parlour (Proposed), Garage, Storage/Warehouse, Office	Offices	10L/100m^2/day	10L/100m^2/day

As medical waste is highly dependent on the nature and scale of medical practices undertaken, there are currently no medical/clinical waste generation rates available within published waste management guidelines. Facilities can typically manage medical waste (i.e. sharps, infectious waste, pathological waste, chemical waste and non-regulated medical waste) in-situ, therefore storage space is not required within the Bin Storage Area. Therefore, medical waste has not been included within this waste generation assessment. The Funeral Parlour will have one clinical waste bin (typically 240L) stored internally, to be collected weekly by a suitably qualified private contractor.

2.3 Waste Generation Volumes

Waste generation is estimated by volume in litres (L) as this is generally the influencing factor when considering bin size, numbers and storage space required.

2.3.1 Waste Generation

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown in Table 2-2. It is estimated that the Funeral Parlour and associated tenancies at the Proposal will generate 1,134L of refuse and 1,134L of recyclables each week.

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Table 2-2: Estimated Waste Generation

Funeral Parlour Tenancies	Area (m^2)	Waste Generation Rate (L/100m^2/day)	Waste Generation (L/week)
Refuse			
Funeral Parlour (Existing)	326	10	163
Funeral Parlour (Proposed)	566	10	283
Garage	805	10	403
Storage/Warehouse	90	10	45
Office	480	10	240
		Total	**1,134**
Recyclables			
Funeral Parlour (Existing)	326	10	163
Funeral Parlour (Proposed)	566	10	283
Garage	805	10	403
Storage/Warehouse	90	10	45
Office	480	10	240
		Total	**1,134**

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3 Waste Storage

Waste materials generated within the Proposal will be collected in the bins located in the Bin Storage Area, as shown in Diagram 1, and discussed in the following sub-sections.

3.1 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available throughout the Proposal for the source separation of refuse and recycling.

These internal bins will be collected by the staff/cleaners at least once each day and transferred to the Bin Storage Area for consolidation into the appropriate bins. This internal servicing method may be conducted outside of main operational hours to mitigate disturbances to visitors.

All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist residents, visitors, staff and cleaners to dispose of their separate waste materials in the correct bins.

3.2 Bin Sizes

Table 3-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 3-1: Typical Bin Dimensions

Dimensions (m)	Bin Sizes		
	240L	660L	1,100L
Depth	0.730	0.780	1.070
Width	0.585	1.260	1.240
Height	1.060	1.200	1.330

Reference: SULO Bin Specification Data Sheets

3.3 Bin Storage Area Size

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Bin Storage Area was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 3-1 and based on collection of refuse and recyclables twice each week.

Based on the results shown in Table 3-2 the Bin Storage Area has been sized to accommodate:

- One 660L refuse bin; and
- One 660L recycling bin.

Table 3-2: Bin Requirements for Bin Storage Area

Waste Stream	Waste Generation (L/week)	Number of Bins Required		
		240L	660L	1,100L
Refuse	1,134	3	1	1
Recycling	1,134	3	1	1

The configuration of these bins within the Bin Storage Area is shown in Diagram 1. It is worth noting that the number of bins and corresponding placement of bins shown in Diagram 1 represents the maximum requirements assuming two collections each week of refuse and recyclables.

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Diagram 1: Bin Storage Area



3.4 Bin Storage Area Design

The design of the Bin Storage Area will take into consideration:

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Area;
- Adequate aisle width for easy manoeuvring of bins;
- Doors to the Bin Storage Area self-closing and vermin proof;
- Doors to the Bin Storage Area wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

Bin numbers and storage space within the Bin Storage Area will be monitored by the building manager/caretaker during the operation of the Proposal to ensure that the number of bins and collection frequency is sufficient.

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4 Waste Collection

A private waste collection contractor will service the Proposal and provide one 660L bin for refuse and one 660L bin for recyclables.

The private contractor will collect refuse and recyclables twice each week utilising a rear loader waste collection vehicle.

The private contractor's rear loader waste collection vehicle will service the bins onsite, directly from the Bin Storage Area. The private contractor's rear loader waste collection vehicle will travel with left hand lane traffic flow on Charles Street, turn into the Proposal in forward gear, and pull up into the Loading Zone for servicing, refer Diagram 2.

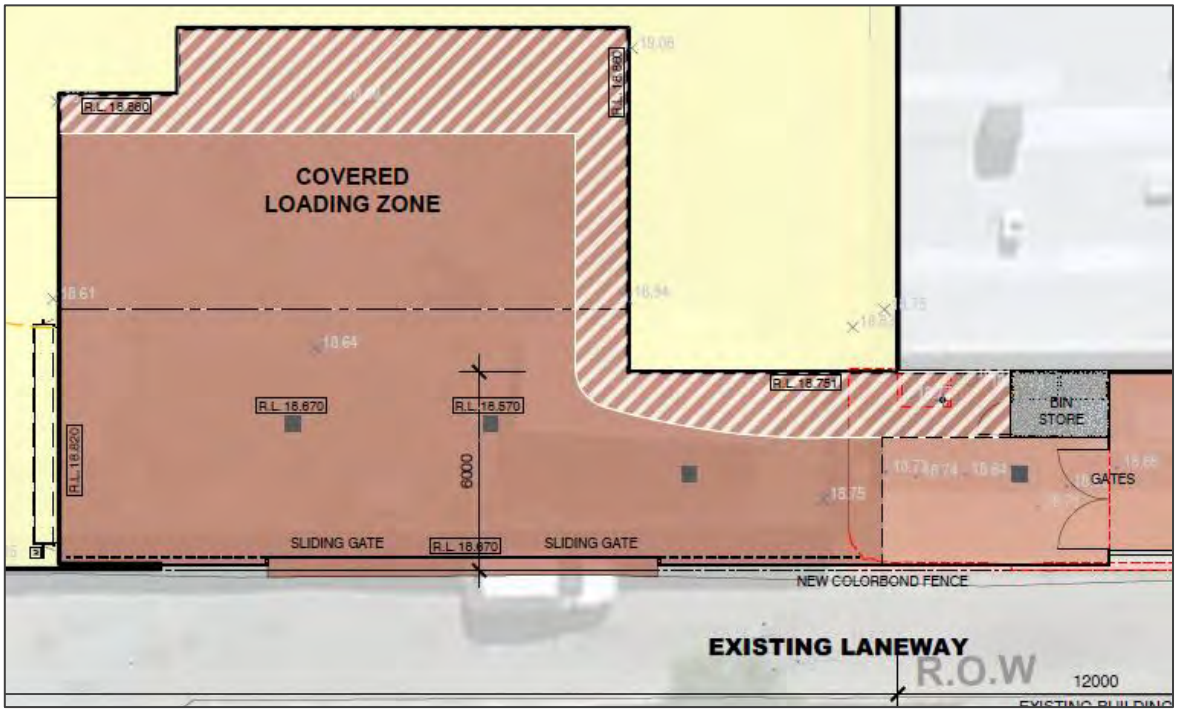
Private contractor staff will ferry bins to and from the rear loader waste collection vehicle and the Bin Storage Area during servicing. The private contractor will be provided with key/PIN code access to the Bin Storage Area and security access gates to facilitate servicing, if required.

Once servicing is complete the private contractor's rear loader waste collection vehicle will exit in a forward motion, turning onto Charles Street moving with traffic flow.

The above servicing method will preserve the amenity of the area by removing the requirement for bins to be presented to the street on collection days. In addition, servicing of bins onsite will reduce the noise generated in the area during collection. Noise from waste vehicles must comply with the Environmental Protection (Noise) Regulations and such vehicles should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

The ability for the private contractor's rear loader waste collection vehicle to access the Proposal in a safe manner has been assessed by a qualified traffic engineer and will be included within their traffic impact statement.

Diagram 2: Loading Zone and Bin Storage Area



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4.1 Controlled Medical and Sanitary Wastes

The volume of medical waste generated at the Proposal will be dependent on the nature and scale of the medical practises undertaken. Appropriate containers will be placed in all locations where particular categories of medical waste may be generated. Instructions on identification and separation of medical wastes will be posted at each waste collection point to remind staff of procedures. Suitably qualified medical waste service providers will be engaged to determine storage and collection requirements.

Sanitary wastes will be collected in situ. A suitably qualified sanitary waste collection and disposal provider will be engaged to determine storage and collection requirements.

The following points are indicative of minimum requirements for environmental best practice relating to controlled medical wastes and will be considered within the Facility:

- Ensuring all clinical and related waste is properly contained;
- Ensuring staff/cleaners are aware of their individual responsibilities for waste management and obtain appropriate education and training to ensure correct procedures are followed;
- Ensuring all relevant measures are taken to reduce risk to staff, the community and the environment; and
- All waste containers to meet the Australian Standards and are to be of the appropriate colour and have suitable symbols/wording for the waste types to be deposited into that container.

4.2 Bulk and Speciality Waste

Adequate space may be allocated throughout the Proposal for placement of cabinets/containers for collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins in the Bin Storage Area. These may include items such as:

- Mattresses;
- Clothing;
- White goods/appliances;
- Cleaning chemicals; and
- Commercial Light globes.

These materials will be removed from the Proposal once sufficient volumes have been accumulated to warrant disposal. A temporary skip bin could be utilised for collections, if required. Specialty waste collection will be monitored by the building manager/caretaker who will organise their transport to the appropriate waste facility, as required.

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5 Waste Management

Building management will be engaged to complete the following tasks:

- Monitoring and maintenance of bins and the Bin Storage Area;
- Cleaning of bins and Bin Storage Area, when required;
- Ensure all staff and cleaners at the Proposal are made aware of this WMP and their responsibilities thereunder;
- Monitor staff and cleaner behaviour and identify requirements for further education and/or signage;
- Monitor bulk and speciality waste accumulation and assist with its removal, as required;
- Regularly engage with staff and cleaners to develop opportunities to reduce waste volumes and increase resource recovery; and
- Regularly engage with the private contractors to ensure efficient and effective waste service is maintained.

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6 Conclusion

As demonstrated within this WMP, the Proposal provides a sufficiently sized Bin Storage Area for storage of refuse and recyclables based on the estimated waste generation volumes and suitable configuration of bins. This indicates that an adequately designed Bin Storage Area has been provided, and collection of refuse and recyclables can be completed from the Proposal.

The above is achieved using:

- One 660L refuse bin, collected twice each week; and
- One 660L recycling bin, collected twice each week.

A private contractor will service the Proposal onsite, directly from the Bin Storage Area. The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Charles Street.

A building manager/caretaker will oversee the relevant aspects of waste management at the Proposal.

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Figures

Figure 1: Locality Plan

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LEGEND

- Site Boundary

Cadastre

- Freehold
- Road
- Strata Plan or Lot
- Easement
- Reserve

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LOCALITY



0 2 4 6 8 10 km

LOCALITY

Lots 41- 48 Whatley Crescent
Maylands WA 6051

Seasons

N 0 5 10 15 20 m

Coordinate System: GDA2020 MGA Zone 50
Scale @ A3: 1:500

Prepared:	A Barley	Date:	6/05/2025
Reviewed:	D Patel	Revision:	A
Project:	WMP25043		

talis consultants

Figure 01

Data source: Roads, Cadastre - Landgate, 2025. Imagery: Nearmap, 2025.

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TREESWEST AUSTRALIA

290 Whatley Crescent

Maylands



Preliminary Arborist Report

April 2026

ISA International Society of Arboriculture Member CSID: 324796

Arboriculture Australia MEMBER

ARB WEST

QTRA Registered User

Prepared for:

Lester Mulder
Design Director
VAER Design

Date: April 2026
Version: 1.0 (First submission)

Prepared by:

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1. Abstract

This report details the process and outcome of tree assessments carried out to accompany a Development Application for 290 Whateley Crescent, Maylands.

2. Scope

Treeswest has been engaged by Lester Mulder of VAER Design to carry out an assessment of trees on 290 Whateley Crescent, Bayswater to assist with a Development Application for the site. The purpose of this assessment is to:

- identify all trees on the site,
- provide an assessment of the condition of each tree,
- assess the retention value of each tree,
- determine the feasibility of retaining identified trees



Figure 1 Boundary of assessed area

3. Methodology and limitations

This is a Preliminary Arborist Report and designed to provide information at the preliminary stage of a Development Application or design process. It is not designed to be a comprehensive Tree Protection Management Plan. The Notional Root Zone (NRZ) and Structural Root Zones (SRZ) that referenced in this report are calculated using AS 4970-2025 Protection of Trees on Development Sites from

measurements taken on site. These are provided for reference but have not yet been adjusted to take into consideration individual tree morphology, or site/design considerations.

The trees were assessed visually from ground level in a systematic manner in accordance with the principles of Visual Tree Assessment. This method includes but is not limited to looking at the area surround the tree, visible roots, trunk flare, trunk, and overall canopy. No aerial inspections were carried out and no below ground excavations or inspections were carried out. Basic assessment tools were utilised as required including binoculars, sounding hammer and probes. Measuring instruments include electronic clinometer, laser distance measuring device and diameter tape.

The trees were assessed for any obvious or immediate risk but a comprehensive risk assessment on these trees was not carried out nor are general tree work recommendations provided.

4. Individual Assessment Characteristics

The record of assessment captures the quantitative properties of the tree including height, Diameter are Breast Height (DBH), canopy spread as well as the following qualitative characteristics:

HEALTH - Tree health is assessed taking into account the total canopy coverage, leaf density and annual twig extension. The production of woundwood and occlusion is also indicative of tree health and used as part of the assessment. Health ratings were classed as Good, Fair, Poor, and Very Poor.

STRUCTURAL CONDITION - Structure was identified as being good (no identifiable defects), fair (minor apparent defects), poor (defects present and contributing to poor structure) or very poor (major defects that have significantly compromised tree structure). The trees are evaluated against growth habits and characteristics typical of that species.

LIFE EXPECTANCY (SULE) - This section provides an indicative time scale in which the tree will contribute to the amenity of the area. This also identified whether the tree was dead. The remaining classifications are provided as year classifications from 0, 1-5 years, 6-10 years, 11-20 years, 21-40 years and 40+ years.

AGE CLASS - The trees age was categorised as follows young, semi mature, early mature, mature, and over mature. The age classification is indicative of the tree's location within the life span of the tree and indicative of its overall progression through the mortality spiral.

RETENTION VALUE - A consideration of the overall value of the tree to the environmental and amenity value of the site when considering its SULE as well as the size, species, and location of the tree.

5. Site Description

The subject site is 290 Whateley Crescent, Maylands which is located within the City of Bayswater local government boundary. The development will include several adjoining discretely titled properties and will integrate with the existing buildings at 302 Whatley Crescent. In total these sites are approximately 4500m^2 and are bounded to the west by Whately Cr, to the north by Charles St, to

the south by Ferguson St and to the east by residential properties. However, for the purposes of this report only the trees located on the vacant lots will be considered. With the exception of the existing building at 302 Whately Cr the site is open, with no structures, all buildings have been recently demolished.

There are no trees on the site itself beyond recent self-seeded mixed species regrowth emanating from cracks in concrete. There is a single mature tree, and a single juvenile tree located on the Ferguson St verge of the property. Ferguson St originates at Whatley Cr and extends in an approximately west-south-west directly. This street is primarily residential and contains a significant number of mature trees, primarily weeping peppermints (*Agonis flexuosa*) and jacaranda (*Jacaranda mimosifolia*)

There were no trees on adjoining properties that are likely to be impacted by the development nor impact or impede the development.



Figure 2 Aerial view of property showing the subject tree as well as the three recently planted specimens.

6. Assessment summary

As previously mentioned, there are two trees located on the verge of the subject property, with the single mature tree being the primary focus of this report. It is located outside the property boundary, on the verge adjacent to the property and will be impacted by the development. This subject tree is a weeping peppermint (*Agonis flexuosa*) a commonly occurring tree that is both native and endemic to southwestern WA. The species is found in coastal regions, from Perth at its northern extent extending south to Esperance. It is generally a resilient species and is extremely commonly planted as a street

tree. However, there is some anecdotal evidence that its range is shrinking, particularly at its northern and eastern extremes due to the impact of long-term changes in climate and rainfall.

This particular specimen is approximately 5.1m tall with a trunk diameter at standard height (DSH) of approximately 830mm. It has a canopy spread of approximately 5m. The tree is located on the verge, in a grassed area between the road surface and a concrete footpath. This grassed area is approximately 15m in length and 3m in width, an area with sufficient tree growth space. The tree is approximately central on the long axis of this space but the edge of the trunk is approximately 200mm from the concrete of the curb. There is some deviation in the line of the curb, but it was not determined whether this was due to deflection by the tree or whether it was constructed to avoid the tree.

Located overhead the tree are both low and high voltage powerlines, as well as a single communications cable. In order to maintain clearance from these overhead wires the tree has been repeatedly pollarded and pruned over time to ensure appropriate clearance. While the species has a moderate tolerance for pollarding it has nonetheless had a detrimental impact on the structural integrity of the tree and has significantly reduced canopy.



Figure 3 Dead desiccated limbs



Figure 4 – Evidence of borer

The tree is currently in poor health, with substantial portion of its canopy dead. Many of the dead branches are desiccated, indicating that this is neither recent nor a seasonal defoliation. The existing live canopy has acceptable density but is somewhat chlorotic, indicating poor health. The tree is senescing, or progressing through its mortality spiral.

The trunk of the tree has number visible holes from borer or other insect activity, with extensive frass visible. The insect responsible for this activity was not identified but it does not appear to correspond to PSHB activity.

The tree does not have any visible nest, hollows or other significant habitat features.

There is a single juvenile trees weeping peppermint (*A. flexuosa*) planted in the same grassed area of the verge, but on the far side of the power pole. It has a height of approx. 1.4m and a trunk diameter of approximately 30mm. It is in acceptable condition but did appear to be suffering in the late season heat. There were a further three specimens planted on the verge of the two neighbouring properties, and all appeared in similar condition. It would appear they have been planted by the City to match the existing streetscape, with a view to the eventual decline and removal of the subject tree.

7. Discussion

While the retention of trees, particularly mature trees is always to be preferred, there are inevitably conflicts between retaining trees and the development or usage of land. It is imperative that careful consideration is given to both the retention of tree as well as the removal of trees. It is rarely possible nor practical to retain all trees on a site.

This tree has provided significant aesthetic and environmental benefits to the surrounding area during its lifetime, but it was never able to reach its full potential due to its location underneath powerlines and close proximity to the road. Now that the tree is in decline these benefits are further diminishing to the point where the cost of retaining the tree will outweigh its benefits. It will continue to require maintenance pruning to ensure clearance from overhead utilities but is also likely require intervention to maintain or improve its health. It is also likely that should the tree continue to grow it is likely that the radial expansion of the trunk will impact the kerb.



Figure 5 Kerb deviation



Figure 6 – Replacement trees

As the tree continues to age the level of intervention needed will increase, and the benefits, particularly aesthetic will continue to diminish. This is perhaps acknowledged by the City with the pre-emptive planting of four replacement trees in the vicinity.

Should the tree be retained provisional calculations derived from AS 4970-2009 Protection of trees on development sites would put the Notional Root Zone at 9.95m and the Structural Root Zone at 3.06m. The poor condition of the tree would require that as much as possible the full NRZ would be utilised to attempt to reduces the impact on the tree. Even carefully managed the additional stress placed on the tree by the development is likely to accelerate the decline of this specimen.

While it is certainly possible to retain a tree such as this through careful management during the development of the site a more wholistic approach to ensure long-term high-quality canopy coverage is likely to lead to a better outcome.

There were no observed hollows or nests, and it would appear that the tree has limited value as habitat tree.

9. Recommendations

It is my recommendation:

> If the development is to proceed as proposed and the tree is removed that offset planting be integrated into the design to replace the overall area of lost canopy within 5 years. Ideally replacement trees should include native, endemic species.
>
> Or
>
> Should the design be altered in such a manner as to retain the trees it is imperative that further consultation with a Project Arborist be undertaken to ensure that a Tree Protection Plan is established. This tree protection plan must comply with Australian Standard 4970—2025 Protection of trees on development sites and any work carried out on trees to be retained must comply with Australian Standard AS 4373-2007 Pruning of Amenity Trees



Joshua Groenewold
Diploma of Arboriculture (AQF level 5)
Quantified Tree Risk Assessment – Licenced User

Limitations of assessment

It is our policy to attach the following clause regarding limitations. The assessment of the trees presented in this report has been made using accepted arboricultural techniques.

Notwithstanding the recommendations and conclusions in this report, it must be recognised that trees are living organisms and are subject to change on a daily basis. They aren't immune to change in site or weather conditions or general seasonal variations.

It is both professionally and practically impossible to predict with absolute certainty the behaviour of any single tree or its component parts, regardless of the methods and techniques of any assessment. Inevitably, a standing tree will always pose some level of risk. Most trees have the potential for failure under adverse weather conditions, and the risk can only be eliminated if the tree is removed.

Although every effort has been made to ensure that his assessment is accurate, the tree should be re-assessed periodically. The assessment presented in this report is only valid at time of inspection.

References

Australian Standard AS 4373-2007 *Pruning of Amenity Trees*

Australian Standard AS 4970-2025 *Protection of trees on development sites*

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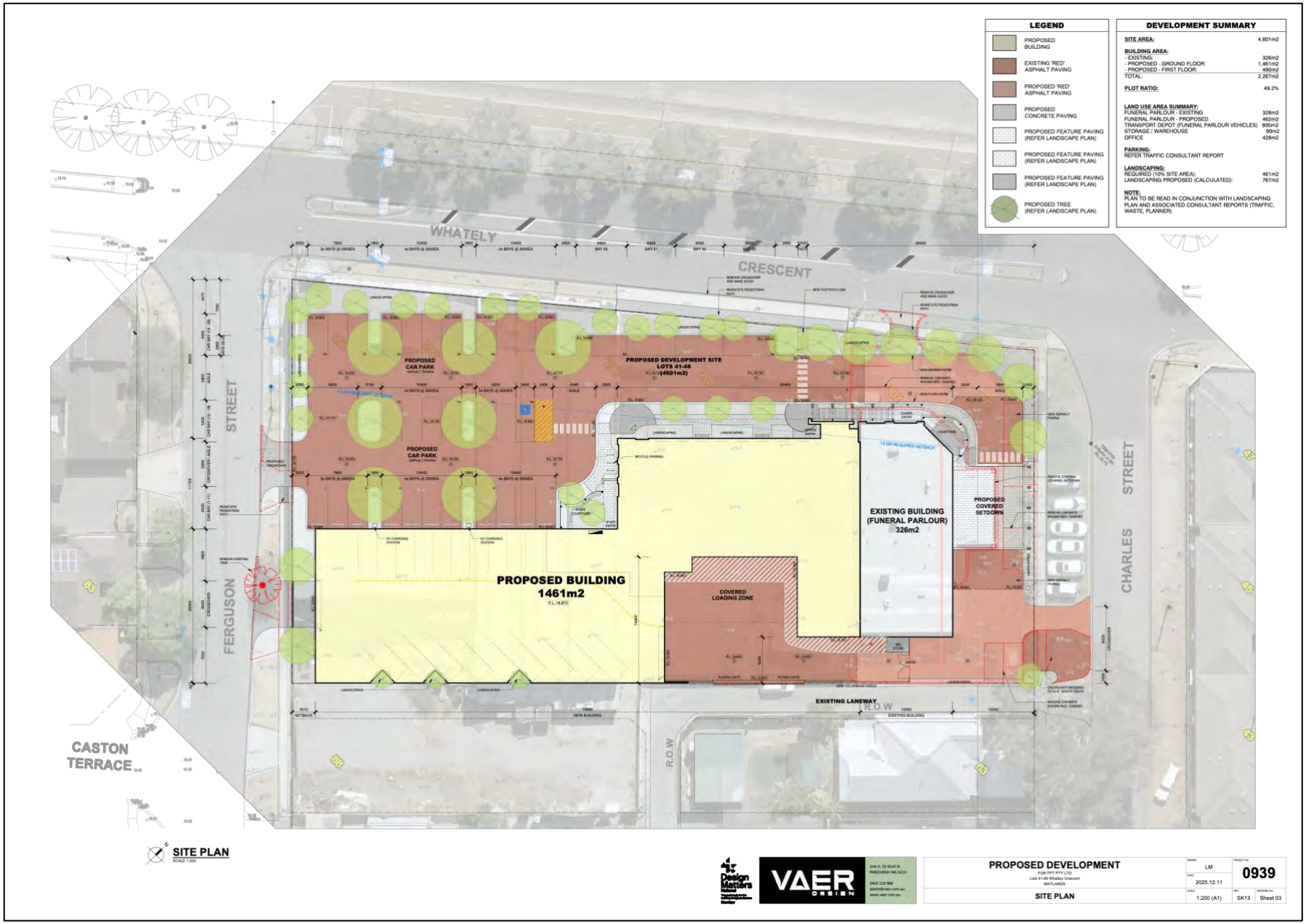
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Appendix 1 Maps

1.1 Map – Proposed site plan



1.2 Map – Tree location



Preliminary Assessment Report

290 Whateley Crescent, Maylands

Showing primary subject tree and adjacent juvenile trees

Source map: NearMap

PART E – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure