Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 8 April 2026; 9:30am
Meeting Number: MIDAP/128
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MIDAP/128 - 8 April 2026 - City of Stirling - City of Perth

PART A – INTRODUCTION

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

PART B – CITY OF STIRLING

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lots 43 and 44 (Nos. 24 and 26) Brighton Road, Scarborough - Mixed Use Development – DAP/25/03005
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – CITY OF PERTH

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 774 (No.2) Wellington Street, East Perth - Proposed Adaptive reuse of existing State Heritage listed building and construction of two 26 storey towers comprising 1196 student accommodation beds and ground floor commercial tenancies – DAP/26/03038
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

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

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

DAP Members
Karen Hyde (Presiding Member)
Dale Page (Deputy Presiding Member)
John Syme
Cr Suzanne Migdale (Part B – City of Stirling)
Cr Rob Paparde (Part B – City of Stirling)
Cr Raj Doshi (Part C – City of Perth)
Cr Chris Patton (Part C – City of Perth)

DAP Secretariat
Kristen Gray
Ashlee Kelly

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement

2. Apologies

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PART B – CITY OF STIRLING

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lots 43 and 44 (Nos. 24 and 26) Brighton Road, Scarborough - Mixed Use Development – DAP/25/03005

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 3.1 - LOT NO. 43 and 44 (HOUSE NUMBER 24 and 26), BRIGHTON ROAD, SCARBOROUGH – MIXED USE DEVELOPMENT

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Stirling
Applicant:	Urbanista
Owner:	Equity Land Management Pty Ltd
Value of Development:	$35 Million
Responsible Authority:	City of Stirling
Authorising Officer:	Giovanna Lumbaca, Acting Director Planning and Development
LG Reference:	DA25/1357
DAP File No:	DAP/25/03005
Application Received Date:	12 November 2025
Report Due Date:	27 March 2026
Application Statutory Process Timeframe:	90 Days, with an additional 38 days agreed between the Applicant and City of Stirling, with 8 days excluded as part of the Excluded Holiday Period.
Attachment(s):	1. Original Development Application Plans (received 11 September 2025) 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 11 September 2025 6. City of Stirling Planning Assessment 7. City of Stirling Design Review Panel (DRP) Report dated 4 December 2025 8. Applicant's Final Submission: a. Architectural Plans received 18 March 2026 b. Applicant's Response to Request for Information received 3 March 2026. c. Applicant's Response to DRP Meeting 2 recommendations received 3 March 2026 d. Sustainability Strategy Report prepared by NDY Group received 3 March 2026.

<table>
<tr><td></td><td colspan="2">e. Transport Impact Statement prepared by Shawmac Consulting received 11 September 2025.
f. Noise Management Plan prepared by Herring Storer Acoustics received 11 September 2025
g. Waste Management Plan prepared by LID Consulting received 11 September 2025
h. Environmental Wind Assessment prepared by MEL Consultants received 11 September 2025
i. Geotechnical Factual Report prepared by Arup received 11 September 2025
j. Landscaping Plans prepared by Plan E Landscape Architects received 3 March 2026

9. External Agency Referral Responses
a. Water Corporation Referral received 17 December 2025
b. Main Road WA Referral received 19 December 2025

10. Applicant's Response to Public Consultation received on 3 March 2026</td></tr>
<tr><td rowspan="2">Is the Responsible Authority Recommendation the same as the Officer Recommendation?</td><td>☐ Yes
☒ N/A</td><td>Complete Responsible Authority Recommendation section</td></tr>
<tr><td>☐ No</td><td>Complete Responsible Authority and Officer Recommendation sections</td></tr>
</table>

Responsible Authority Recommendation

That the Metro Inner Development Assessment Panel resolves to:

Approve DAP Application reference DAP/25/03005 and accompanying plans as listed in Condition 2 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015, and the provisions of the City of Stirling Local Planning Scheme No. 3, for the proposed Mixed Use development on Lot 43 and 44, House Number 24 and 26, Brighton Road, Scarborough subject to the following conditions:

Conditions

1. 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.

2. 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
Site Survey	3/3/26	DA4	A1100	Scanlan Architects
Demolition Plan	3/3/26	DA4	A1103	Scanlan Architects
Site Plan	3/3/26	DA5	A1102	Scanlan Architects
Level B2	3/3/26	DA4	A2100	Scanlan Architects
Level B1	3/3/26	DA4	A2101	Scanlan Architects
Level Ground	18/3/26	DA6	A2102	Scanlan Architects
Level 1	3/3/26	DA4	A2103	Scanlan Architects
Level 2	3/3/26	DA4	A2104	Scanlan Architects
Level 3	3/3/26	DA5	A2105	Scanlan Architects
Level 4	3/3/26	DA4	A2106	Scanlan Architects
Level 5	3/3/26	DA4	A2107	Scanlan Architects
Level 6	3/3/26	DA4	A2108	Scanlan Architects
Level 7	3/3/26	DA4	A2109	Scanlan Architects
Level 8	3/3/26	DA4	A2110	Scanlan Architects
Elevation – North	3/3/26	DA4	A3100	Scanlan Architects
Elevation - South	3/3/26	DA4	A3101	Scanlan Architects
Elevation - East	3/3/26	DA4	A3102	Scanlan Architects
Elevation – West	3/3/26	DA4	A3103	Scanlan Architects
Section A	3/3/26	DA4	A4100	Scanlan Architects
Section A-A	3/3/26	SK01	A-A4100	Scanlan Architects
Section B	3/3/26	DA4	A4101	Scanlan Architects
Section C	3/3/26	DA4	A4102	Scanlan Architects

PLAN TITLE	DATE	REVISION	DRAWING No.	DRAWN BY
Section D	3/3/26	DA4	A4103	Scanlan Architects
Section E	3/3/26	DA4	A4104	Scanlan Architects
Section F	3/3/26	DA2	A4105	Scanlan Architects
Sections – Boundary Walls	3/3/26	DA4	A4107	Scanlan Architects
Sections – Balcony Privacy	3/3/26	DA1	A4109	Scanlan Architects
Sections – Loading Area	18/3/26	DA1	A4110	Scanlan Architects
Shadow Diagrams	3/3/26	DA3	A6801	Scanlan Architects
Cone of Vision Diagram	3/3/26	DA4	A6821	Scanlan Architects
Landscaping Plan	26/2/26	J	N/A	Plan E Landscape Architects
Waste Management Plan	26/8/25	A	N/A	LID Consulting
Sustainability Strategy	3/3/26	D	N/A	NDY Group
Noise Management Plan	3/3/26	A	N/A	Herring Storer Acoustics
Geotechnical Factual Report	1/6/21	A	N/A	Arup
Transport Impact Assessment	21/8/25	A	N/A	Shawmac
Environmental Wind Assessment	16/6/25	A	N/A	MEL Consultants

3. Notwithstanding the requirements of Condition 2, amended plans shall be provided as part of the Building Permit submission to the satisfaction of the City of Stirling addressing the following:
    a. Type 4, Type 5 and Type 11 units on Level 2 are to be provided with 1.6m high privacy screening as measured from the finished floor level, for 2.5m of the northern elevations of each balcony, as shown on the approved plans. The privacy screening shall be maintained to the satisfaction of the City of Stirling for the duration of the development.
    b. Signage that provides warning of low height clearance is to be provided at the entrance of the vehicle access point for the development, to the satisfaction of the City of Stirling.

Building Design

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

5. Prior to occupation of the development, the external finish of the boundary walls shall be to the same standard as the rest of the development, to the satisfaction of the City of Stirling.

Construction Management

6. Prior to 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

7. 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. A specific species is to be identified on plans wherever a tree, plant or planting area is proposed to the satisfaction of the City of Stirling.
    b. Details demonstrating the surface treatment within the deep soil areas of the small and medium trees, to the satisfaction of the City of Stirling.

8. 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.

9. 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

10. 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.

11. Any outside lighting to comply with Australian Standard AS 4282-2023 - 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 4282-2023 (as amended).

Noise

12. All recommendations provided in the Noise Management Plan prepared by Herring Storer Acoustics received 11 September 2025, are to be implemented, to the satisfaction of the City of Stirling.

13. 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.

14. Prior to occupation of the development, a Notification, pursuant to Section 70A of the Transfer of Lands Act 1893 is to be placed on the Certificate(s) of Title of the apartment(s) on the subject lot(s) prior to operation of the development. This Notification is to be included on the diagram or plan of survey (Deposited Plan). The Notification is to state as follows:

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

15. 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

16. The minimum number and allocation of car parking, bicycle, scooter and motorcycle on-site is to be provided as follows:
    a. 105 residential car parking bays;
    b. 10 residential visitor car parking bays; and
    c. 5 commercial car parking bays.
    d. 67 residential bicycle parking spaces;
    e. 10 residential visitor bicycle parking spaces; and
    f. 9 residential motorcycle / scooter parking spaces

17. 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.

18. 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.

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

20. A minimum clearance height of 3.6m as measured from finished floor level to the underside of the ceiling is to be provided for the ground floor servicing bay. The servicing bay is to be free of services, utilities or any other structure which impedes on the required 3.6m height clearance, for the duration of the development to the satisfaction of the City of Stirling.

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. 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.

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

24. Prior to the occupation of the development, a minimum of 67 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 to the satisfaction of the City of Stirling.

25. 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.

Development Contributions

26. Prior to the submission of a Building Permit application, a public art proposal for the subject development to the value of 1.0% of the construction value in accordance with Scarborough Development Policy 4 – Public Art must be submitted to, and approved by, the City of Stirling, on advice from the City of Stirling Public Art Panel.

27. Prior to the submission of an Occupancy Permit application, the approved public art proposal shall be completed and installed by the developer and maintained thereafter by the owners of the development, in accordance Scarborough Development Policy 4 – Public Art, to the satisfaction of the City of Stirling.

28. Prior to the submission of an Occupancy Permit application, the landowner shall pay the City of Stirling a development contribution in accordance with the City's Local Planning Scheme No. 3 Schedule 11B Scarborough Development Contribution Plan, to the satisfaction of the City of Stirling.

29. Affordable Housing is to be provided in accordance with Development Policy 9 Affordable and Diverse Housing, details of which are to be provided prior to planning condition clearance (working drawings stage) to the satisfaction of the Authority in consultation with the Department of Communities.

Utilities, Facilities and External Fixtures

30. 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.

Visual Privacy

31. 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

32. The development is to comply with the Waste Management Plan prepared by LID consultants received 11 September 2025 with the following modifications with the following modifications
    a. The Waste Manage Plan is to be amended to reflect the revised 7 x 660L general waste bins and 6 x 660L recycling bins to be collected twice a week.

33. 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.

34. Prior to the submission of a Building Permit application, a Stormwater Management Plan shall be submitted to and approved by the City of Stirling.

General

35. The roof levels are not to be used for habitation or outdoor leisure uses or any other use that is not related to building services.

36. Pedestrian pathways providing wheelchair accessibility to all entries to buildings to public footpath and car parking areas are to comply with Australian Standards AS/NZS1428.3-2009 (Design for access and mobility – General requirements for access – New building work), to the satisfaction of the City of Stirling.

Advice Notes

General

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

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.

11. On advice from Main Roads WA, the upgrading/widening of West Coast Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.

<u>Landscaping</u>

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

13. 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.

14. In relation to the amended Landscaping Plan to be provided, all species selected are to be in accordance with Water Corporation's Waterwise criteria for landscaping, and prioritise low water use, shade tolerance and natives.

Lighting and Security

15. 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 Development Policy 4 – Providing Public Art.

    Based upon the estimated cost of development identified on the development application forms, the 1.0% public art contribution will equate to $350,000.

16. In relation to the development contribution in accordance with the City's Local Planning Scheme No.3, Schedule 11B Scarborough Development Contribution Plan, this cost is estimated as being $201,735.42.

17. With regard to the affordable housing Condition, the development shall provide a minimum 12% affordable housing in accordance with Development Policy 9 - Affordable Housing. Unless otherwise agreed the following shall be provided:

    - The affordable housing units are to be sold by the developer to the Department of Communities (or alternative housing provider approved by the Authority) at construction cost (based on the Authority's construction cost chart dated July 2016), at the time of practical completion of the development;

    - A draft strata plan and management statement is to be prepared at the applicant's expense and provided at working drawings stage demonstrating how ongoing costs of the affordable housing units will be minimised including but not limited to:

      o minimising unit entitlements; and
      o restricted access to common amenity areas (with potential to opt in).

Waste Management

18. 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	Development
Structure Plan/Precinct Plan	No
Structure Plan/Precinct Plan - Land Use Designation	No
Use Class and permissibility:	Recreation and Sporting Facilities – 'Contemplated' use Multiple Dwelling (Residential) – 'Preferred' use
Lot Size:	2,998m^2
Existing Land Use:	Residential – 2 x Single Houses
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:

- The demolition of the two existing Single Houses and incidental structures across the two lots.
- The construction of a nine storey Mixed Use Development comprising:
    - 67 Apartments of which 15 are single-bedroom, 30 are two-bedroom and 22 are three-bedroom and;
    - One Recreation and Sporting Facilities (gym) tenancy, with 368m^2 of floorspace at ground level, fronting Brighton Road.
- Communal Open Space and amenities provided at ground level, Levels 1 and 3.
- Landscaping including the provision of two medium trees and 28 small trees, providing 375.3m^2 or 12.5% of the site area as deep soil zone.
- Vehicle access and car parking from Brighton Road with a total of 105 residential car parking bays, comprising 70 bays at Basement Level 1, 32 bays at Basement Level 2, and four bays at ground level. In addition, 10 residential visitor bays and 5 commercial bays are provided at ground level.

Proposed Land Use	Multiple Dwelling + Recreation and Sporting Facilities
Proposed Commercial Net Lettable Area	368m^2
Proposed No. Storeys	Nine Storeys
Proposed No. Dwellings	67 Multiple Dwellings

Background

The subject site is located on the northern side of Brighton Road at Lots 43 and 44, House Number 24 and 26, Brighton Road, Scarborough and has a combined site area of 2,998m^2. The site is currently occupied by two Single Houses, incidental structures and associated landscaping, all of which are proposed to be demolished and removed as part of the proposal. A Public Transport Authority (PTA) bus stop adjoins the subject site but is not directly impacted by the proposal.

Vehicle ingress provided from Brighton Road. Under the City's Functional Road Hierarchy, Brighton Road is classified as a Local Road. The subject site is positioned approximately 47.9m from West Coast Highway to the west and 40.1m to Hastings Street to the east.

Properties to the north predominantly consist of single and two-storey Grouped Dwellings. To the east, the site directly abuts a nine-storey Mixed-Use development. Further west of the site, development ranges from single storey Single Houses to six-storey and nine-storey Mixed Use and residential developments. The street features a pronounced natural slope which drops down approximately 4.5m towards West Coast Highway.



Figure 1 Aerial Image with Subject Site Highlighted in Red.

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 2.6 – State Coastal Planning (SPP2.6)
- State Planning Policy 5.4 – Road and Raise Noise (SPP5.4)
- State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)

Local Planning Policies

- Local Planning Policy 6.7 – Parking and Access (LPP6.7)
- Local Planning Policy 6.18 – Public Consultation (LPP6.18)

Scarborough Redevelopment Area

- Scarborough Special Control Area Design Guidelines (Scarborough DG)
- Scarborough Special Control Area Development Policies

Scarborough Special Control Area

The subject site is located within the Scarborough Special Control Area (SSCA) in LPS3 formerly the Scarborough Redevelopment Area under the control of DevelopmentWA. The Scarborough Beach Road Special Control Area has designated design guidelines and policies to guide development within the SSCA and facilities delivery of the vision originally produced by the Scarborough Redevelopment Scheme. On 9 August 2023, the Scarborough Redevelopment Scheme, Scarborough Design Guidelines (SDG), and development policies were transferred back to the City from DevelopmentWA. This planning framework has been adopted and normalised in the City's LPS3.

Consultation:

Public Consultation

The proposed development was advertised for a total period of 36 days in accordance with the 'Complex Application' requirements of *Local Planning Policy 6.18* (LPP6.18) and *Clause 64(3)* and *(6)(a)* of *the Planning and Development (Local Planning Schemes) Regulations 2015*. An additional eight days were added to the 28-day advertising period in accordance with the 'Excluded Holiday Period', as public consultation fell within the period commencing on 25 December 2025 and ending on 1 January 2026.

The consultation period commenced on 4 December 2025 and concluded on 8 January 2026. In response, a total of 31 submissions were received, comprising 16 objections, 14 letters of support and one 'other'. 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 100m Radius of Proposed Site	Within 200m Radius of Proposed Site	Within the City of Stirling	Outside of the City of Stirling
SUPPORT	6 (19.3%)	1 (3.2%)	9 (29%)	0 (0%)
OBJECT	12 (38.7%)	1 (3.2%)	1 (3.2%)	0 (0%)
OTHER (Comment)	1 (3.2%)	0 (0%)	0 (0%)	0 (0%)

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

Public Consultation Submissions		
Number of Submission to Raise Matters	**Summary of Matters Raised**	**Officer Response**
14	Concerns relating to increased traffic congestion in the locality.	The Traffic Impact Statement (TIS) provided in support of the proposed development (refer to Attachment 8e) 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.
5	Concerns for loss of views of significance.	The assessment of the proposed building height including impacts on views is addressed later in this report.
5	Concerns regarding increased noise (both during and after construction).	The City has recommended a condition of approval requiring a Construction Management Plan be provided prior to the lodgement of a building permit which provides details on how the impacts of noise, vibrations and dust from the construction phase of the development will be managed and mitigated.

Public Consultation Submissions		
Number of Submission to Raise Matters	**Summary of Matters Raised**	**Officer Response**
		Regarding noise emanating from the development after the construction phase, a recommended condition of approval, will require that 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.
4	Concerns relating to reduced pedestrian and cyclist safety.	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 and is consistent with the provisions of the SBDG relating to the pedestrian pathway. The proposal has included 67 residential bicycle bays, one for each unit, and 10 visitor bicycle bays demonstrating that the development is prioritising cycling as a means of transportation. The pedestrian interface with the development has been improved with the inclusion of an active ground floor commercial tenancy which will provide active street surveillance and reduce opportunities for concealment or anti-social behaviour.
3	Concerns there are insufficient commercial parking bays.	The provision of car parking is appropriate and is supported. Car parking and access is discussed further in this report.
3	Concerns regarding a lack of overall parking provided on site.	The provision of car parking is appropriate and, based on the planning framework is supported. Car parking and access is discussed further in this report.

Public Consultation Submissions		
Number of Submission to Raise Matters	**Summary of Matters Raised**	**Officer Response**
3	Concerns about a loss of 'coastal village' / beachside community character.	The design and character of the development is consistent with the future and desired streetscape of the locality.
3	Concerns regarding overlooking / loss of privacy.	The City considers that matters relating to visual privacy, particularly to the Level 2 balconies can be addressed via condition setting.
2	Concerns the development will increase anti-social behaviour.	The design of the development has provided a high degree of passive surveillance through the ground floor interface which features clear glazing and a tenancy which will be open 24/7. Secure access is proposed with roller gates proposed to provide security for the building.
2	Concerns regarding a lack of visitor parking bays on site.	The subject site is located within close proximity of high frequency public transport and pedestrian pathways. 10 visitor bicycle bays are further provided to reduce the reliance on cars for the development. The development exceeds the maximum permitted residential car parking bays which will help to reduce the impacts of the reduced residential visitor bays.
2	Concerns regarding the proposed building height and separation from other buildings.	The development has sought discretion to the proposed base height within the Scarborough Beach Outer Core precinct. The bulk and scale of the development has been assessed and is considered to be consistent with the existing and desired streetscape and is supported against the local framework.
2	Concerns the development provides insufficient landscaping / soil planting areas.	The development proposes a mix of ground floor deep soil area as well as planting on structure which in combination provides a total of 474.1m^2 of landscaping in excess of the 346m^2 required. The development will also provide a high level of canopy coverage to the site. An amended landscaping plan to the satisfaction of the City as a recommended condition of approval will ensure selected plant

Public Consultation Submissions		
Number of Submission to Raise Matters	**Summary of Matters Raised**	**Officer Response**
		species are capable of withstanding long periods of shade to ensure long term resilience.
2	Concern about the loss of property value.	The loss of property value is not a planning consideration under the *Planning and Development Act 2005* or the applicable state or local planning framework.
1	Concerns the proposed dwelling mix does not provide enough single bedrooms.	Amended plans received on 3 March 2026 have increased the number of single bedroom dwellings to 15 from 12 and will meet the minimum 20% requirement under Scarborough Development Policy 9 – Affordable and Diverse Housing.
1	Concerns regarding the lack of affordable housing proposed.	The revised submission has increased the number of single bedroom dwellings to 15 or 22.3% of total dwellings and now meets the provisions of the SDG. In relation to affordability, a condition is recommended that 12% (eight dwellings) of the proposed apartments be provided as affordable housing in accordance with Development Policy 9 Affordable and Diverse Housing.
1	Concerns regarding an overdevelopment of the street / locality.	The development has been assessed against the planning framework and has been deemed to be consistent with the desired and future streetscape in terms of bulk and scale.
1	Concerns over potential wind tunnelling.	The development was accompanied by a Environmental Wind Assessment prepared by Mel Consultants. Mitigation strategies recommended by the Assessment in relation to increased wind impacts on the Level 3 podium have been implemented to ensure these impacts are reduced. This is recommended to be implemented via condition setting.

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.

Consultation with Government/Service Agencies

The proposed development was referred to the following external agencies:

- Water Corporation; and
- Main Roads Western Australia (MRWA).

In principle, no objections to the development proposal were received by the City, with the relevant responses incorporated into the recommended conditions of approval and advice notes, with further detail provided below.

Main Roads

The application was referred to MRWA for comment in accordance with the 'Notice of Delegation – Powers of Local Governments Metropolitan Region Scheme' (DEL 2025/04) due to proximity to West Coast Highway, a Category 3 Primary Regional Road and the signalised intersection.

MRWA comments provided in response to the proposed development dated 19 December 2025 (Attachment 9b) provide no objection to the proposed development, subject to the following conditions being applied:

- MRWA recommended that the recommendations contained in the Noise Management Plan prepared by Herring Storrer Acoustics shall be thereafter implemented and maintained for the duration of the development.
- MRWA recommended that a notification, pursuant to Section 70A of the Transfer of Land Act 1893 is to be placed on the certificates of title of the proposed lots. The Notification is to state 'The lots are situated in the vicinity of a transport corridor and are currently affected or may in future be affected by transport noise.'
- MRW recommended that all waste is to be collected on-site.
- MRWA recommended that redundant vehicle crossovers to be removed and kerbing, verge and footpath reinstated with grass or landscaping to the satisfaction of the City of Stirling.

The above matters have been addressed via recommended conditions, and advice notes with further information.

Water Corporation

The proposal was referred to the Water Corporation due to the presence of a sewer line within the subject site which is proposed to be paved over. The Water Corporation has raised no objections subject to the proposal attaining their approval for the works prior to the commencement of works. The comments provided by the Water Corporation have been incorporated into an advice note.

Internal Referrals

Internal referrals to the City's Waste Services Business Unit, Parks and Environment Business Unit, Environmental Health team, City Future team, Engineering Services Business Unit and Development Services Engineer were undertaken as a part of the City's assessment. The relevant comments are contained later in this report, within the relevant sections of the planning assessment.

Planning Assessment:

The development has been assessed against the relevant planning framework including LPS3, State Planning Policies and Local Planning Policies. The following matters have been identified as the relevant key considerations in the assessment of this application:

1. Land Use
2. Building Form
3. Visual Privacy
4. Parking, Traffic and Access
5. Noise and Acoustics
6. Sustainability
7. Affordable and Diverse Housing
8. Waste and Services Access
9. Public Art
10. Developer Contributions
11. Design Review Panel (DRP)

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. Land Use

The table below summarises the permissibility of the proposed land uses, as stated in Table 13.1 Land Use Categories of LPS3.

Beach Road Precinct (Outer) – Uses		
Land Use	**Use Class**	
Multiple Dwelling	Preferred Land Use	Preferred Uses are land uses which are considered to contribute to the vision and intent for a location, as set out in Clause 1 - Vision and Clause 2 - Precincts. Preferred Uses are those uses within the land use category or categories which are shown as a preferred category for a particular precinct in Table 13.2 – Land Use Table.
Recreation and Sporting Facilities	Contemplated Land Use	Contemplated Uses are land uses which the Local Government may consider suitable for a location if it can be shown that such a use would not detract from the precinct intent and the amenity of the locality. Contemplated Uses are those uses within the Land Use Category or Categories which are shown as a Contemplated category for a particular precinct in Table 13.2 – Land Use Table.

The proposed Multiple Dwellings are consistent with the Design Intent for the Beach Road Precinct which is to be predominately residential in nature, with a mix of permanent residential apartments and short stay accommodation with a small number of commercial uses. The proposal provides for a positive contribution to the public realm through the architectural design of the building, passive surveillance opportunities from balconies to the street and high-quality landscaping.

The Recreation & Sporting Facilities land use is a Contemplated Use in the Beach Road Precinct, consideration is required against the Precinct intent and the amenity of the locality.

The City's assessment concludes that the proposed land uses satisfies the relevant provisions of the City's planning framework and is supported. The required appropriate conditions have been recommended to mitigate impacts to adjoining properties.

2. Built Form

The specific built form controls of the SDG apply in addition to Local Planning Policies and SPP7.3. A summary of the proposed development in relation to the primary built form controls of the SDG is provided below.

Built Form Controls			
Provision	**Requirement**	**Proposal**	**Discretion Sought**
Building Height	8 Storeys / 29m or 12 Storeys / 43m if bonus criteria met	9 Storeys / 31.08m	Yes
Podium Height	3 Storeys / 11.5m	3 Storeys / 10.59m	No
Podium setback to street	Nil	Nil	No
Upper-level setback to street	6m	1.8m	Yes
Upper-level setback to rear	10m	5m	Yes
Open Space	80% Site Cover maximum	68.9% Site Cover	No
Floor Plate	Maximum dimensions 30 x 35m	Maximum dimensions proposed – 20.48m x 19.87m	No

Height

Clause 4.1 - Height of the SDG outlines that building heights shall be in accordance with the relevant Development Standards outlined in Chapter 7 – Precinct Specific Guidelines. The subject site is located within the Beach Road Outer Core area and is subject to the specific precinct guidelines of Clause 7.4.2 – Beach Road Outer Core of the SDG. Clause 7.4.2 Beach Road Outer Core identifies that a base building height of eight storeys up to 29m in height or a total of 12 storeys up to 43m in height may be

achieved, subject to achieving the relevant bonus criteria, at the discretion of the decision-maker subject to the requirements outlined in Section 4.1 of the SDG.

Section 4.1 - Requirements for Additional Storeys of the SDG is as follows:

The SDG provides a pathway for building height discretion through

- Achieving Tier 1 or Tier 2 requirements on the Development WA Development Policy on Green Buildings;
- Delivery of a minimum 3 star hotel with at least 50 rooms;
- Provision of a publicly accessible vehicle or pedestrian accessway in a location identified by the Authority (refer to the precinct specific chapters) to be protected by an easement or other legal agreement in perpetuity.
- For properties on West Coast Highway or Scarborough Beach Road, a road or laneway widening requirement that equates to 10% or more of the total lot area.
- Provision of 15% or more dwellings as Affordable Housing dwellings within the development in accordance with the requirements of the Authority's Development Policy on Affordable and Diverse Housing.
- The provision of a public car parking facility with a minimum of 100 bays, in perpetuity.
- Approval of development above the base height is at the discretion of the Authority subject to the achievement of one or more of the aspects detailed above, design excellence and compliance with the common and site-specific controls applicable to the site.

The application has not nominated for bonus height under Section 4.1 and does not achieve any of the listed requirements necessary for bonus height to be considered as a right. In accordance with Clause 1.7 – Discretionary Clause, the City may approve a development application where the applicant or owner has departed from the recommended Development Standards, including any height provisions, where in the Authority's opinion the applicant or owner has demonstrated that the alternative solution is consistent with the Scheme and satisfies the Design Intent. The development exceeds the base permitted height in metres (31.08m proposed in lieu of 29m), as such consideration against the Design Intent of Clause 4.1 – Height of the SDG is required, which is as follows:

- Buildings will have regard to the scale of the street or place and that of their neighbours and create a clear connection and interface between the public and private realm.
- Additional height above the 'base height' as identified in the Height Plan and precinct specific chapters may be permitted as an incentive to achieve additional community benefits, over and above the standard requirements of the Design Guidelines, Development Policies and other statutory requirements.

The development proposes a maximum building height of nine storeys or 31.08m (see Figure 2). The two basement levels have more than 50% of their floor area under natural ground level, further the roof deck contains only a lift shaft, as such these areas are not considered a storey as per the definition contained within the SDG.



Figure 2 Extract from City of Stirling Planner Assessment of compliant building height (29m) marked in red - southern elevation.

The scale of the proposed development is consistent with both the existing and the intended future character of the locality, as outlined in the SDG and the Beach Road Outer Core Precinct. The immediate streetscape comprises eight-storey and nine-storey developments situated at either end of Brighton Road between West Coast Highway and Hastings Street, with older single and two storey dwellings forming the remainder of the built form, reflecting an area of transition. Figure 3 demonstrates the proposal is consistent with the bulk and scale of the existing streetscape and recent development approvals in the area.

The bulk and scale of the proposal compare favourably with these current and future developments, with the proposed dual tower design substantially reducing the perceived building mass on the site as viewed from adjoining sites. The architectural approach which incorporates balconies, on-structure landscaping, screening elements, and other articulated features, also serves to visually soften the building form when viewed from the street and adjoining properties, and provides greater visual interest to the streetscape.

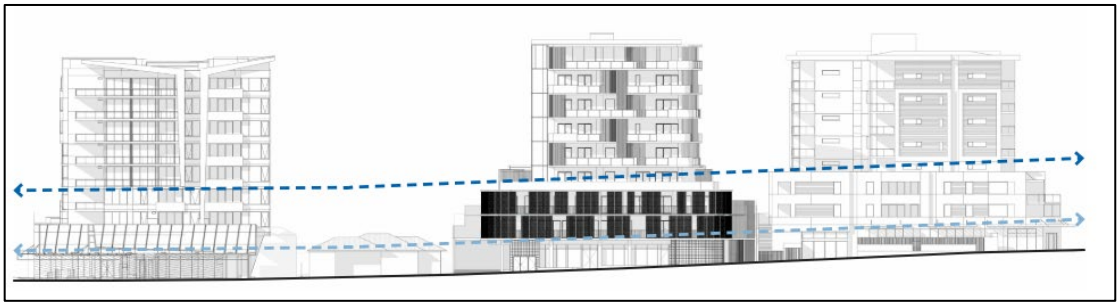

Figure 3 Applicant's Brighton Road Streetscape Comparison Diagram from south elevation.

The additional height above the permitted base building height is deemed to not result in additional significant adverse amenity impacts when compared to a compliant building envelope on adjoining properties or the surrounding streetscape as the portions of the development that extend beyond the base height are predominantly limited to the lift overruns atop each tower and a small section of the roof level (see Figures 4-5). The subject site also features a natural slope, with ground levels gradually falling from east to west from a high point of RL 22.18 in the south-eastern corner to RL 20.22 in the lower south-western corner. The portion of building exceeding the permitted base height is therefore smaller as viewed from the eastern elevation as compared to the western elevation resulting in less visual impact to the similarly sized building at Lot 150 House Number 1-100 / 35 Hastings Street, Scarborough (see Figures 4-5). The City is of the view that additional height, which equates to an additional 2.08m (7.1% above the permitted height) is not significant in the overall scale of the development at nine storeys.



Figure 4 Extract from Planner Assessment of compliant building height (29m) marked in red - eastern elevation.

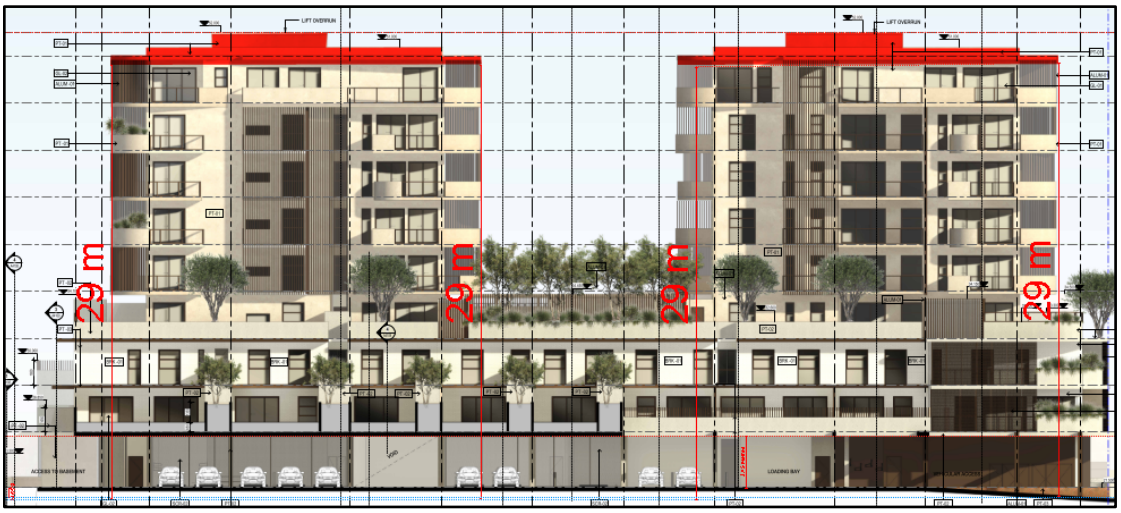

Figure 5 Extract from Planner Assessment of compliant building height (29m) marked in red - western elevation.

The additional height is not discernible at street level, and the building provides a clear interface to the streetscape through a high level of glazing, and active communal spaces at ground floor which will permit interaction and passive surveillance to the street. The proposed side and rear setbacks will ensure future towers on adjacent properties will be clearly separated from the proposed development.

As outlined above, the height of the development does not have an additional adverse 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.

Side / Rear Boundary Setbacks

The proposed development varies the permitted setback from upper levels to rear and side boundaries under the specific precinct guidelines of Clause 7.4.2 – Beach Road Outer Core with Level 3 setback 5m to the northern lot boundary, 5m to the eastern lot boundary and 6m to the western lot boundary where a minimum setback of 10m is permitted. Level 3 is seen to be a transitional space between the podium and the tower levels and provides the developments main communal open spaces as well as much of its landscaping. Figure 6 illustrates the 10m setback line as the dashed red line with all enclosed structures also marked in red.

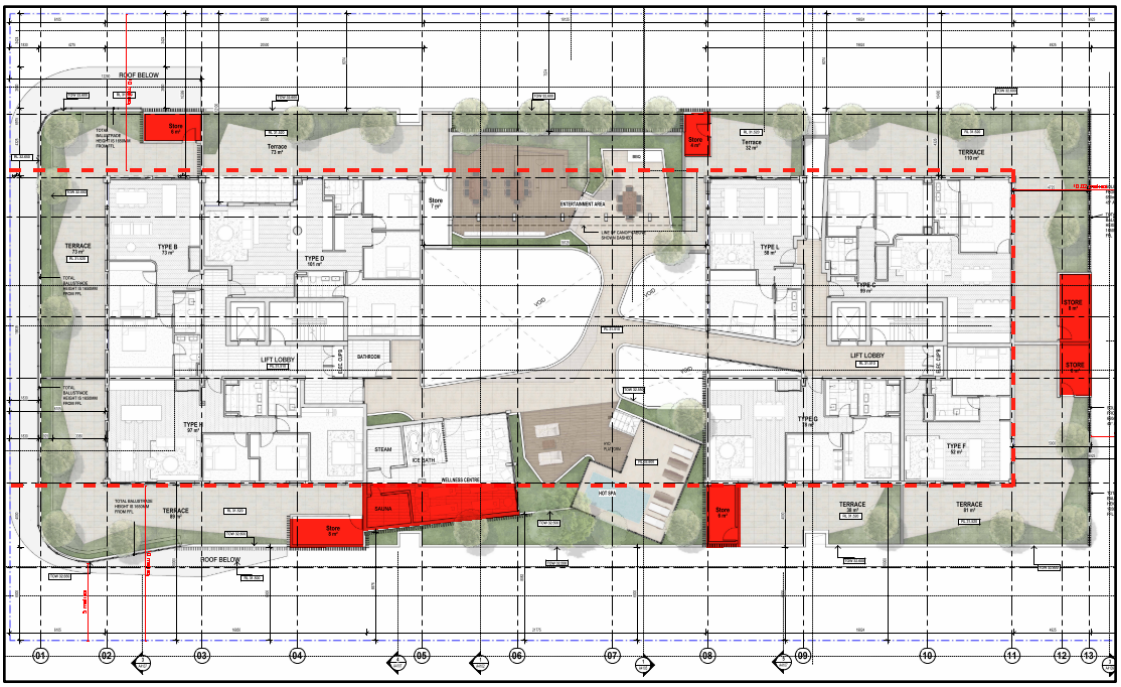

Figure 6 Extract of Planner Assessment - 10m setback line shown in dashed line, red buildings are areas of enclosed building within setback area (Level 3).

Rear boundary

In relation to the rear boundary setbacks, to the north of the subject site adjoins two separate lots, these being Lot 8, House Number 103/248 West Coast Highway, Scarborough which is comprised of 3 single storey Grouped Dwellings, and Lot 6, House Number 1-6/33 Hastings Street, Scarborough which comprises one single storey Grouped Dwelling and five double-storey Grouped Dwellings.

The 5m setback has been assessed from the two provided stores for the Type C and Type F units at the rear of Level 3. These stores are located on the 'terraces' for both apartments with Clause 7.4.2 permitting balconies to encroach up to 2.5m into the prescribed setback area. The 'terraces' for these both apartments have been considered as balconies for the purpose of lot boundary setbacks given that they will appear as open structures providing outdoor living and landscaping areas.

The two terraces extend 5m from the base of the Level 3 tower, exceeding the 2.5m encroachment permitted under Clause 7.4.2, however the bulk and scale impacts of the variation are seen to be minimal given the tower has been setback a compliant 10m from the rear boundary and the increased balcony depth is unlikely to create adverse amenity impacts on adjoining neighbours as the elevation will remain highly articulation and open.

The bulk and scale of the development as seen from the rear properties is seen to be acceptable noting that podium levels are permitted to be nil to the side and rear boundaries. The three podium levels are instead setback a minimum of 2.5m from the rear boundaries, with Levels 1 and 2 providing 5m setbacks to the building and 2.5m to balconies. The provided setbacks for the rear of the podium help to minimise the overall bulk of the building and provide access for natural ventilation and increased solar access to the adjoining neighbours which would otherwise not exist in a compliant development which utilised the nil setbacks permitted.

Side boundaries

Similarly to the rear boundary setback, both sides of the development on Level 3 have provided 10m setbacks to the tower portions whilst minor portions of building and balcony encroach into the setback area. The side boundaries provide relief to adjoining neighbours by incorporating landscaping and built form articulation. This assists to reduce the bulk and scale of the building while providing a variety of colours, materials and textures to increase amenity and visual interest.

The built form utilises articulation and varying materials to help offset the potential impacts of proposed setbacks, whilst sufficient screening ensures that no visual privacy concerns will arise from the reduced building setbacks**.**

On the basis of the above, the development satisfies the Design Intent of Clause 4.2 - Height of the SDG.

3. Visual Privacy

Section 4.6 – Openings of the SDG provides that balconies located within 6m of side or rear boundaries are to be screened to protect the privacy of occupants and the neighbouring site. The development proposes several balconies within 6m of the side and rear lot boundaries, of which the only balconies which will be unscreened and create overlooking into adjoining properties are located on Level 2. The Applicant has prepared a Cone of Vision diagram which demonstrates setback distances between unscreened openings and balconies as well as where screening is being proposed.

In relation to the five balconies proposed on the western elevation of Level 2, the Applicant has indicated sufficient screening along southern and western elevations, however this still leaves the northern elevation unscreened and will create indirect overlooking into the adjoining neighbour at Lot 42, House Number 22 Brighton Road, Scarborough. Ground floor level plans based on the recent approval of an eight double-storey grouped dwelling development on the western adjoining site indicates that the area of overlooking would include portions of the future neighbour's primary garden areas. To sufficiently protect these sensitive areas from potential overlooking, the City recommends a condition of approval requiring an additional 2.5m long portion of 1.6m high screening, as measured from the finished floor level of the balconies, along the northern elevations of the proposed balconies (refer to Figure 7).

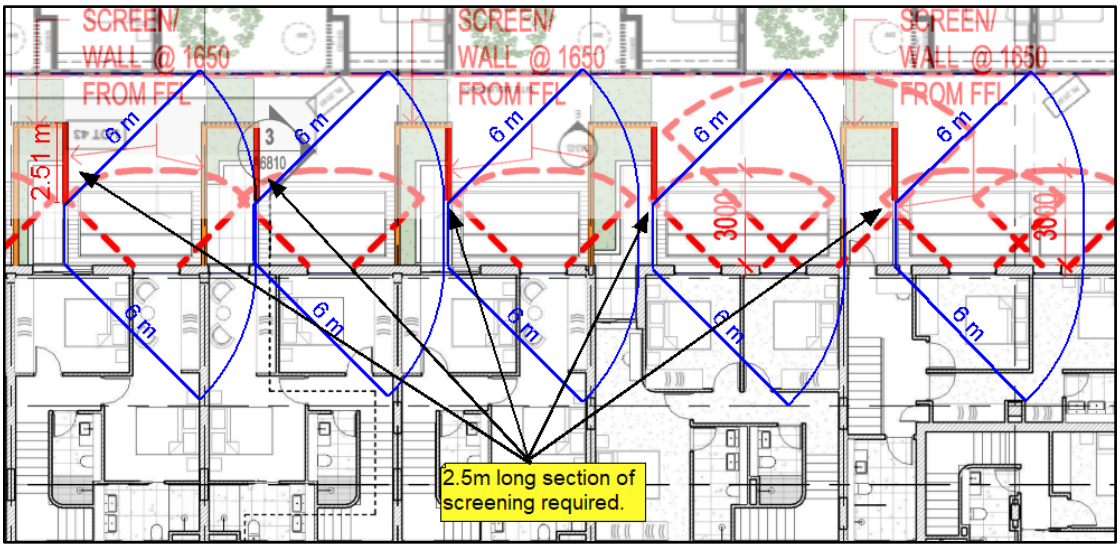

Figure 7 Extract of Planner Assessment Showing Overlooking from Level 3 Western Balconies into Approved Development On Lot 42, House Number 22 Brighton Road Scarborough.

The recommended condition-setting in relation to screening is required to protect the existing and future character of the western adjoining neighbour. The City has not received a building permit application to progress the development approval for eight-grouped dwellings on the neighbouring site. As the chances of the development being completed are not certain, the City has also considered impacts on the existing site. The proposed balconies will have cones of vision which intrude into the middle of the adjoining lot. As this area is considered part of the outdoor living area for the Single House on the adjoining lot, overlooking into this area would not be supported as it would negatively impact the neighbours' privacy (refer to Figure 8).



Figure 8 Extract of Planners Assessment Showing Overlooking from Level 3 Western Balconies into Lot 42, House Number 22 Brighton Road Scarborough.

In relation to the four balconies proposed on the eastern elevation of Level 2, all balconies but one will be sufficiently screened up to 1.6m, or have screening provided by an existing adjoining boundary wall who's top of wall height is over 1.6m from the finished floor levels of the balconies. Of these balconies, the balcony closest to the northern lot boundary will be fully unscreened along it's northern elevation and overlook into the neighbouring site at Lot 150, House Number 1-100/35 Hastings Street, Scarborough (refer Figure 9). The City's assessment of the overlooking has concluded that the area of overlooking will constitute a void on the upper levels and a car parking area on the ground floor and will not impede on the occupant's privacy. For

this reason, the City is not recommending additional screening be provided for this balcony. All other openings and balconies throughout the development are either setback in accordance with the provisions of Section 4.6 – Openings or are sufficiently screened.

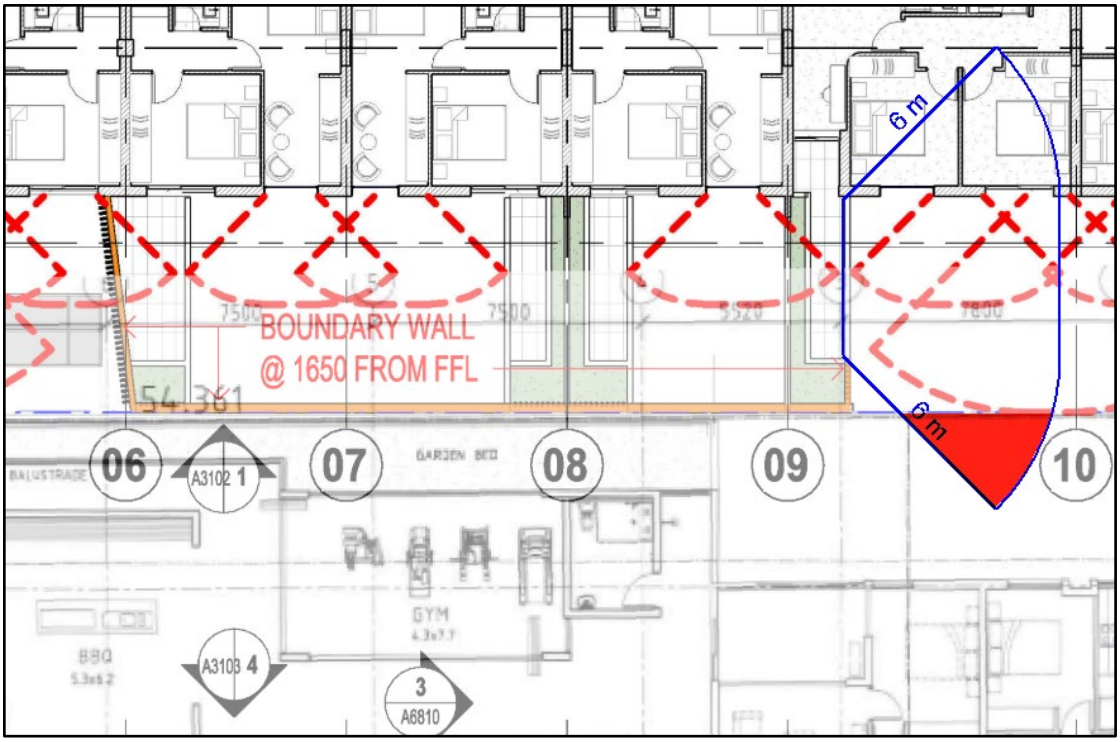

Figure 9 Extract of Planner Assessment Showing Overlooking from Level 3 Eastern Balcony into Lot 150, House Number 35 Hastings Street, Scarborough.

4. Parking, Traffic and Access

Parking

On-site parking requirements has been assessed against Section 5.2 of the SDG, indicated in the below table.

Scarborough Design Guidelines – Section 5.2 Car Parking Requirements			
Parking Type	**Development Standards Rate**	**Proposed Dwellings / NLA**	**Bays Required / Permitted**
Permanent Residential	Minimum 0.75 bays per dwelling	67	Minimum 50.25 (51) resident bays *
	Maximum (average) 1.5 bays per dwelling		Maximum 100.5 (101) resident bays *
Visitors	Minimum 0.25 bays per dwelling	67	Minimum 16.75 (17) visitor bays *
	No Maximum		No Maximum visitor bays
Non-residential	Minimum 1 bay per 100m^2 NLA	367m^2	Minimum 3.67 (4) non-residential bays**

Scarborough Design Guidelines – Section 5.2 Car Parking Requirements			
Parking Type	**Development Standards Rate**	**Proposed Dwellings / NLA**	**Bays Required / Permitted**
	Maximum 1 bay per 20m^2 NLA		Maximum 18.35 (18) non-residential bays**
Development Standards Total Required (Minimum):			51 resident bays, 17 visitor bays and four non-residential bays
Development Standards Total Permitted (Maximum):			101 resident bays and 18 non-residential bays (no maximum visitor bays)
Total Provided:			Residents: 105 bays Visitors: 10 bays Non-residential: 5 bays
Development Standards Total Required Surplus / Shortfall:			Residents: 4 bays over the maximum Visitors: 7 bay shortfall Non-Residential: Complies

*The number of residential car bays is rounded up to the next whole number.
**The number of non-residential car bays is rounded to the nearest whole number.

The table above shows that the proposal seeks parking discretion, as it provides 10 visitor bays in lieu of the required 17 and exceeds the maximum number of residential bays by four. The discretion sought is considered negligible as the surplus of residential bays can be utilised by visitors when required, thereby ensuring adequate parking availability for both residents and visitors. This provides flexibility and addresses potential visitor demand without compromising site functionality or amenity. The surplus parking also reduces the likelihood of parking conflicts within the development and supports practical outcomes given the site constraints, which limit the ability to provide a dedicated second visitor bay.

The site benefits from direct access to public transport, with the nearest bus stop being located abutting the site, providing convenient alternatives to private vehicle use. Overall, the proposed parking arrangement is considered to satisfy the intent of the SDGs by delivering sufficient parking provision in a manner that responds to site limitations while maintaining accessibility and convenience for all users.

Traffic

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 32 vehicle trips during the morning peak hour and 44 trips during the afternoon / evening peak hour. 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. The City is satisfied the shortfall of seven visitor car parking bays can be adequately compensated by the proposed parking configuration, specifically the surplus of resident parking bays, and verge treatment, is unlikely to result in a significant further parking issue in the locality.

The proposed parking arrangement is deemed to be in accordance with the objectives of the SDG with the surplus of residential car parking bays unlikely to have an adverse impact on the amenity or safety of the streetscape given all parking bays are located either within basement parking or sleeved behind the ground floor commercial tenancy.

Vehicle Access

The SDGs aim to facilitate safe and convenient vehicle movement by minimising direct access from West Coast Highway and Scarborough Beach Road. Instead, it requires vehicle access should be provided via secondary streets, existing laneways where possible, or new public access thoroughfares in accordance with the adopted Vehicle Access Plan.



Figure 10 Scarborough Design Guidelines Figure 8 Access Plan (South).

The development proposes sole vehicle access for the site via the existing access point of Lot 43, House Number 24 Brighton Road. The Vehicle Access Plan (Figure 10) proposes a 6m-wide public vehicle access corridor at the rear of Lot 43, requiring Lot 43 to provide a 3m portion.

The City considers that the northern portion of the vehicle access way, as depicted in Figure 10, will not be required to be ceded. The City has formed the view that imposing this portion without certainty of implementation would be unreasonable, as it would

only apply if redevelopment occurred on the affected adjoining properties. This is consistent with recent development in the area with the City advising widening would not be be required as part of the City's RAR for an eight-group dwelling development assessment panel application on the adjoining property western property at Lot 42, House Number 22 Brighton Road, Scarborough (DAP reference DAP/25/02936, City reference DA25/0775).

Furthermore, the proposed vehicular access arrangements would not detrimentally affect future development potential abutting West Coast Highway which could contribute to the shared vehicle access way and will benefit from coordinated access, avoiding direct vehicular connections to West Coast Highway. This approach aligns with the objectives of the SDGs while maintaining flexibility for properties with limited redevelopment potential.

5. Noise and Acoustics

Road Noise

The subject site is located within close proximity to West Coast Highway, identified as a 'Strategic Freight/ Major Traffic Route' in accordance with State Planning Policy 5.4 Road and Rail Noise (SPP 5.4). As such, the requirements of SPP 5.4 apply to the proposed residential use which is classified as a 'Noise Sensitive Land Use'.

The Applicant submitted a Noise Management Plan (NMP) prepared by Herring Storer Acoustics in support of the proposed development. The NMP identifies recommendations regarding the construction, operation and mechanical services which form part of the City's condition-setting.

The City has reviewed the submitted Transportation Noise Assessment within the NMOP and supports the referenced recommendations with a condition imposed as part of the City's recommendation of approval. With the implementation of the acoustic measures the City considers that the development will satisfy SPP5.4

Noise from Development

While the Applicant did not provide an Environmental Acoustic Assessment as part of the development application, the City is of the view one can be accepted for consideration prior to the submission of a Building Permit. The submission of an Environmental Acoustic Assessment report submitted by a suitably qualified professional certifying that the proposal incorporates sufficient sound attenuation measures to limit noise impact on adjoining properties forms a condition of the City's recommendation for approval.

In relation to SPP 5.4, the Applicant engaged Herring Storrer Acoustics to prepare a Noise Management Plan. The Noise Management Plan has outlined noise amelioration requirements which have been incorporated into the design and has been incorporated into the recommended conditions of approval, including a Notification on Title pursuant to Section 70A of the Transfer of Land Act 1893 advising of road noise.

The City notes that the Development Assessment Panel (DAP) has previously considered applications containing advice regarding the imposition of notifications on title under Section 70A of the Transfer of Land Act 1893, which indicates that the responsibility for lodging the notification rests with the local government rather than the

Applicant. The City has not been privy to this specific advice and is unaware of any relevant determination by the State Administration Tribunal or other judicial body, or of any position statement issued by the Department of Planning, Lands and Heritage to ensure State-wide consistency. The City's condition-setting at this point in time remains consistent with previous reports, however should the DAP resolve to amend this condition, the following wording has been provided aligned with those previously used by the DAP.

> "Prior to the commencement of use, the landowner shall provide consent to a Notification, pursuant to Section 70A of the Transfer of Lands Act 1893 being placed on the Certificate(s) of Title of Lot No.42 (No 22) Brighton Road, Scarborough:
>
> - *'This lot is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise. Road and rail transport noise levels may rise or fall over time depending on the type and volume of traffic.'"*

6. Sustainability

Scarborough Redevelopment Area Development Policy 10 (Development Control Policy 10) requires Tier 3 sites to achieve a minimum 4 Star Green Star Design and As Built rating, or alternatively, provide a Sustainable Design Assessment Report (SDAR) prepared by a suitably qualified professional. The SDGs outline sustainability requirements for development sites within the Scarborough Redevelopment Area. Sites are classified into Tier 1, Tier 2, or Tier 3, which determine the minimum environmental performance standards for each category. The objectives of the policy include promoting energy efficiency, minimising greenhouse gas emissions, reducing water consumption, and incorporating environmentally sensitive design principles.

The Applicant has submitted a sustainability strategy prepared by NDY Group, which demonstrates compliance with the intent of the policy through adoption of the Green Star Homes standard. The strategy indicates the development will achieve a minimum 7.5-star NatHERS rating and outlines initiatives which collectively meet the performance outcomes sought by the policy and provide an alternative pathway to demonstrate alignment with its objectives. A condition is recommended to be imposed requiring the implementation of all sustainability measures and recommendations outlined in the submitted sustainability report to ensure compliance during construction and operation.

7. Affordable and Diverse Housing

Scarborough Redevelopment Area Development Policy 9 (Development Control Policy 9) requires at least 20% of proposed dwellings to be studio or single bedroom dwellings with a maximum provision of 40%. Amended plans received by the City 3 March 2026 have revised the number of single bedroom apartments from 13 (19.4%) to 15 (22.3%) and will achieve the minimum single bedroom requirements without exceeding the maximum of 40% or 27 single bedroom apartments.

Development Control Policy 9 also requires that a minimum 10% of total dwellings (7 apartments) are to have three or more bedrooms, with no apartment to exceed 110m^2 in floor area. The proposed dwelling mix of 22 three-bedroom dwellings or 32.8% of the total will achieve the minimum provisions, however four of the proposed dwellings

will exceed the permitted 110m^2 floor area. Four apartments have floor areas above 110m^2. These four apartments comprise the developments 'penthouses', and without considering them, the development will still be well over the provision for at least 7 apartments to be three-bedroom dwellings or more demonstrating that the proposed dwelling mix will provide for a range of different households and living arrangements. These 'penthouses' are acknowledged as not being a typical part of the dwelling mix and are intended to stand out from the rest of the development. The inclusion of the four apartments are not considered seen to unduly impact affordability or housing diversity.

In relation to affordable housing, Development Control Policy 9 requires that a minimum 12% or 8 apartments are to be as affordable housing for either social housing or affordable owner occupier housing. A condition is recommended requiring affordable housing consistent with Development Control Policy 9 to the satisfaction of the City.

8. Waste and Service Access

In support of the proposed development, the Applicant submitted a Waste Management Plan prepared by Lid Consulting. The Waste Management Plan identifies that the communal bin store is located at the rear of the development located on the Ground Floor. Residents are required to take their waste and recycling to the communal bin store. On waste collection day, the strata caretaker is responsible for placing the bins in the designated collection area, on the edge of the driveway. The bins will be taken by the City's waste collection staff to the waste collection vehicle, parked on the street and collected by the strata caretaker.

The City has reviewed and supports the submitted Waste Management Plan in principle. A recommended condition of approval will require an amended Waste Management Plan be provided reflective of the size and number of waste bins to meet the City's requirements. Additionally, to ensure clearance for service vehicles, a condition is recommended to require 3.6m high clearance be provided at all times without intrusion of utilities, pipes or any other structure. This clearance is required to ensure that a City waste collection vehicle can physically undertake collections.

9. Public Art

Scarborough Development Policy 4 – Providing Public Art applies to all development with a cost of $2 million and above with a minimum 1 % contribution cost of development provided as public art. The cost of the development is $35 million which will result in a $350,000 public art contribution. The Applicant has indicated the public art proposal will be located within the pedestrian entrance of the development. The City considers that this matter can adequately addressed via a condition of approval.

10. Development Contributions

The City adopted the Scarborough Development Contribution Plan (DCP) with normalisation of the Scarborough Special Control Area on 9 August 2023. The purpose of the DCP is to fund works to enhance and revitalise the Scarborough foreshore area, the provision of new infrastructure and upgrades to existing infrastructure, including local area traffic management, and to manage costs associated with the DCP.

An owner of land in the Development Contribution Area is required to make a Development Contribution in accordance with the applicable DCP. An owner's liability to pay the Development Contribution arises on the earlier of:

- the approval of any development on the owner's land within the Development Contribution Area, unless the development meets the exemption requirements; and
- the approval of any subdivision of the owner's land within the Development Contribution Area.

No person shall commence or carry out any subdivision or development the subject of a subdivision approval or a development approval until the owner's cost contribution (approximated at as $201,735.42) in respect of the land has been paid in full, or other arrangements for payment have been made to the satisfaction of the Local Government.

As such, condition setting relating to the provision of development contribution has been recommended as a condition of approval.

11. City of Stirling Design Review Panel (DRP)

The proposed development was reviewed by the City's DRP on two occasions. The DRP report undertaken in relation to the design of the proposed development is contained in Attachment 7.

At the second DRP meeting on 4 December 2025, the DRP provided the following summary in response to the design of the proposed development:

> *The DRP thanks the Applicant for the presentation, that outlines responses to the recommendations from DR 1, as well as the submission of updated plans and reports for review at DR2.*
>
> *The DRP appreciates the proposal's many strengths, the latest improvements and rationales for several of the innovative design decisions.*
>
> *The DRP's comments highlight areas to address in SPP7.0 Design of the Built Environment, and specifically Design Principles 2: landscape Quality, 4: Functionality and Build Quality, 5: Sustainability, 6: Amenity and 7: legibility; these areas should be satisfied for the proposal to be considered for Design Excellence.*
>
> *The DRP's key concerns and recommendations are:*
>
> 1. *Consider landscape quality improvements to the location of soft landscape and selection of appropriate plant species given the limited access of direct daylight and impact of overshadowing on levels 1 (atrium) and 3 (communal open space) respectively.*
> 2. *Consider functionality improvements by reducing the Brighton Road crossover width to maximise footpath connectivity; more access of daylight and an aspect for residents via the alcoves on each floor of both towers that currently accommodate the a/c condenser units (and that possibly could be relocated to the roof); and on level 1, integrate the planter design with the columns that are in the walkway.*

3. *Consider sustainability improvements by using the Green Star Buildings holistic tool for self-certification of the proposed equivalent 7.5 Stars NatHERS rating and provide firm commitments on initiatives for assessment by the City. Also, consider raising the commercial floor-to-floor height to 4m to 4.5m to future proof this space for other uses.*
4. *Consider amenity improvements to enhance daylight access (currently via an undesirable "snorkel window"), for the bedroom in apartment Type 5, and a more functional design for the residents' bike store to encourage its use.*
5. *Consider legibility improvements on the streetscape to clearly signify a "gateway" to the residential entry pathway and to better define a publicly accessible "pocket park" next to the gym and abutting Brighton Road; and resolve inconsistency in the interior design language that also is affecting sightlines from the entry lobby to the two separate tower lift lobbies.*

Other areas for consideration include:

1. *Provision of a comprehensive public art strategy; reversion to the clear material for the southern tower's south-western balconies; and identified updates to the landscape report.*

The Applicant is recommended to address the comments and recommendations prior to a final DRP.

The amended plans received on 3 March 2026 address the majority of the items raised by the DRP, in response to the relevant planning framework. As such, further consideration of the proposed development by the DRP was not undertaken.

The City has provided a brief summary of the revised submission against the DRP comments regarding the outstanding items discussed at its meeting on 4 December 2025.

A summary of the revised submission against the 10 Design Principles is provided in the table below.

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 proposed development is consistent with the desired character of the area which envisages residential and mixed-use buildings between 3 to 12 storeys, providing a transition zone between the Beach Road Inner Core precinct and the Beach Road Main Street and Hastings Street Precincts. The height of the development has been stepped with large setbacks provided to minimise the impact to the established dwellings to the west. The colour and material palette of the development is sympathetic to the

SPP7.0 – Design of the Built Environment	
Design Principle	**Officer Comment**
	existing built form and materiality within the locality 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 proposed development provides for substantial on-site landscaping with two Medium Trees and 28 Small Trees with a deep soil area of 375.3m² (12.5%). The landscaping proposed will provide shade and green relief to both the subject site and the locality and represents a substantial improvement on-site. The proposed landscaping includes a mix of soil plantings and plantings on structures to compensate for the lack of usable ground floor area. The landscaping and communal open space area proposed on balconies and on the boundary of Level 3 also provides a buffer to the adjacent 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.*	The scale of the development is broadly consistent with the future vision for the Beach Road Outer Core Precinct Area. The proposed development is consistent with the desired character of the area which envisages development up to 12 stories high. The proposal incorporates high quality materials and is articulated to minimise the impact of bulk to the street and adjoining residential properties. The development is appropriate and consistent in terms of existing and future built form. The built form does not result in excessive building bulk through the quality of the design and significant landscaping provided. The development is respectful to the existing streetscape and the future intended character of the locality, as envisaged under the LDP.
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.*	Skylights have been added to each tower roof to address the DRP's concerns regarding a lack of natural light reaching these internal lobby areas. Store rooms have also been increased in size to increase functionality for occupants. A/C plants have been relocated to the basement and ground

SPP7.0 – Design of the Built Environment	
Design Principle	**Officer Comment**
	floor to enable greater ventilation and sunlight into upper floor 'plant rooms'. The overall build quality of the development is considered to be high and will provide
5. Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	The development has been accompanied by a revised Sustainability Strategy prepared by NDY Group which outlines sustainable measures provided as part of the development. The strategy confirms the developments achievement of a 7.5-star NatHERS area weighted average demonstrating that the development's commitment to reduced energy consumption. The proposal provides infill development located within an Activity Centre promoting short walkable trips in the immediate vicinity and is located within 800m walkable catchment of a train station promoting the use of public transport.
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 good level of amenity to residents, there are no design issues that would substantially affect the liveability of the new dwellings. As discussed earlier in the report, the building height, bulk and scale of the development will not 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 improved on legibility by relocating the dog wash to improve visibility of the pedestrian entrance and sightlines which was identified as an issue by DRP. The built form promotes legibility by naturally drawing people towards the eastern entrance through the use of curving roof forms and an increase in landscaping around the entrance. The pedestrian and vehicle accesses are clearly delineated to increase safety.

SPP7.0 – Design of the Built Environment	
Design Principle	**Officer Comment**
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. 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 development provides opportunities for interaction between residents, within the communal open space area and residential amenities on Level 3. The development includes 15 single bedroom dwellings and 22 three-bedroom or more dwellings, providing a dwelling mix for a diverse range of people.
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 includes several large openings on each elevation so as to break up overall bulk and uses alternating materials and colours to provide visual interest. These elements articulate the building and reduce the overall bulk. The design of the building has been refined and improved in response to the Design Review Panel's comments within the context of the relevant planning framework.

Conclusion:

The proposed development is located within the Scarborough Special Control Area, and more specifically the Beach Road Outer Core Precinct. Though the proposal seeks discretion to the base height prescribed of the SDG, the City's assessment concludes the height, bulk and scale of the development is appropriate as it is consistent with the design intent relative to the desired built form outcomes envisioned within the planning framework. The proposed development responds to the existing and future development context, provides sufficient building separation and mitigates any potential adverse impacts to adjoining properties. At street level, the development has been designed to activate the streetscape and provide amenity at a human scale through an active land use and connectivity between the private and public realm. The upper levels of the development reflect the coastal nature of the locality and achieve high design standards through articulation and varied building form.

The proposed development provides for high quality communal open space for residents on the ground and second and third levels, and a high amount of landscaping. The proposed development includes the provision of significant plantings on structure and tree planting along setback areas which assists with softening the bulk of the development to the streetscape and adjoining properties.

The proposed development is considered appropriate within its context. Accordingly, the application is recommended for approval subject to conditions.

Attachment 1 - Development Application Plans (Received 11 September 2025)

PROPOSED NEW RESIDENCES
DEVELOPMENT APPLICATION

SHEET NUMBER	DRAWING SERIES	SHEET NAME	REVISION
A0000	GENERAL	TITLE SHEET	DA2
A1100	SITE	SITE SURVEY	DA1
A1101	SITE	LOCATION PLAN	DA1
A1102	SITE	SITE PLAN	DA2
A1103	SITE	DEMOLITION PLAN	DA1
A2100	GA PLANS	LEVEL B2	DA1
A2101	GA PLANS	LEVEL B1	DA1
A2102	GA PLANS	LEVEL GROUND	DA2
A2103	GA PLANS	LEVEL 1	DA1
A2104	GA PLANS	LEVEL 2	DA1
A2105	GA PLANS	LEVEL 3	DA2
A2106	GA PLANS	LEVEL 4	DA1
A2107	GA PLANS	LEVEL 5	DA1
A2108	GA PLANS	LEVEL 6	DA1
A2109	GA PLANS	LEVEL 7	DA1
A2110	GA PLANS	LEVEL 8	DA1
A2111	GA PLANS	LEVEL ROOF	DA1
A3100	GA ELEVATIONS	NORTH	DA1
A3101	GA ELEVATIONS	SOUTH	DA1
A3102	GA ELEVATIONS	EAST	DA1
A3103	GA ELEVATIONS	WEST	DA1
A3201	GA ELEVATIONS	BRIGHTON RD. CONTEXT ELEVATION	DA1
A4100	GA SECTIONS	SECTION A	DA1
A4101	GA SECTIONS	SECTION B	DA1
A4102	GA SECTIONS	SECTION C	DA1
A4103	GA SECTIONS	SECTIONS D	DA1
A4104	GA SECTIONS	SECTION E	DA1
A4105	GA SECTIONS	BOUNDARY WALLS	DA1
A4106	GA SECTIONS	SECTIONS	DA1
A6821	DIAGRAMS	CONE OF VISION	DA1
A6822	DIAGRAMS	CONE OF VISION	DA1
A6823	DIAGRAMS	CONE OF VISION	DA1



SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION
DA2	5/9/2025	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GENERAL
TITLE SHEET

NORTH

JOB No. 2508
DATE CREATED 2022
SCALE @ A1
DRAWN BY MA
REVIEWED BY RS

DRAWING NO A0000
STATUS DEVELOPMENT APPLICATION
ISSUE DA2

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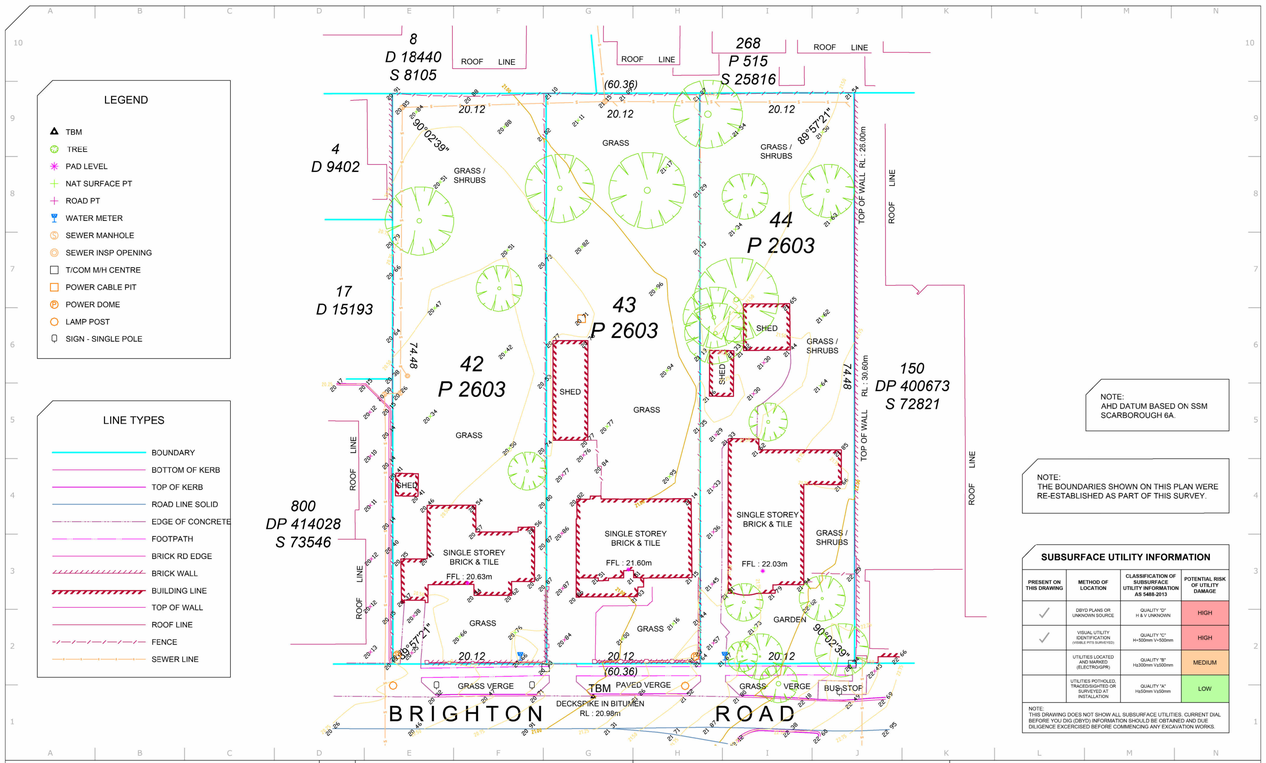

LEGEND

- TBM
- TREE
- PAD LEVEL
- NAT SURFACE PT
- ROAD PT
- WATER METER
- SEWER MANHOLE
- SEWER INSP OPENING
- T/COM M/H CENTRE
- POWER CABLE PIT
- POWER DOME
- LAMP POST
- SIGN - SINGLE POLE

LINE TYPES

- BOUNDARY
- BOTTOM OF KERB
- TOP OF KERB
- ROAD LINE SOLID
- EDGE OF CONCRETE
- FOOTPATH
- BRICK RD EDGE
- BRICK WALL
- BUILDING LINE
- TOP OF WALL
- ROOF LINE
- FENCE
- SEWER LINE

NOTE:
AHD DATUM BASED ON SSM SCARBOROUGH 6A.

NOTE:
THE BOUNDARIES SHOWN ON THIS PLAN WERE RE-ESTABLISHED AS PART OF THIS SURVEY.

SUBSURFACE UTILITY INFORMATION

PRESENT ON THIS DRAWING	METHOD OF LOCATION	CLASSIFICATION OF SUBSURFACE UTILITY INFORMATION AS 5488-2013	POTENTIAL RISK OF UTILITY DAMAGE
✓	DBYD PLANS OR UNKNOWN SOURCE	QUALITY "D" H & V UNKNOWN	HIGH
✓	VISUAL UTILITY APPURTENANCES (VISIBLE PITS SURVEYED)	QUALITY "C" H+500mm V+500mm	HIGH
	UTILITIES LOCATED AND MARKED (ELECTROSCOPE)	QUALITY "B" H±250mm V±500mm	MEDIUM
	UTILITIES POTHOLED, TRACED/SIGHTED OR SURVEYED AT INSTALLATION	QUALITY "A" H±50mm V±50mm	LOW

NOTE:
THIS DRAWING DOES NOT SHOW ALL SUBSURFACE UTILITIES. CURRENT DIAL BEFORE YOU DIG (DBYD) INFORMATION SHOULD BE OBTAINED AND DUE DILIGENCE EXCERCISED BEFORE COMMENCING ANY EXCAVATION WORKS.

RM SURVEYS
LICENSED SURVEYORS

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SCALE 1:400
ALL DISTANCES IN METRES
PAPER SIZE A3

SURVEYOR	VERTICAL DATUM
MD	AHD
SURVEY DATE	HORIZONTAL DATUM
07/04/2021	PCG 94

CLIENT: QS DEVELOPMENTS

REV	DESCRIPTION	DRWN	CHKD	APPVD	DATE
0	INITIAL ISSUE	MD	KB	KB	13/04/2021

FEATURE AND CONTOUR SURVEY

LOTS 42, 43 & 44 (#22-26) BRIGHTON ROAD
SCARBOROUGH
CITY OF STIRLING

JOB No.	DRAWING No.	REV
QSDEV-BRIGH	QSDEV-BRIGH-01	0

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
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PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
SITE
SITE SURVEY

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	MA
REVIEWED BY	RS

DRAWING NO: A1100
STATUS: DEVELOPMENT APPLICATION
ISSUE: DA1

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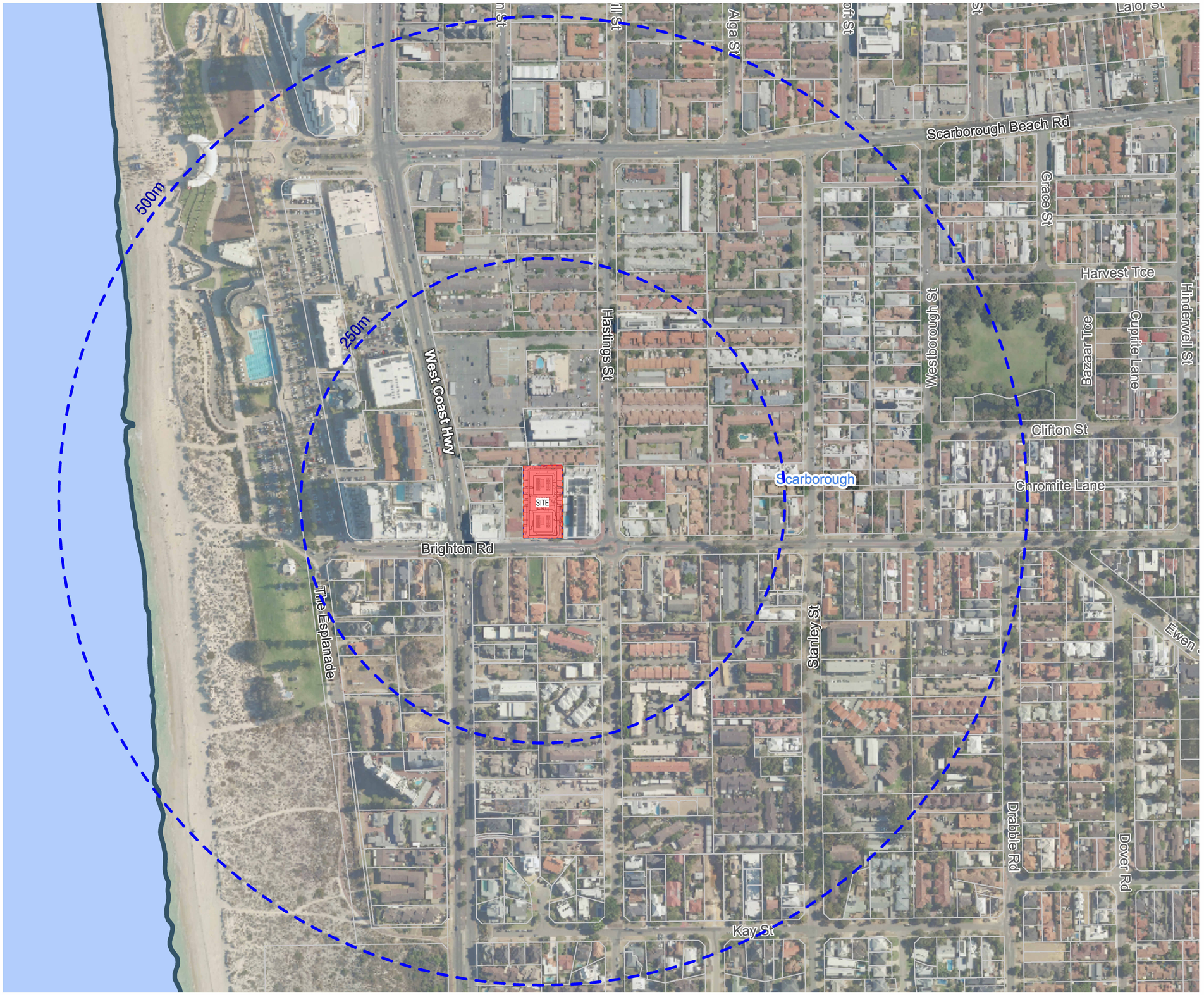

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DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
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PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
SITE

LOCATION PLAN

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 2000
DRAWN BY	MA
REVIEWED BY	RS

DRAWING NO
A1101

STATUS
DEVELOPMENT APPLICATION

ISSUE
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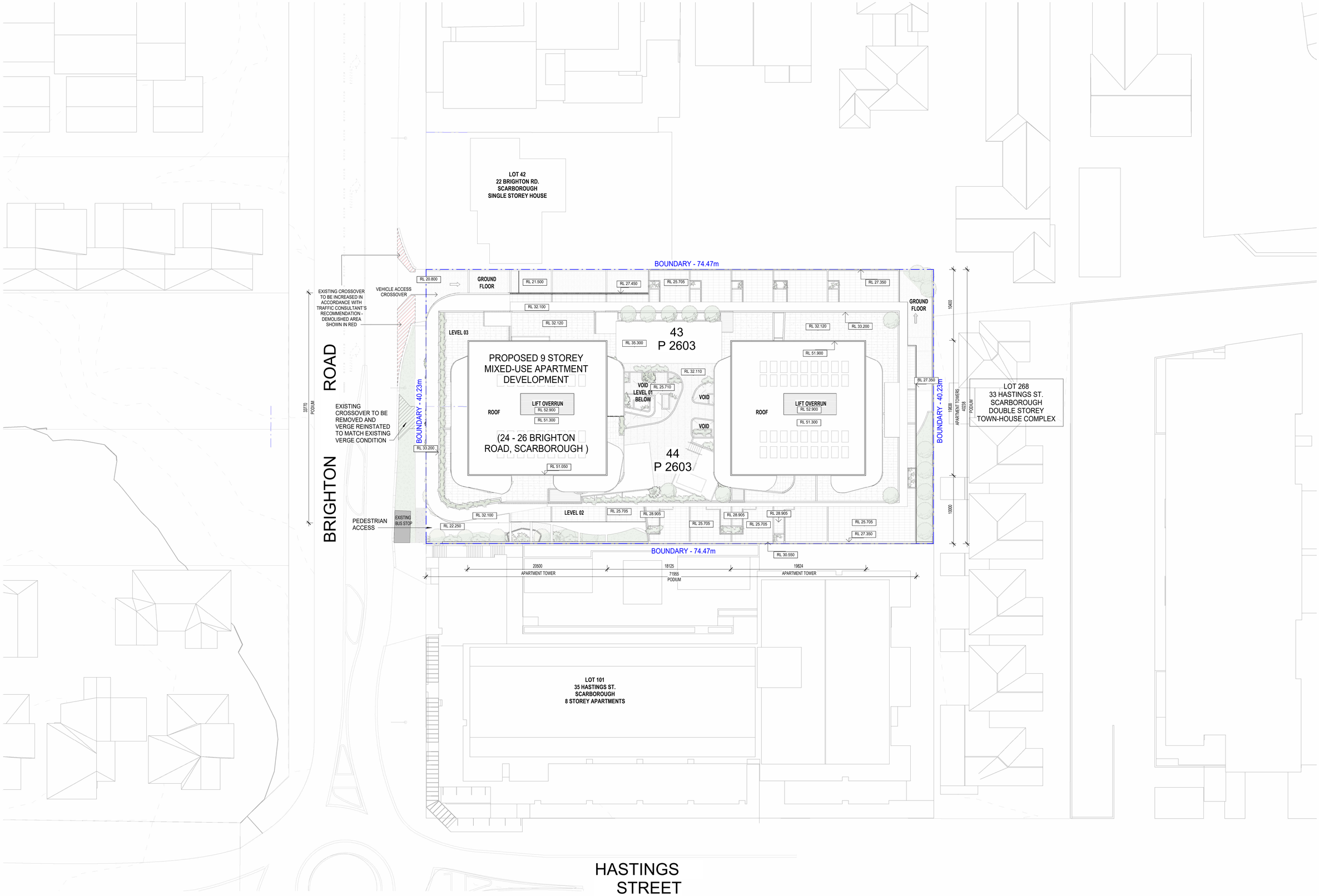

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION
DA2	4/9/2025	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
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PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
SITE

SITE PLAN

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 250
DRAWN BY	MA
REVIEWED BY	RS

DRAWING NO
A1102

STATUS
DEVELOPMENT APPLICATION

ISSUE
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1 A3100 DEMOLITION PLAN

SCALE 1 : 250

EXISTING STRUCTURES TO BE DEMOLISHED

EXISTING BUILDINGS ON LOTS 43 & 44, INCLUSIVE OF FOOTINGS, ARE TO BE COMPLETELY REMOVED. SOAKWELLS, LEACH DRAINS, SEPTIC TANKS AND WASTE WATER DISPOSAL SYSTEMS, SHALL BE REMOVED AND THE LANDS LEVELED .

1 **LOT 43 BUILDING & SHED FACING ONTO BRIGHTON RD**

EXISTING BUILDING STRUCTURE TO BE DEMOLISHED .
ALL DEMOLITION DEBRIS AND THE LIKE TO BE REMOVED FROM SITE. THESE STRUCTURES, INCLUSIVE OF FOOTING, ARE TO BE COMPLETELY REMOVED .
DEMOLITION TO BE DONE WITH CAUTION. ALL DUE CARE & ATTENTION TO BE PAID TO THE EXISTING BRIGHTON ROAD STREET FOOTPATH IN FRONT OF THE SITE. CONTRACTOR IS RESPONSIBLE TO MAKE GOOD ANY DAMAGE AT THEIR EXPENSE. ALL PRECAUTIONS TO BE TAKEN TO PROTECT MEMBERS OF THE PUBLIC.

2 **LOT 44 EXISTING STRUCTURES TO BE DEMOLISHED**

EXISTING BUILDINGS ON LOTS 43 & 44, INCLUSIVE OF FOOTINGS, ARE TO BE COMPLETELY REMOVED. SOAKWELLS, LEACH DRAINS, SEPTIC TANKS AND WASTE WATER DISPOSAL SYSTEMS, SHALL BE REMOVED AND THE LANDS LEVELED .
LOT 44 BUILDING & SHEDS FACING ONTO BRIGHTON RD
EXISTING BUILDING & SHED TO BE DEMOLISHED .
ALL DEMOLITION DEBRIS AND THE LIKE TO BE REMOVED FROM SITE. THESE STRUCTURES , INCLUSIVE OF FOOTINGS , ARE TO BE COMPLETELY REMOVED .
DEMOLITION TO BE DONE WITH CAUTION TO AVOID CAUSING ANY POTENTIAL DAMAGE TO EXISTING NEIGHBOURING BUILDINGS.
ALL DUE CARE & ATTENTION TO BE PAID TO THE EXISTING BRIGHTON ROAD STREET FOOTPATH IN FRONT OF THE SITE. CONTRACTOR IS RESPONSIBLE TO MAKE GOOD ANY DAMAGE AT THEIR EXPENSE. ALL PRECAUTIONS TO BE TAKEN TO PROTECT MEMBERS OF THE PUBLIC.

3 **LOT 43,44 EXISTING CROSSOVERS**

EXTENT OF EXISTING CROSSOVER TO BE REMOVED TO SUIT PROPOSED DESIGN. REFER DRAWING A-1102. REINSTATE DEMOLITION AREAS TO SUIT EXISTING FOOTPATH AND VERGE IN LIAISON WITH AUTHORITIES REQUIREMENTS.

4 **EXISTING BUSTOP**

EXISTING BUSTOP TO BE RETAINED.

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	5/9/2025	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
SITE
DEMOLITION PLAN

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	As indicated
DRAWN BY	MA
REVIEWED BY	RS
DRAWING NO	A1103
STATUS	DEVELOPMENT APPLICATION
ISSUE	DA1

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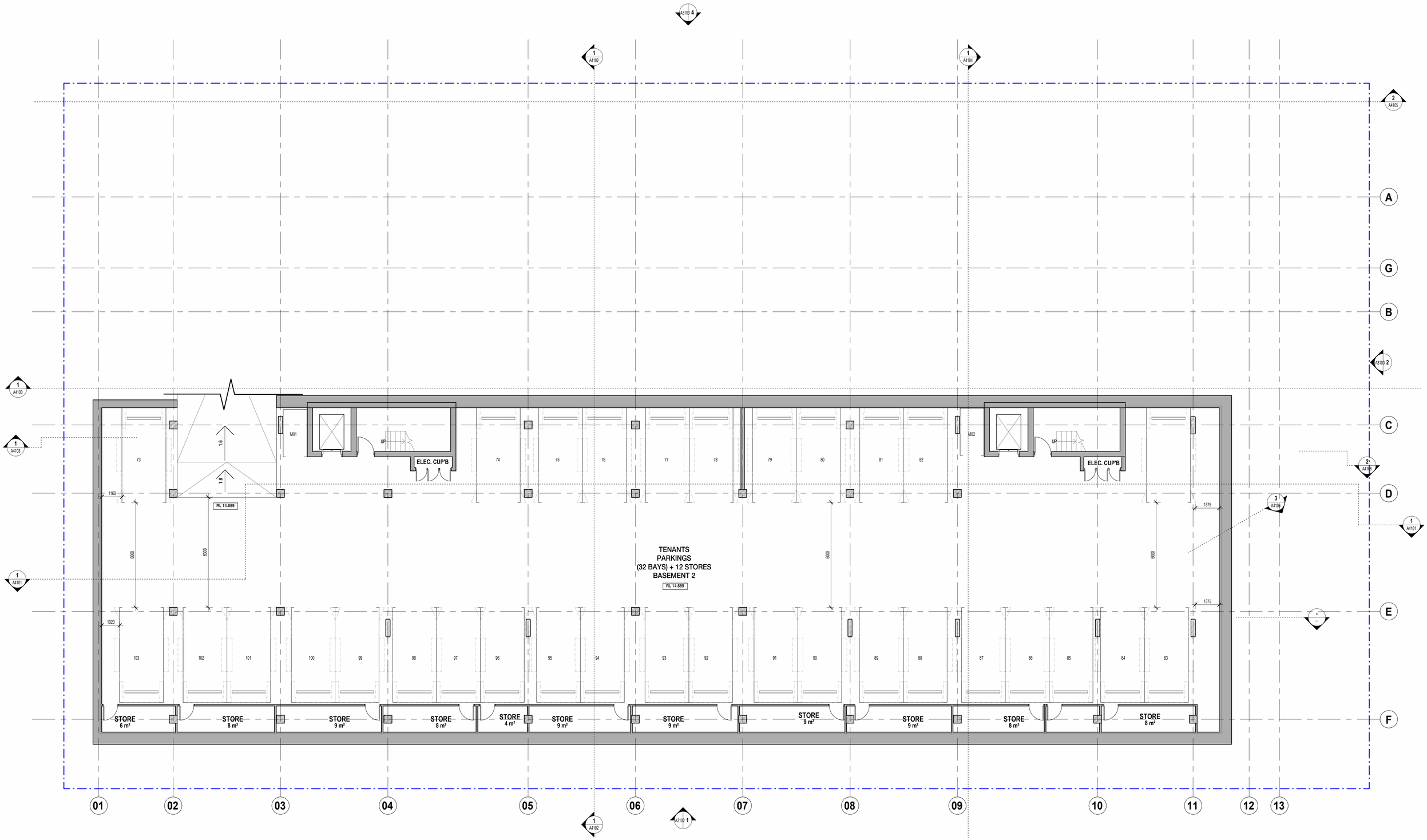

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS

LEVEL B2

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SP
REVIEWED BY	AA

DRAWING NO
A2100

STATUS
DEVELOPMENT APPLICATION

ISSUE
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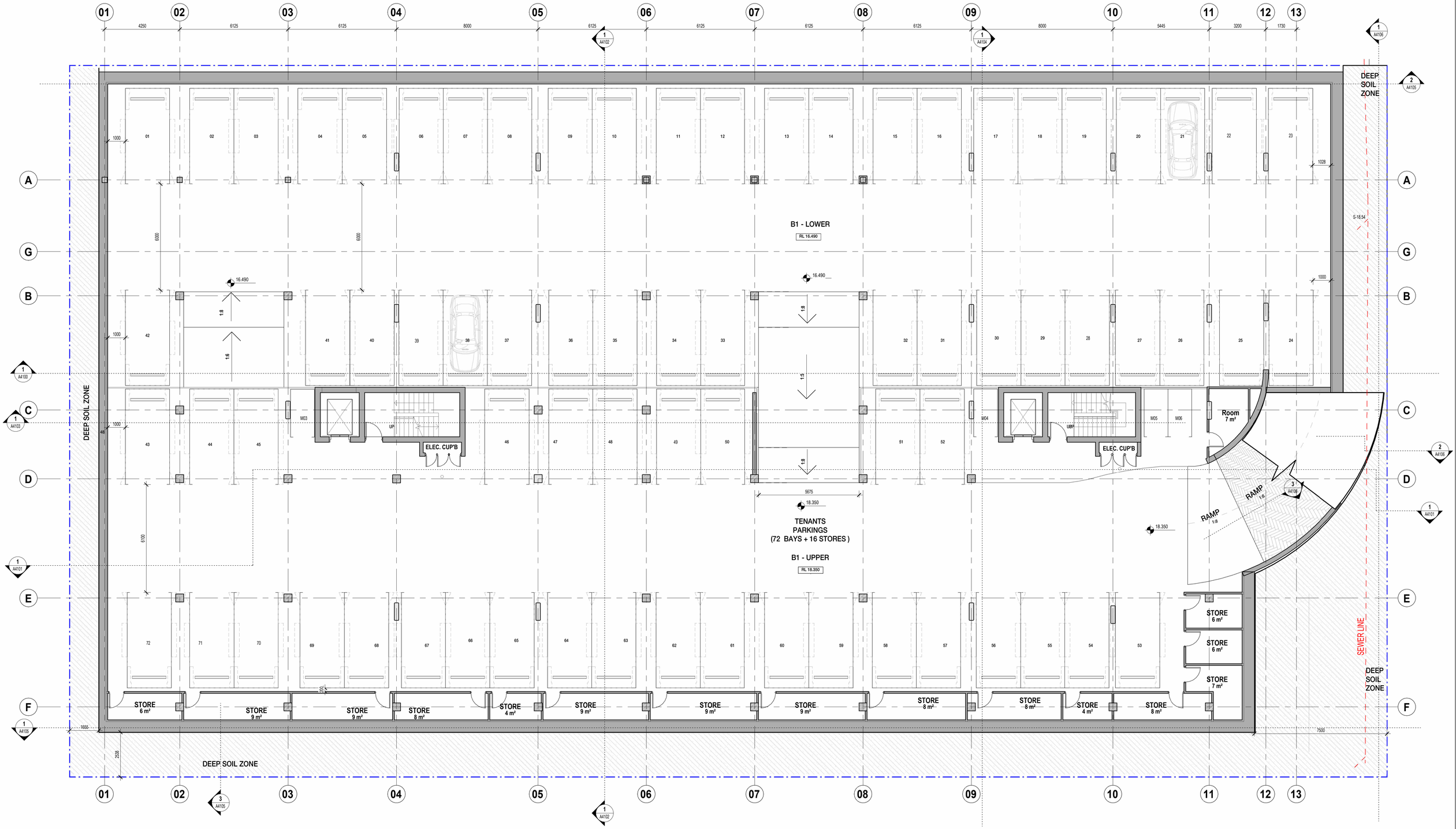

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION

SCANLAN ARCHITECTS

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS

LEVEL B1

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SP
REVIEWED BY	AA

DRAWING NO A2101

STATUS DEVELOPMENT APPLICATION

ISSUE DA1

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REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION
DA2	4/9/2025	ISSUED FOR DEVELOPMENT APPLICATION

SCANLAN ARCHITECTS

CLIENT: QS DEVELOPMENTS PTY LTD

PROJECT: PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE: GA PLANS

LEVEL GROUND

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SP
REVIEWED BY	AA

DRAWING NO: A2102

STATUS: DEVELOPMENT APPLICATION

ISSUE: DA2

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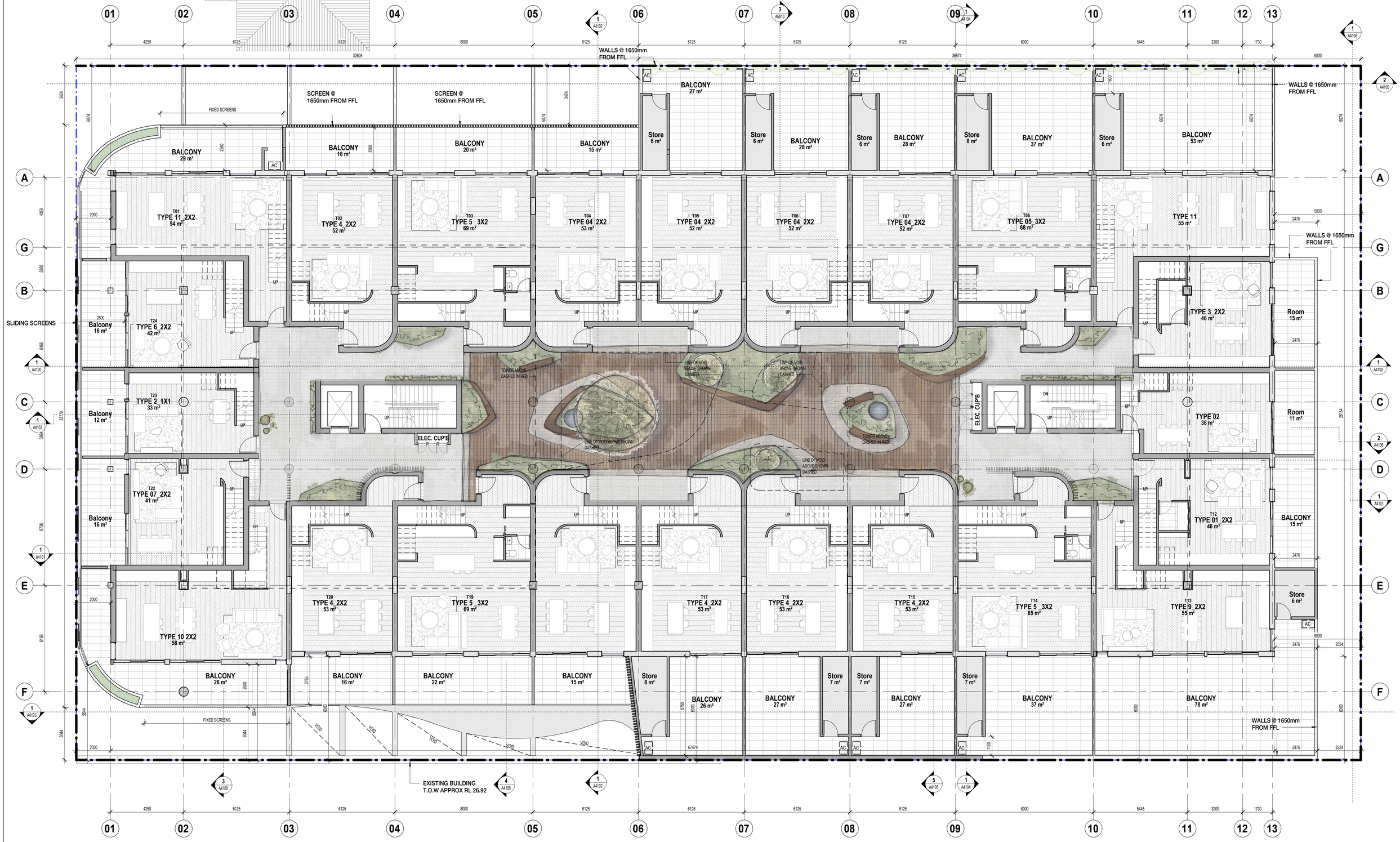

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS

LEVEL 1

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SP
REVIEWED BY	AA

DRAWING NO
A2103

STATUS
DEVELOPMENT APPLICATION

ISSUE
DA1

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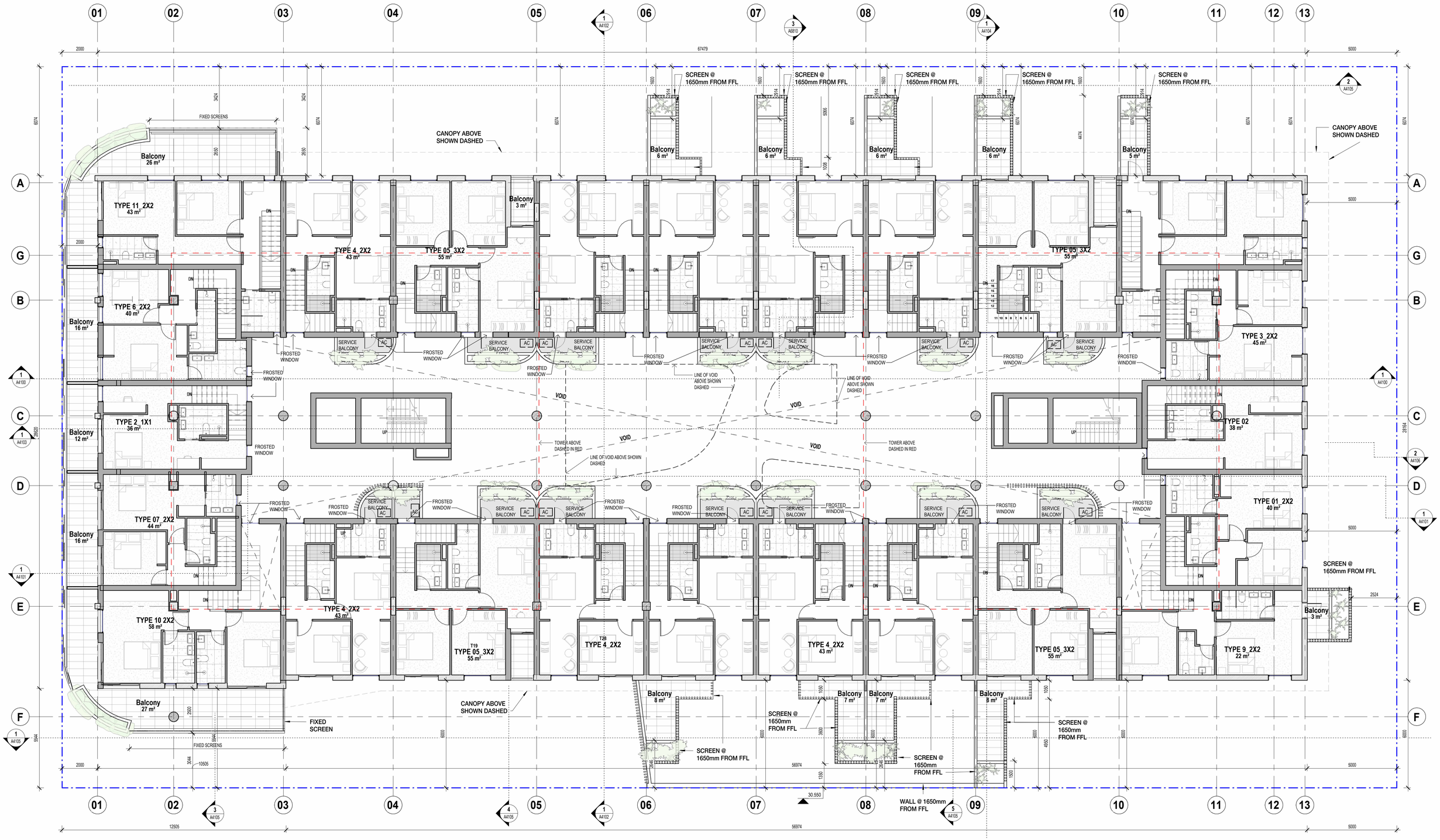

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION

SCANLAN ARCHITECTS

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS

LEVEL 2

NORTH

JOB No. 2508	DRAWING NO A2104
DATE CREATED 2022	
SCALE @ A1 1 : 100	STATUS DEVELOPMENT APPLICATION
DRAWN BY SP	
REVIEWED BY AA	ISSUE DA1

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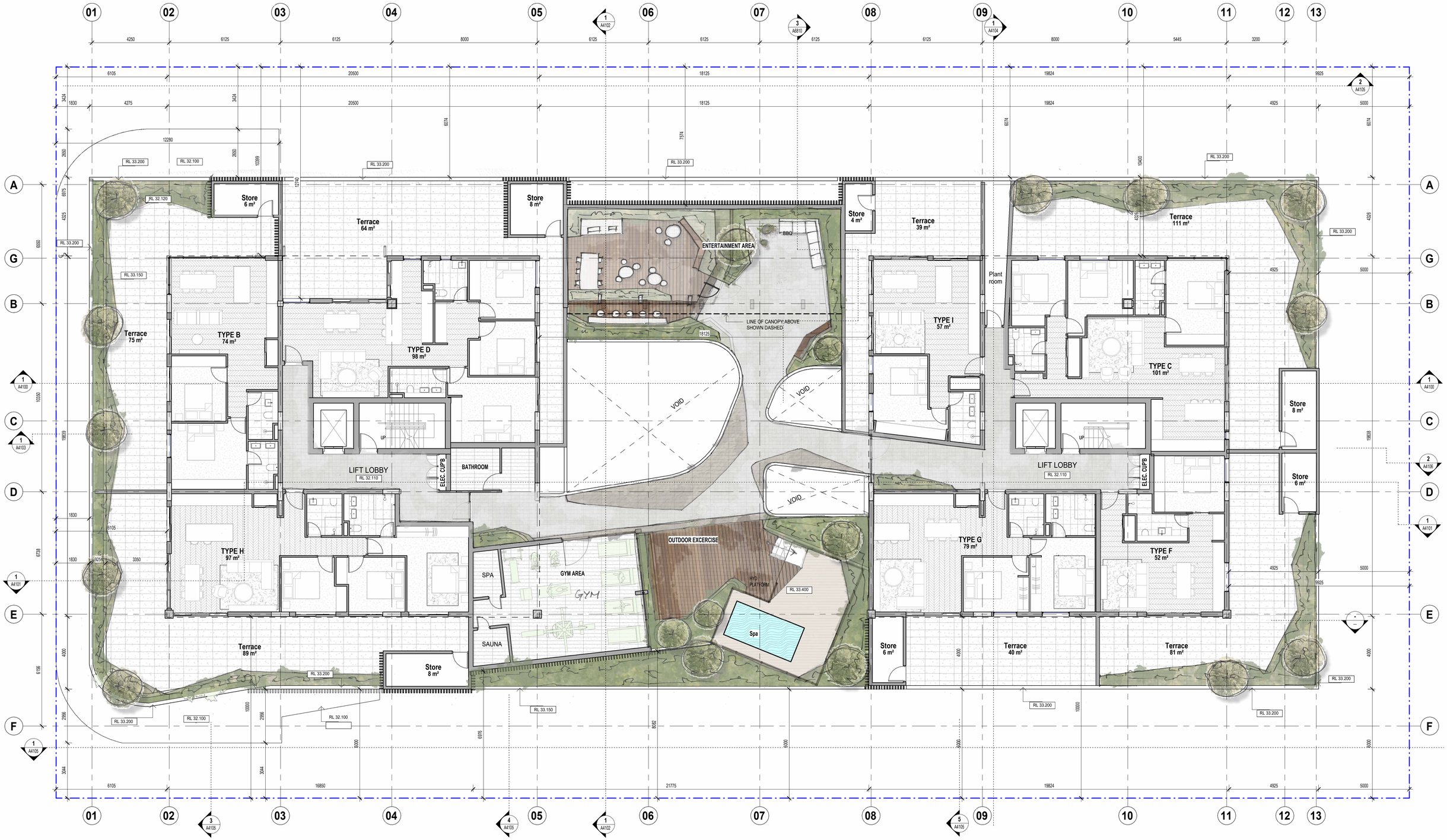

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION
DA2	5/9/2025	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS

LEVEL 3

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SP
REVIEWED BY	AA

DRAWING NO
A2105

STATUS
DEVELOPMENT APPLICATION

ISSUE
DA2

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PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS
LEVEL 4

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SP
REVIEWED BY	AA

DRAWING NO
A2106

STATUS
DEVELOPMENT APPLICATION

ISSUE
DA1

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DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION

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PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS

LEVEL 5

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SP
REVIEWED BY	AA

DRAWING NO
A2107

STATUS
DEVELOPMENT APPLICATION

ISSUE
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DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION

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PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS

LEVEL 6

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SP
REVIEWED BY	AA

DRAWING NO
A2108

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DEVELOPMENT APPLICATION

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SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION

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PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS

LEVEL 7

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SP
REVIEWED BY	AA

DRAWING NO
A2109

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DEVELOPMENT APPLICATION

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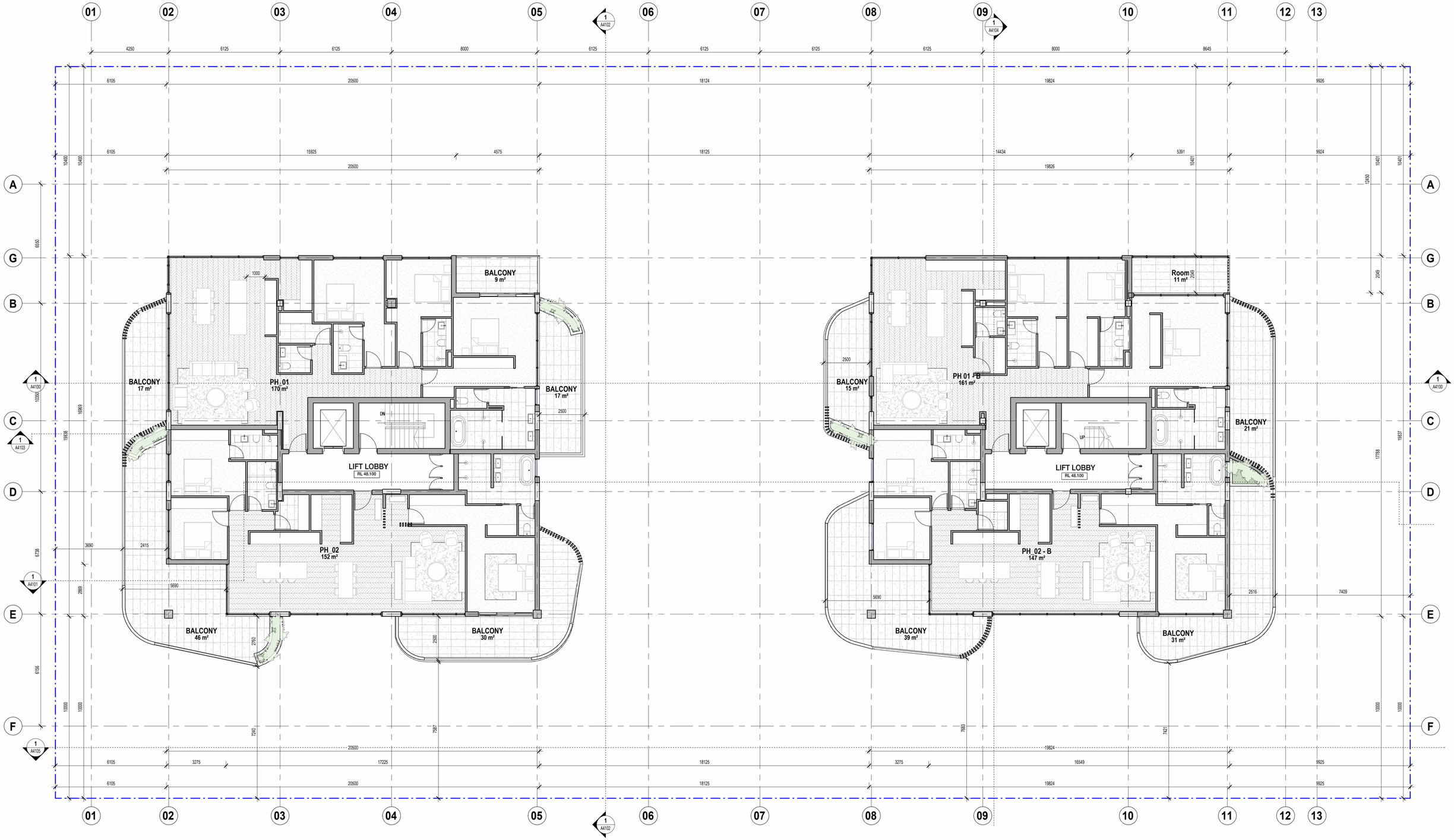

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION

SCANLAN ARCHITECTS

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PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS
LEVEL 8

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SP
REVIEWED BY	AA

DRAWING NO A2110
STATUS DEVELOPMENT APPLICATION
ISSUE DA1

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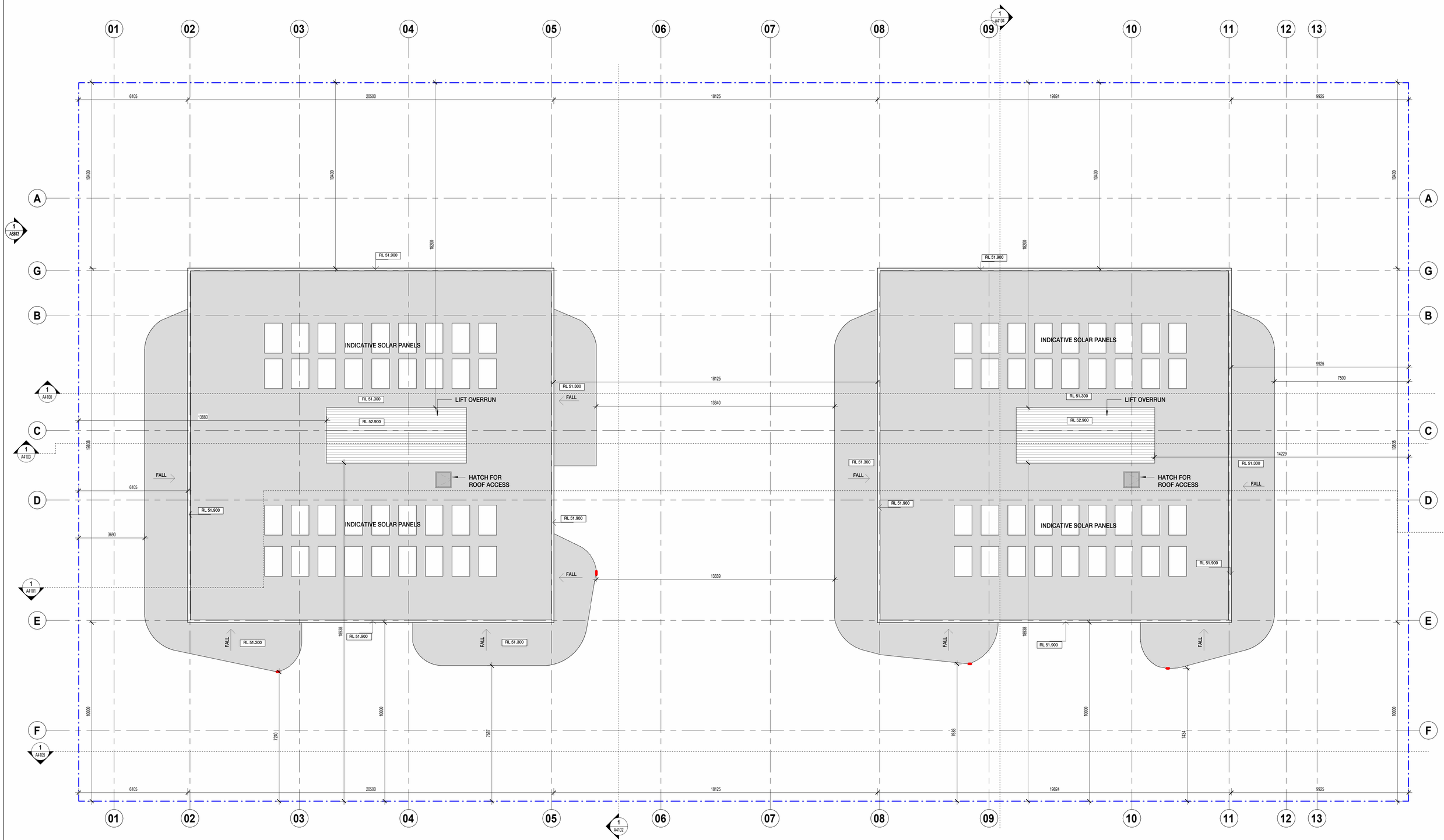

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION

SCANLAN ARCHITECTS

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PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS

LEVEL ROOF

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SP
REVIEWED BY	AA

DRAWING NO
A2111

STATUS
DEVELOPMENT APPLICATION

ISSUE
DA1

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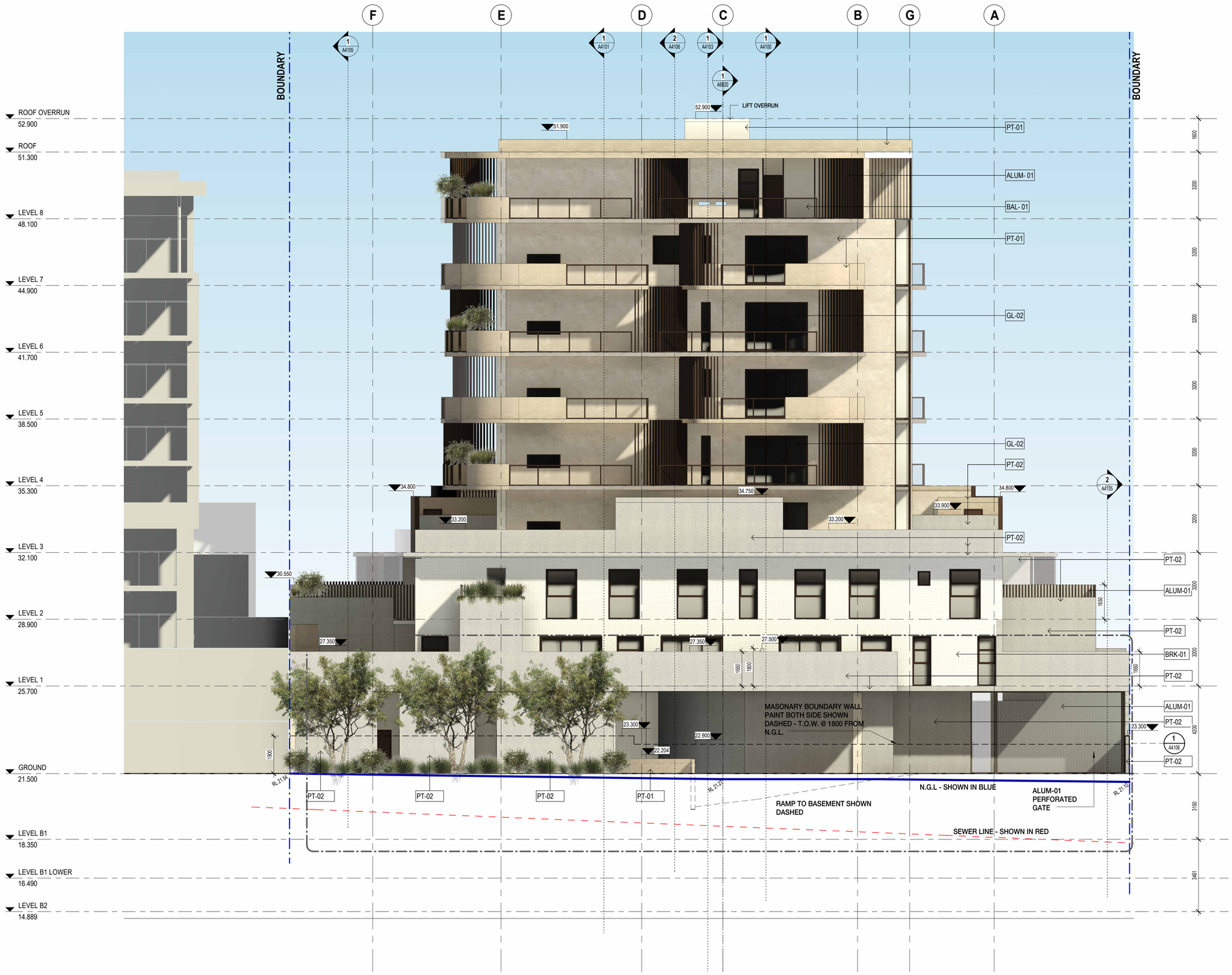

MATERIAL SCHEDULE	
GL-01	CLEAR GLAZING
GL-02	WINDOW: DURATEC - NATURAL BRONZE + CLEAR GLASS
GL-03	GLASS BRICK - CLEAR - 190X190mm
ALUM -01	DULUX DURATEC - NATURAL BRONZE
PT-01	CFC SHEET PAINT - DULUX SMOOTH BEECH
PT-02	CFC SHEET PAINT - DULUX PALE PARCHMENT
PT-03	DULUX - NUTMEG HUSK
SCR-01	PERFORATED SLIDING SCREEN IN - ALUM 01
SCR-02	CHAINLINK PANELS
BRK -01	AUSTRAL BRICK - HAMPTON WHITEHAVEN
BAL -01	FRAMED BALUSTRADE: DURATEC - NATURAL BRONZE + CLEAR GLASS
BAL -02	DULUX DURATEC - NATURAL BRONZE

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA ELEVATIONS
NORTH

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SF
REVIEWED BY	RS

DRAWING NO
A3100

STATUS
DEVELOPMENT APPLICATION

ISSUE
DA1

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MATERIAL SCHEDULE	
GL-01	CLEAR GLAZING
GL-02	WINDOW: DURATEC - NATURAL BRONZE + CLEAR GLASS
GL-03	GLASS BRICK - CLEAR - 190X190mm
ALUM -01	DULUX DURATEC - NATURAL BRONZE
PT-01	CFC SHEET PAINT - DULUX SMOOTH BEECH
PT-02	CFC SHEET PAINT - DULUX PALE PARCHMENT
PT-03	DULUX - NUTMEG HUSK
SCR-01	PERFORATED SLIDING SCREEN IN - ALUM 01
SCR-02	CHAINLINK PANELS
BRK -01	AUSTRAL BRICK - HAMPTON WHITEHAVEN
BAL -01	FRAMED BALUSTRADE: DURATEC - NATURAL BRONZE + CLEAR GLASS
BAL -02	DULUX DURATEC - NATURAL BRONZE

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA ELEVATIONS

SOUTH

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SF
REVIEWED BY	RS

DRAWING NO
A3101

STATUS
DEVELOPMENT APPLICATION

ISSUE
DA1

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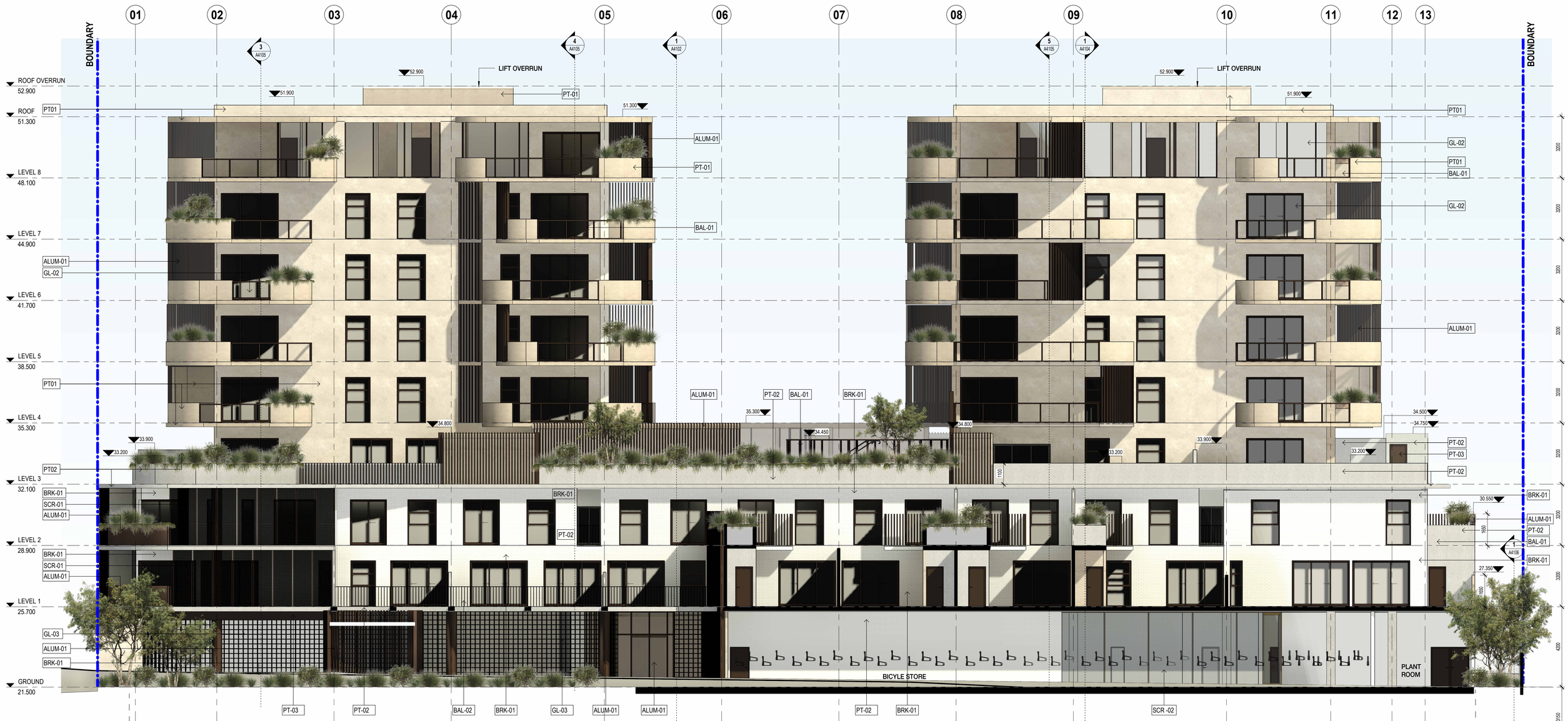

BASEMENT SHOWN DASHED

MATERIAL SCHEDULE

GL-01	CLEAR GLAZING
GL-02	WINDOW: DURATEC - NATURAL BRONZE + CLEAR GLASS
GL-03	GLASS BRICK - CLEAR - 190X190mm
ALUM -01	DULUX DURATEC - NATURAL BRONZE
PT-01	CFC SHEET PAINT - DULUX SMOOTH BEECH
PT-02	CFC SHEET PAINT - DULUX PALE PARCHMENT
PT-03	DULUX - NUTMEG HUSK
SCR-01	PERFORATED SLIDING SCREEN IN - ALUM 01
SCR-02	CHAINLINK PANELS
BRK -01	AUSTRAL BRICK - HAMPTON WHITEHAVEN
BAL -01	FRAMED BALLUSTRADE: DURATEC - NATURAL BRONZE + CLEAR GLASS
BAL -02	DULUX DURATEC - NATURAL BRONZE

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION

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QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA ELEVATIONS

EAST

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SF
REVIEWED BY	RS

DRAWING NO
A3102

STATUS
DEVELOPMENT APPLICATION

ISSUE
DA1

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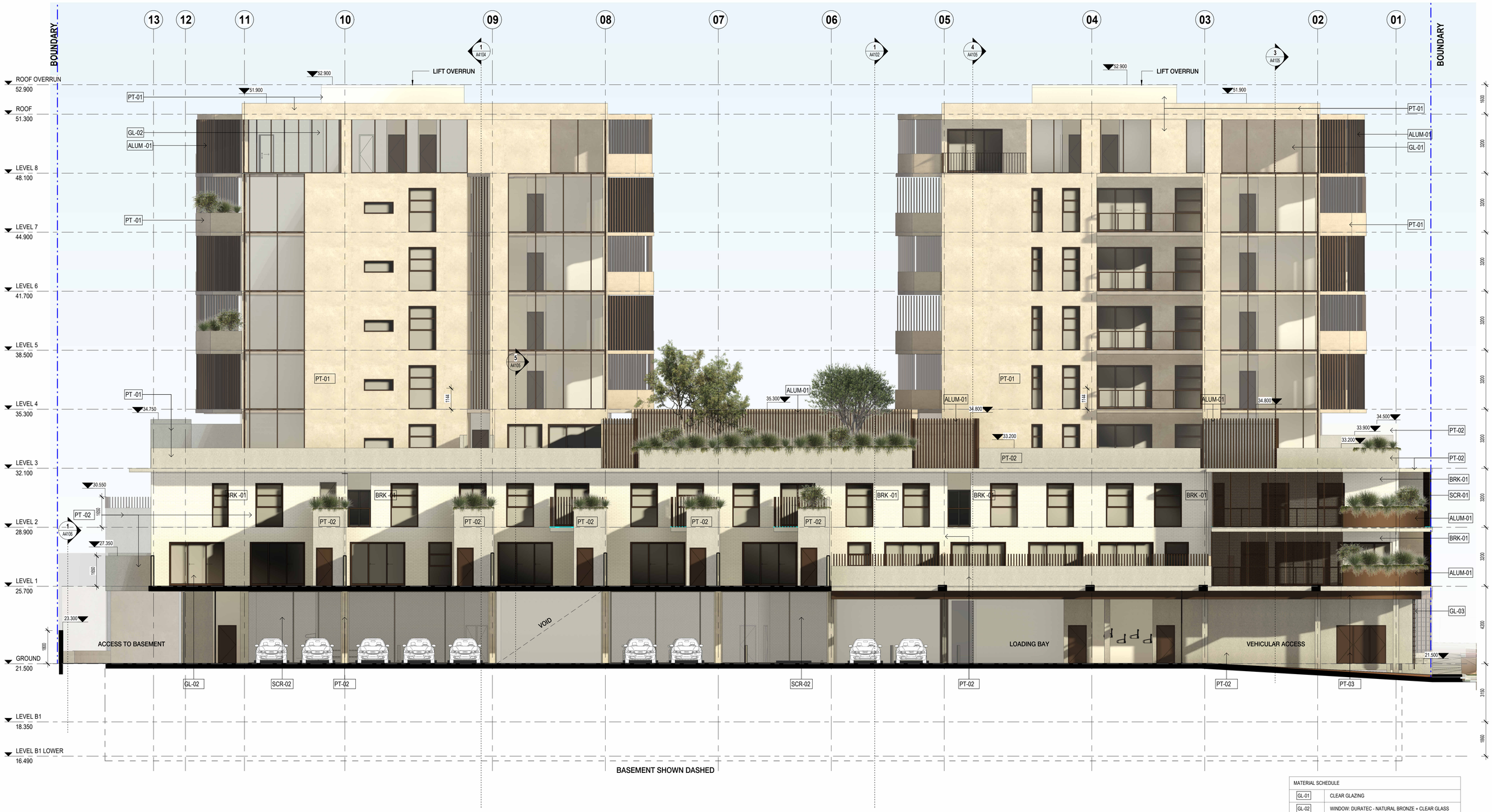

MATERIAL SCHEDULE	
GL-01	CLEAR GLAZING
GL-02	WINDOW: DURATEC - NATURAL BRONZE + CLEAR GLASS
GL-03	GLASS BRICK - CLEAR - 190X190mm
ALUM -01	DULUX DURATEC - NATURAL BRONZE
PT-01	CFC SHEET PAINT - DULUX SMOOTH BEECH
PT-02	CFC SHEET PAINT - DULUX PALE PARCHMENT
PT-03	DULUX - NUTMEG HUSK
SCR-01	PERFORATED SLIDING SCREEN IN - ALUM 01
SCR-02	CHAINLINK PANELS
BRK -01	AUSTRAL BRICK - HAMPTON WHITEHAVEN
BAL -01	FRAMED BALUSTRADE: DURATEC - NATURAL BRONZE + CLEAR GLASS
BAL -02	DULUX DURATEC - NATURAL BRONZE

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION

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QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA ELEVATIONS

WEST

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SF
REVIEWED BY	RS

DRAWING NO
A3103

STATUS
DEVELOPMENT APPLICATION

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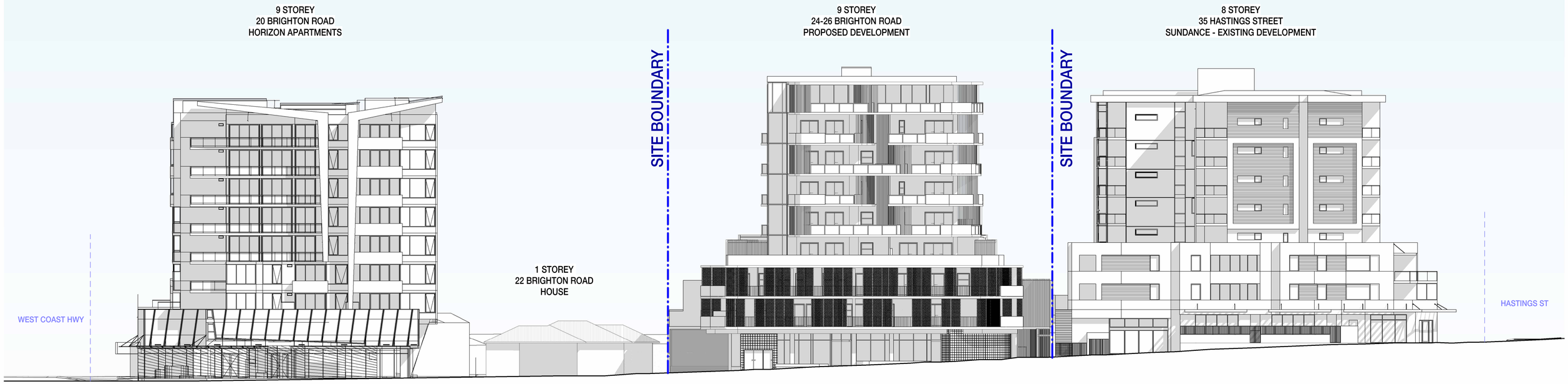

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24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA ELEVATIONS

BRIGHTON RD. CONTEXT ELEVATION

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 200
DRAWN BY	MA
REVIEWED BY	RS

DRAWING NO
A3201

STATUS
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DA1

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SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION

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24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA SECTIONS

SECTION A

NORTH

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A4100

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1 / A2100 SECTION B

SCALE 1 : 100

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TITLE
GA SECTIONS
SECTION B

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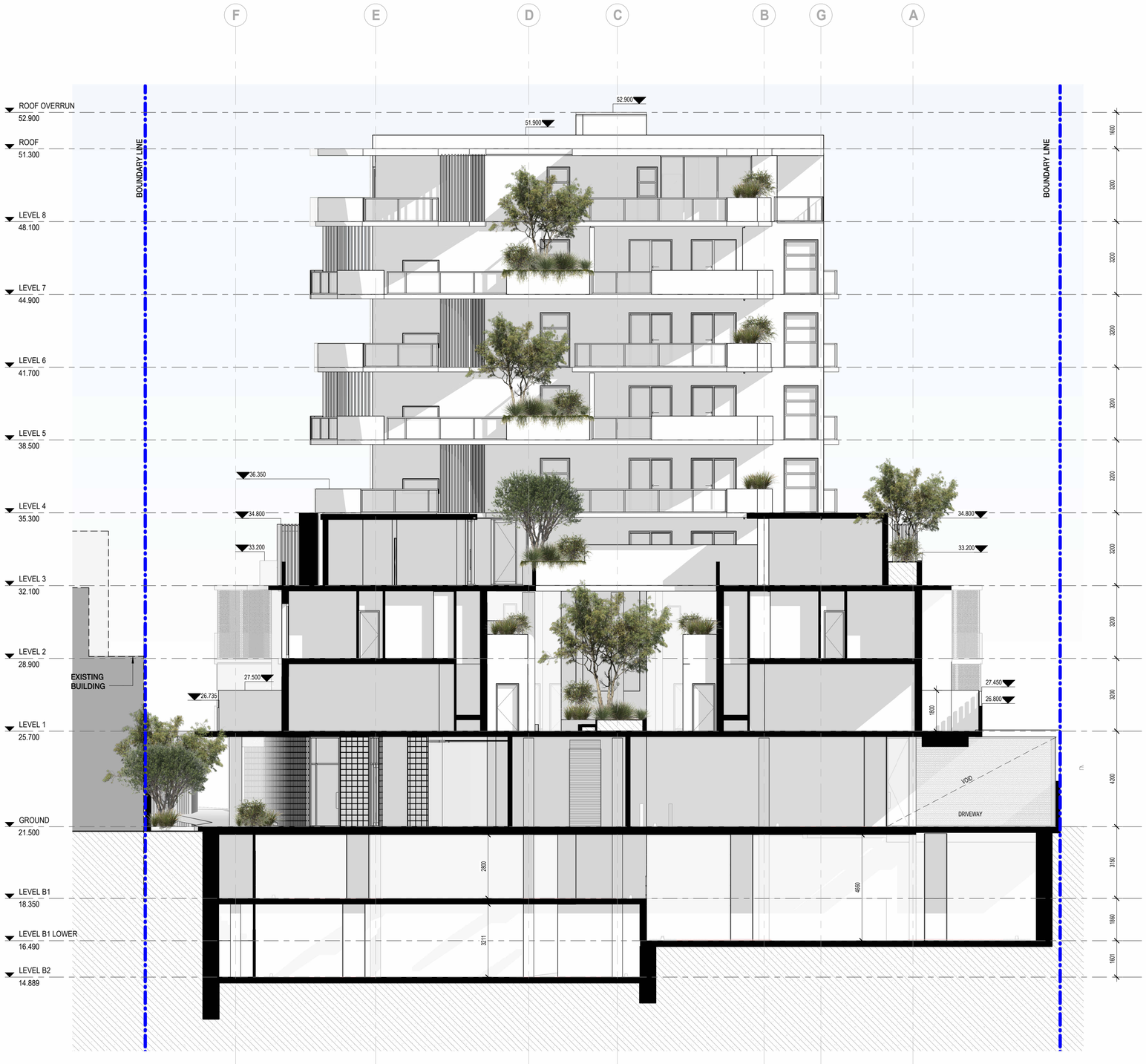

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TITLE
GA SECTIONS
SECTION C

NORTH

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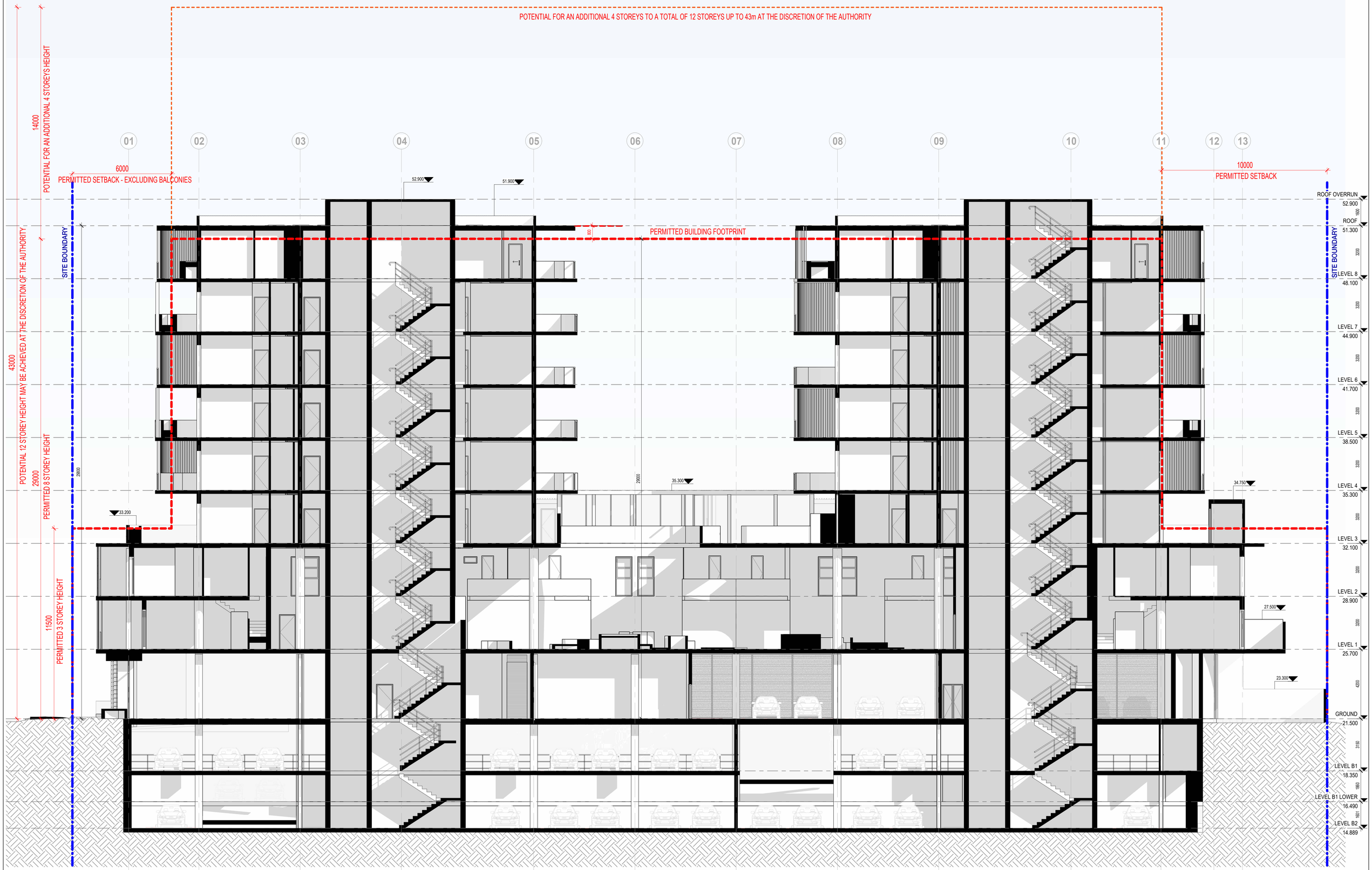

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SCARBOROUGH WA 6019

TITLE
GA SECTIONS

SECTIONS D

NORTH

JOB No.	2508
DATE CREATED	2022
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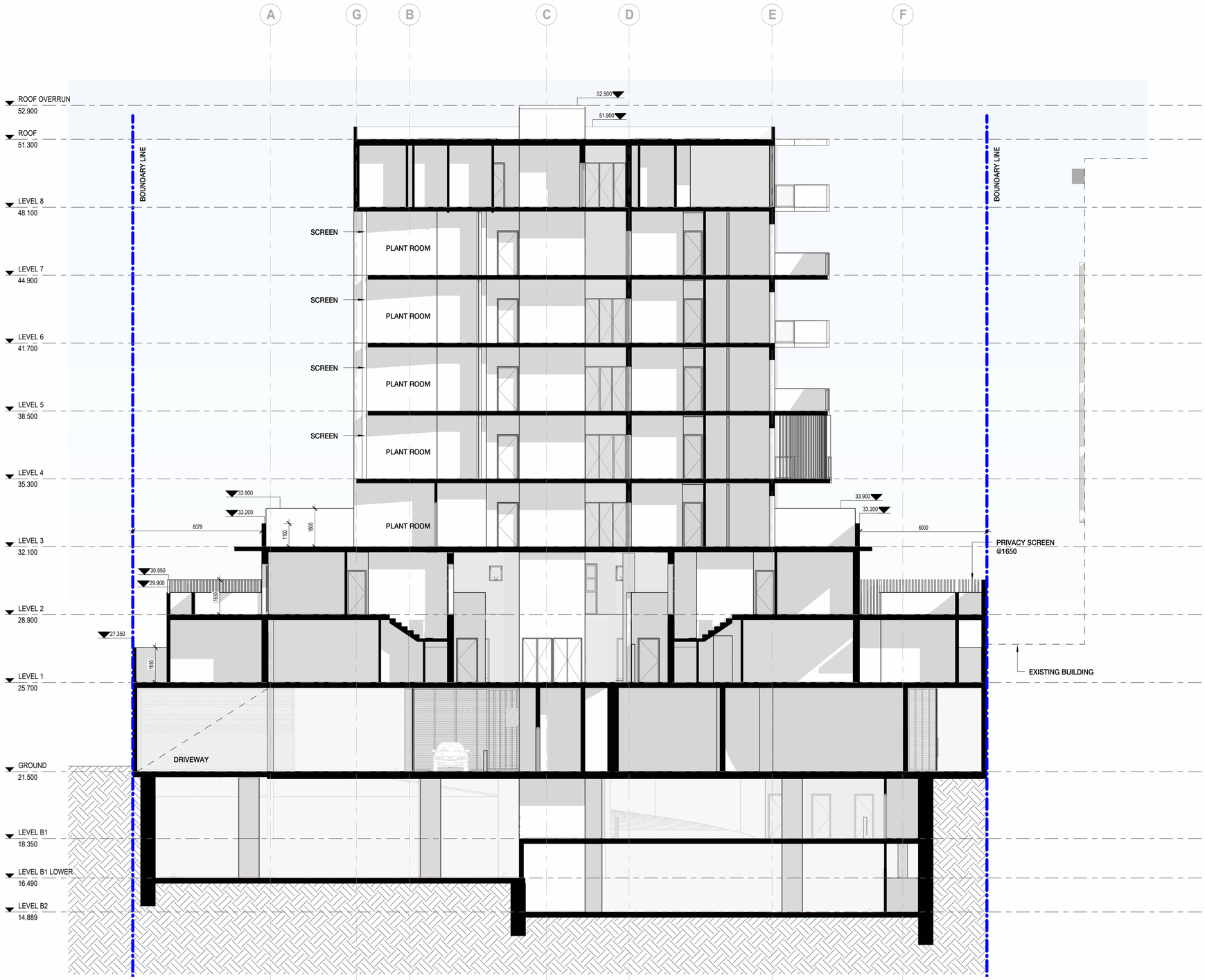

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SCALE 1 : 100

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PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA SECTIONS
SECTION E

NORTH

JOB No.	2508
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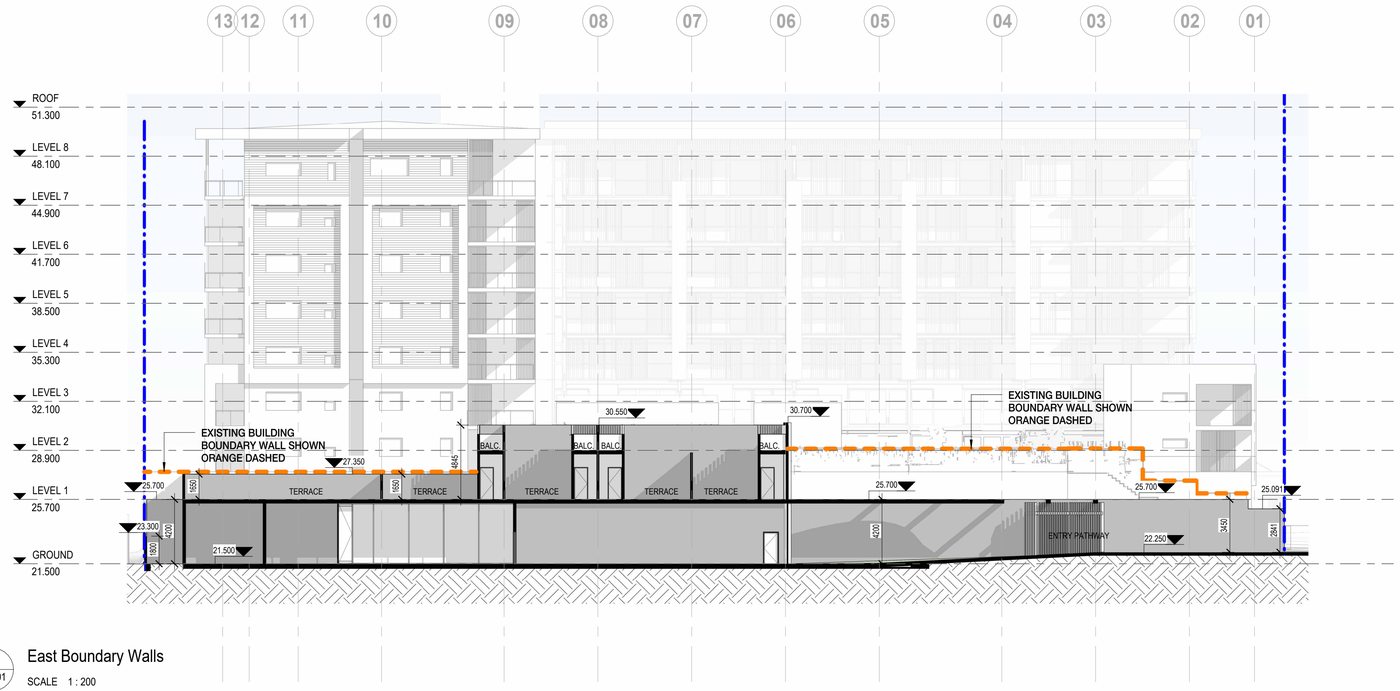

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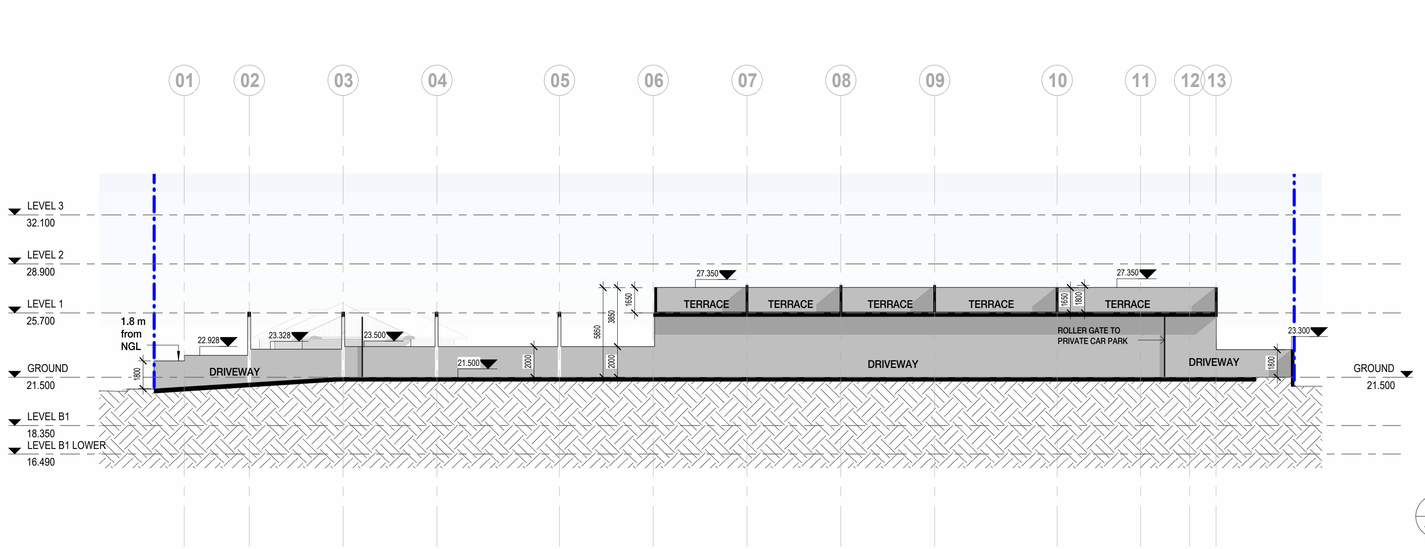

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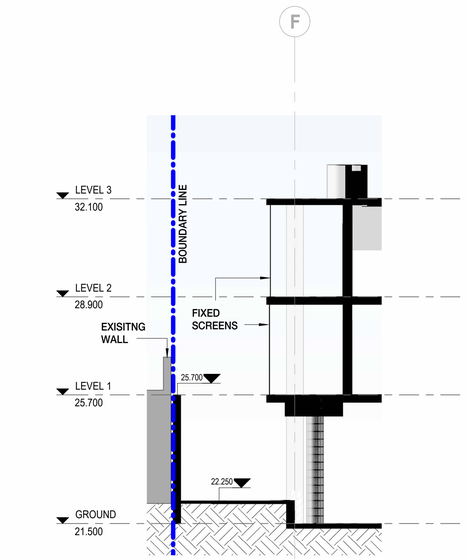

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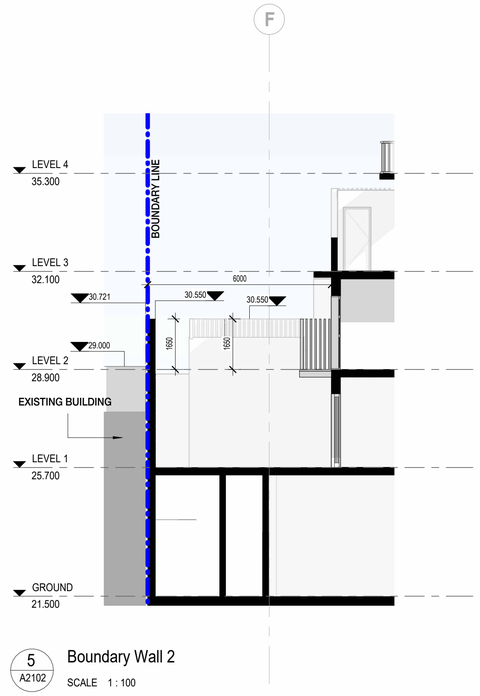

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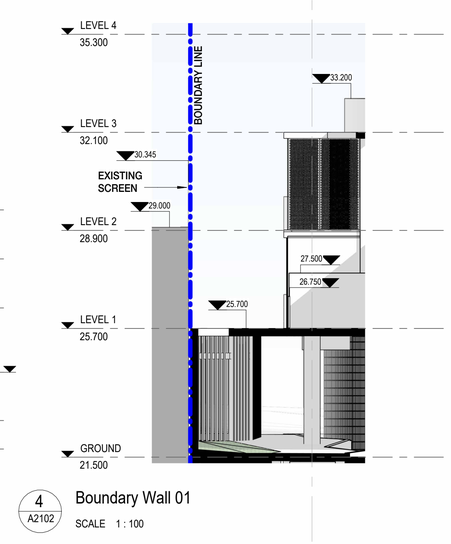

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24-26 BRIGHTON ROAD
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BOUNDARY WALLS

NORTH

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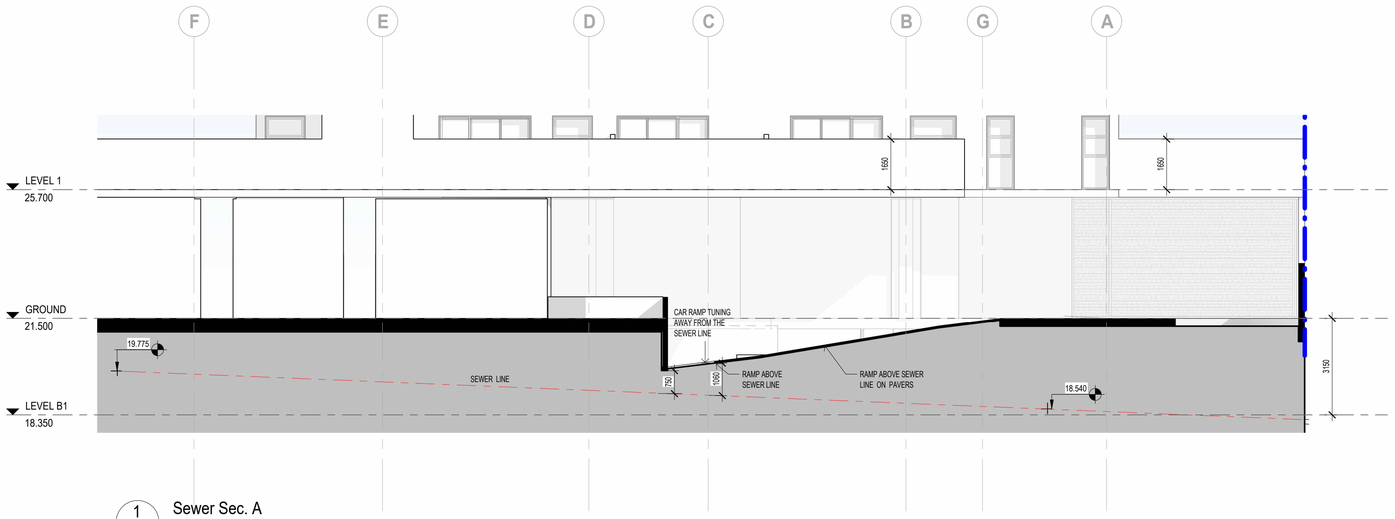

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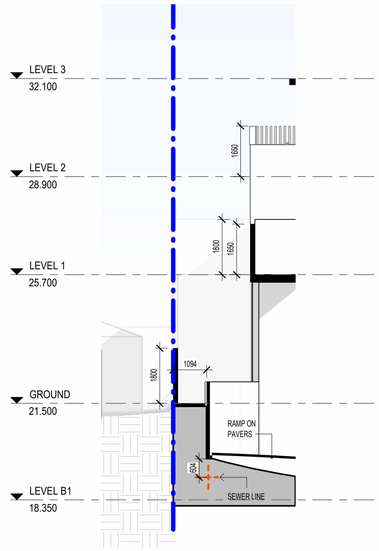

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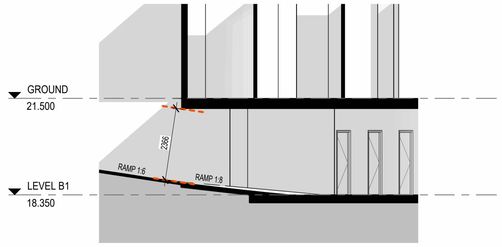

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SCALE 1 : 100

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SCARBOROUGH WA 6019

TITLE
GA SECTIONS
SECTIONS

NORTH

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REVIEWED BY RS

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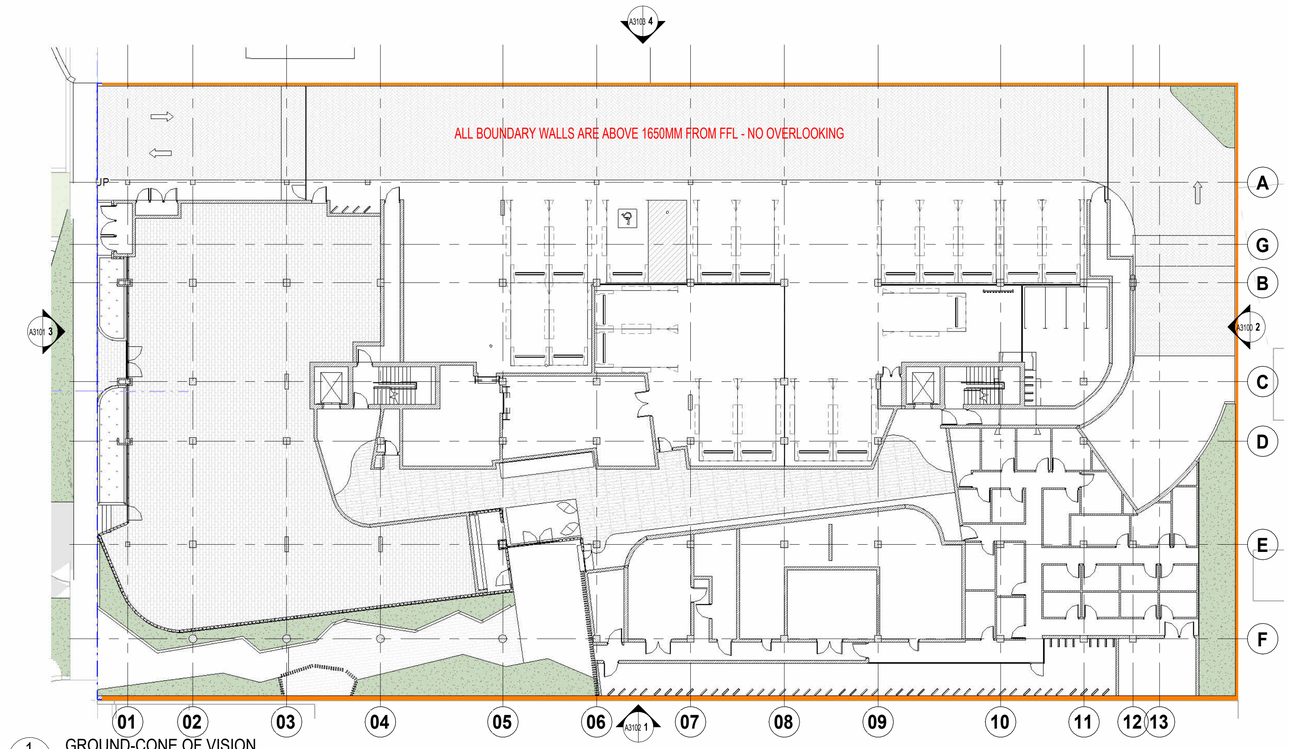

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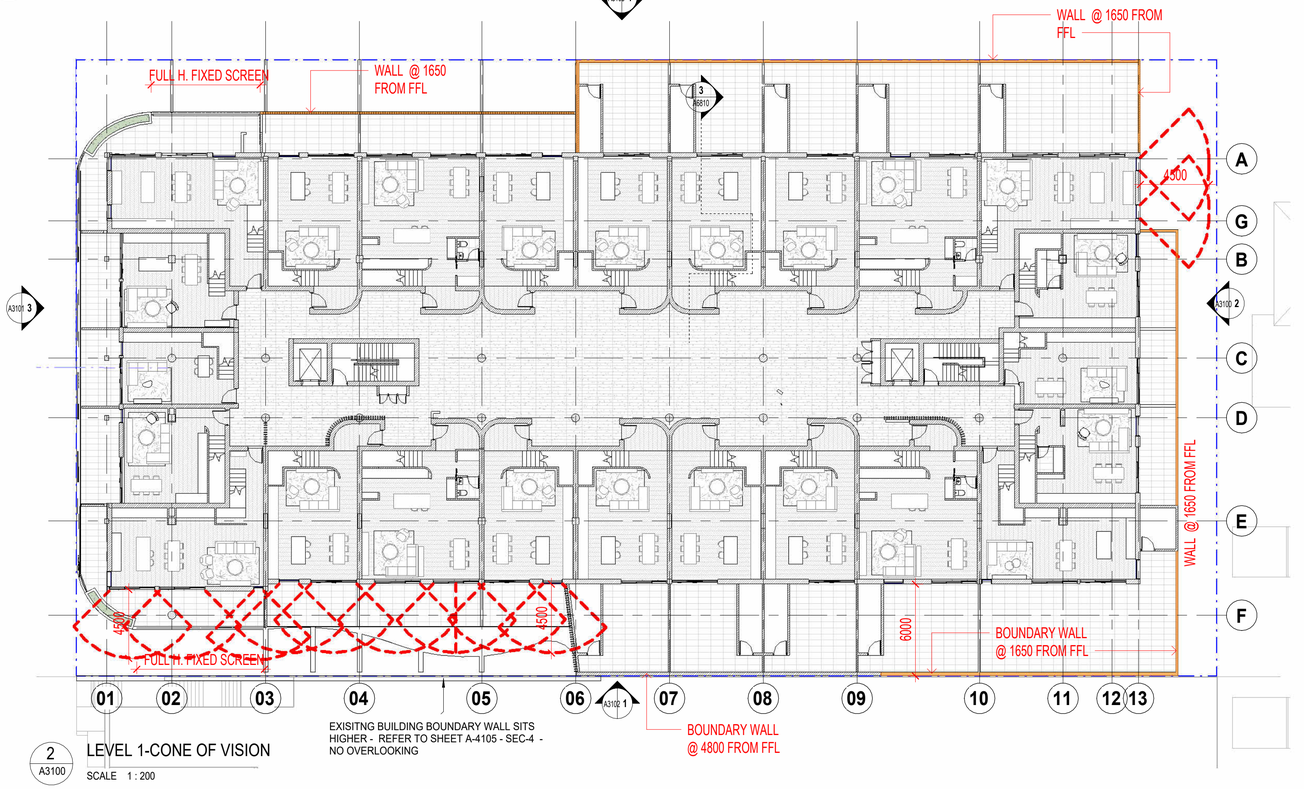
SCALE 1 : 200

WALLS @ 1650mm FROM FFL OR ABOVE - NO OVERLOOKING.



2 A3100 LEVEL 1-CONE OF VISION

SCALE 1 : 200

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TITLE: SITE

CONE OF VISION

NORTH

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DATE CREATED	2022
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REVIEWED BY	RS

DRAWING NO: A6821

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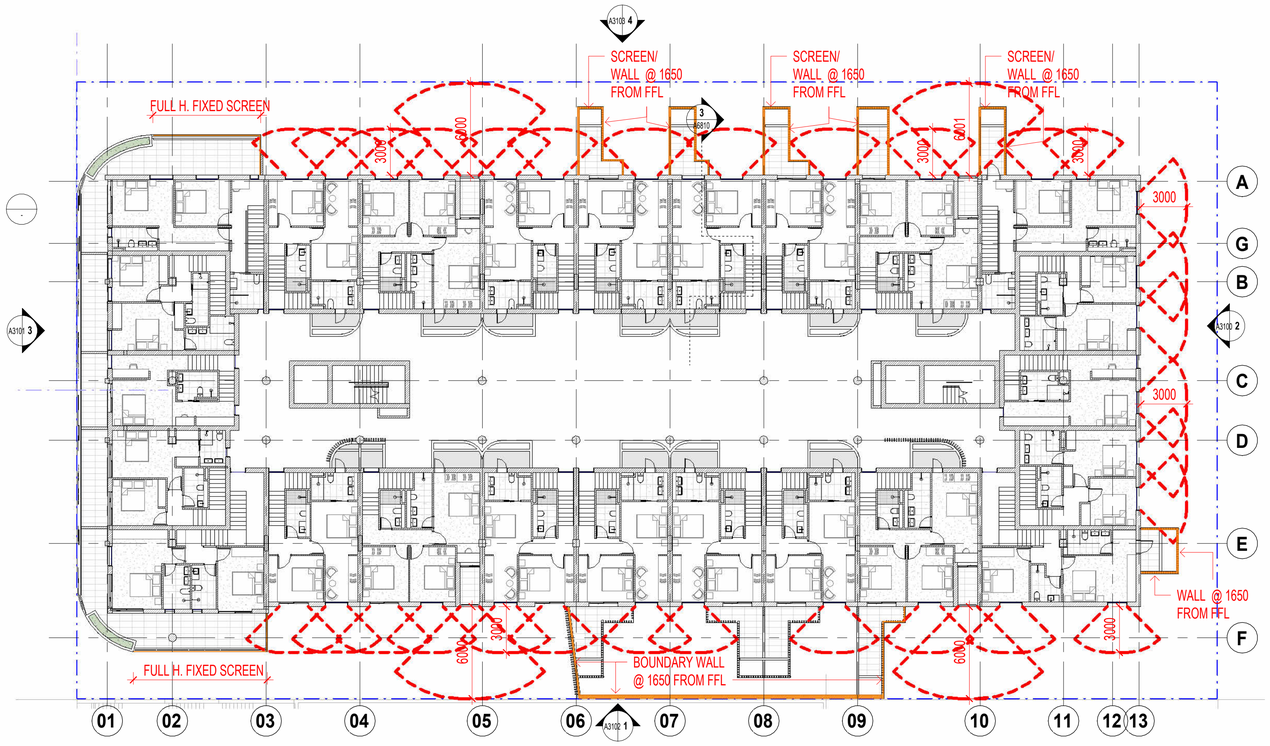

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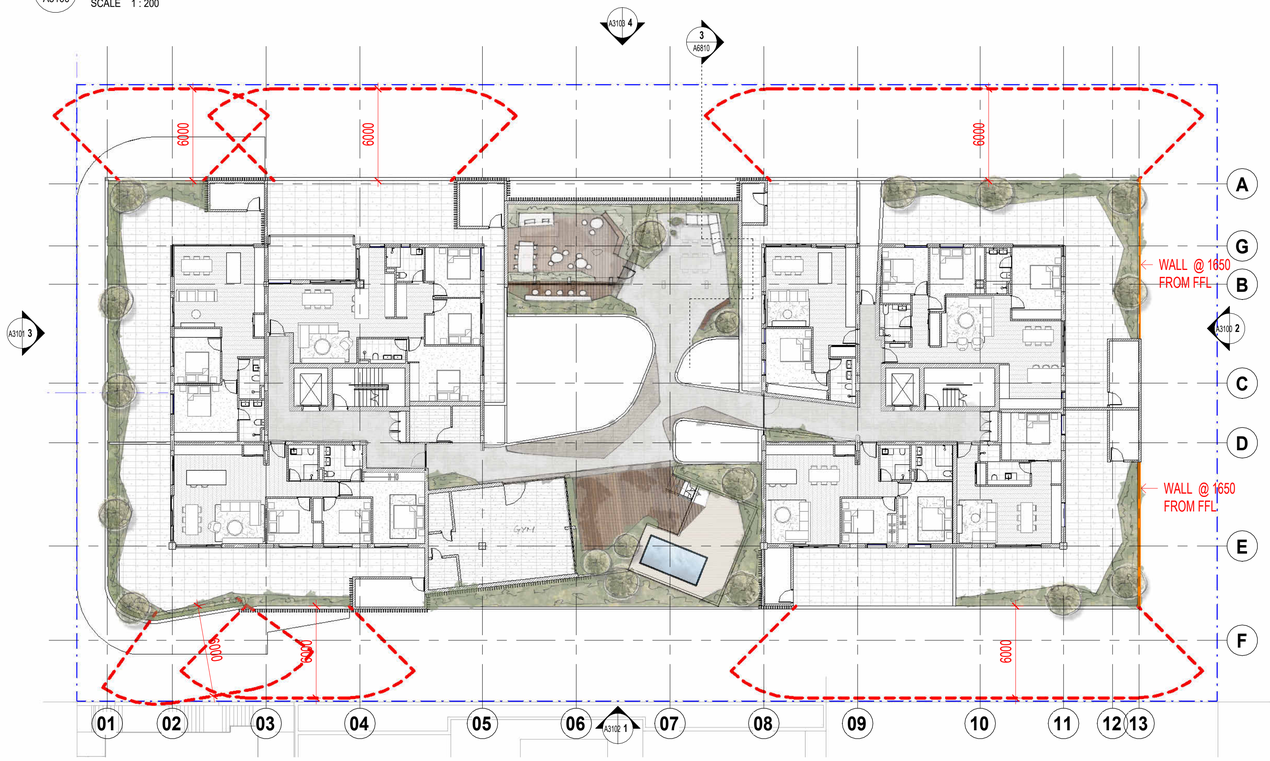
A3100

LEVEL 2-CONE OF VISION

SCALE 1 : 200

WALLS @ 1650mm FROM FFL OR ABOVE - NO OVERLOOKING.



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LEVEL 3-CONE OF VISION

SCALE 1 : 200

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TITLE
SITE
CONE OF VISION

NORTH

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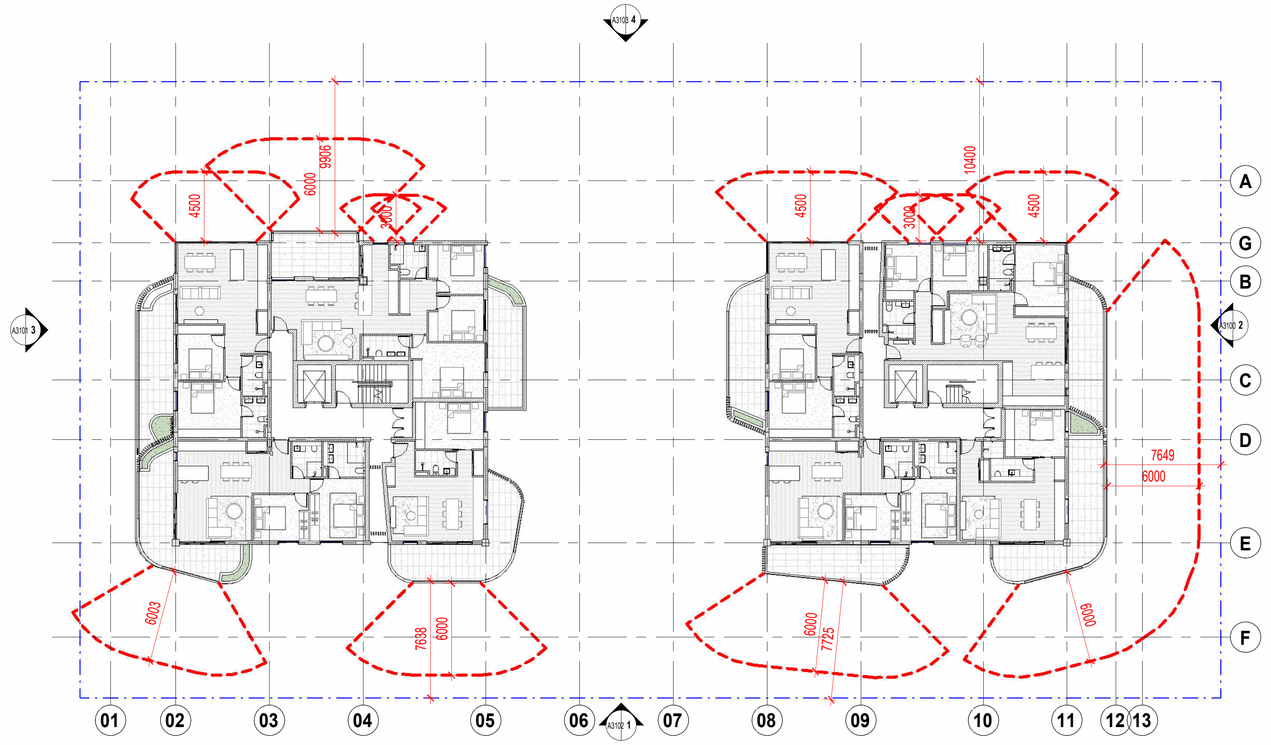

1 / A3100 LEVEL -CONE OF VISION - L4 TO L7

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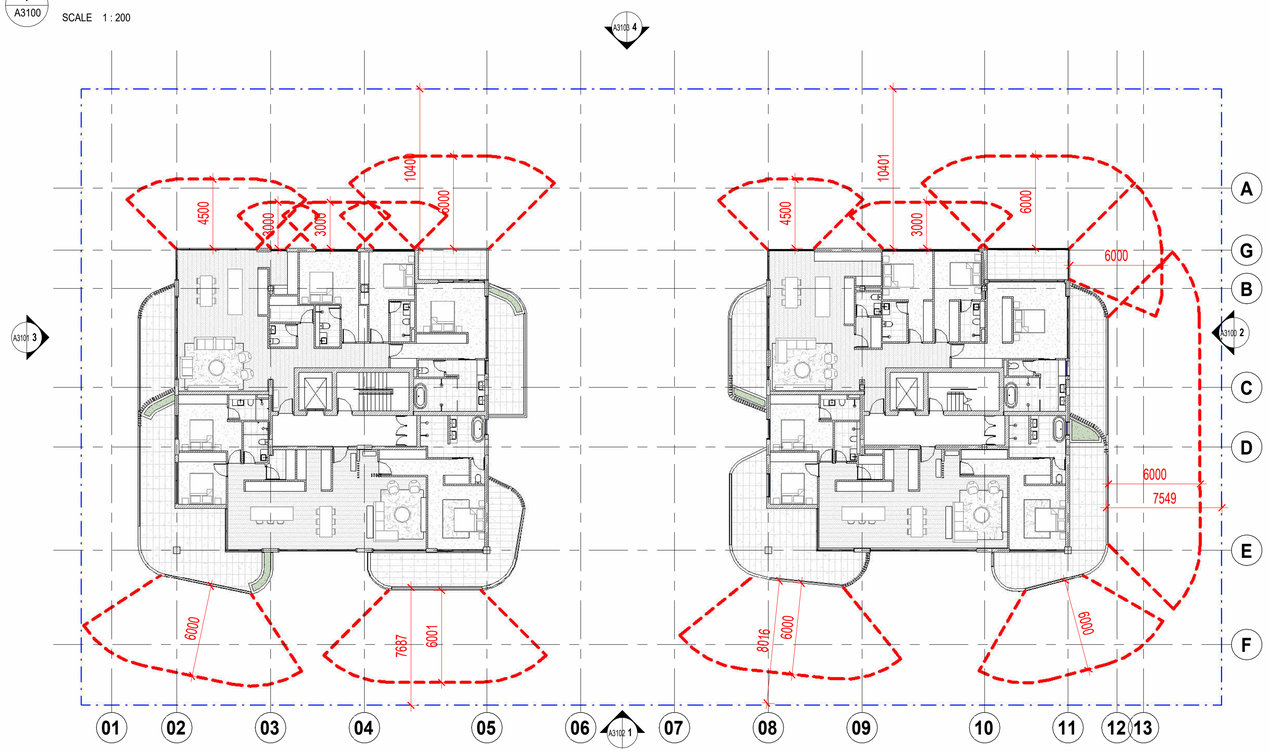

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SCALE 1 : 200

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TITLE: SITE

CONE OF VISION

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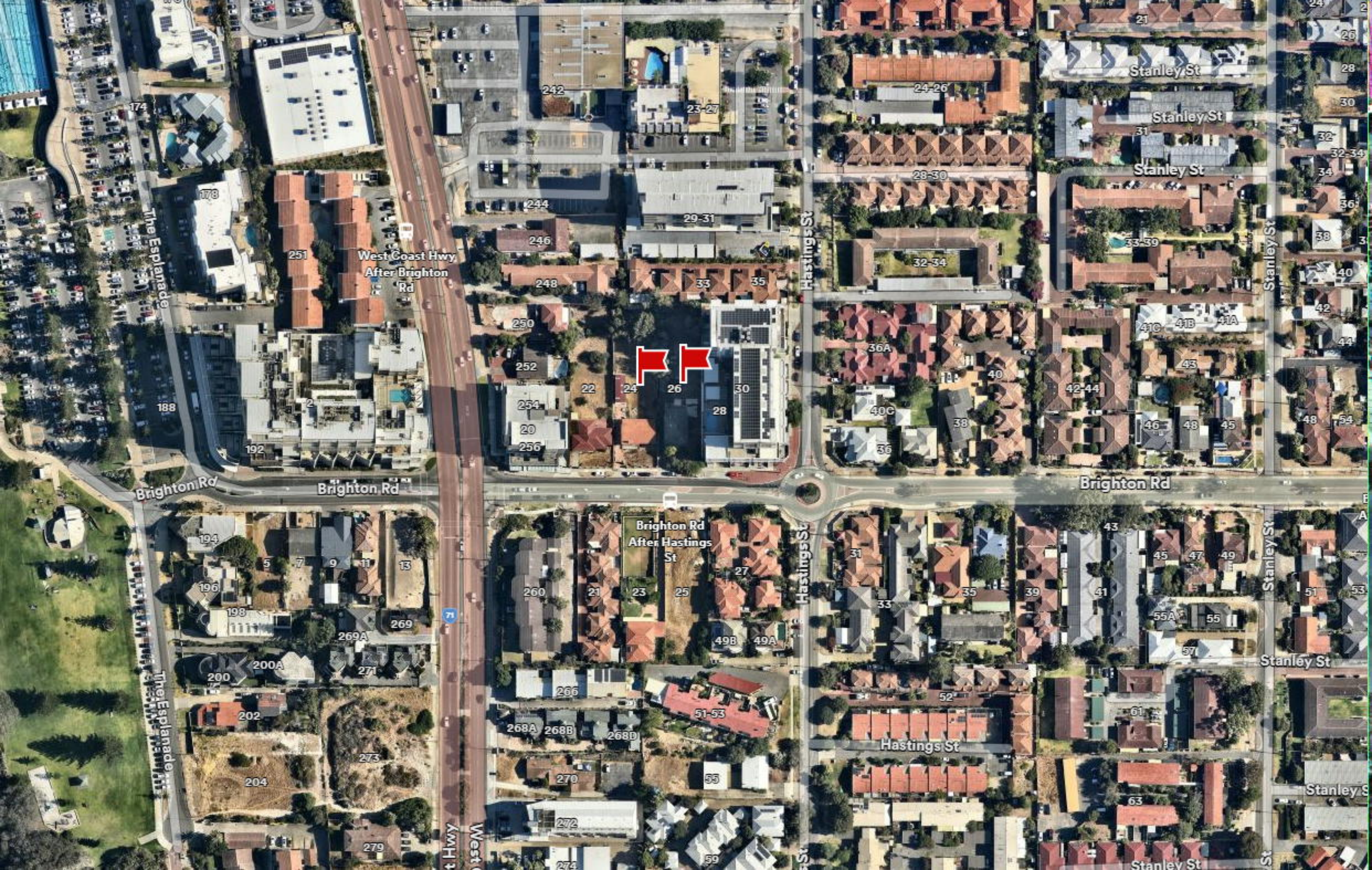
Attachment 2 - Aerial Location Plan

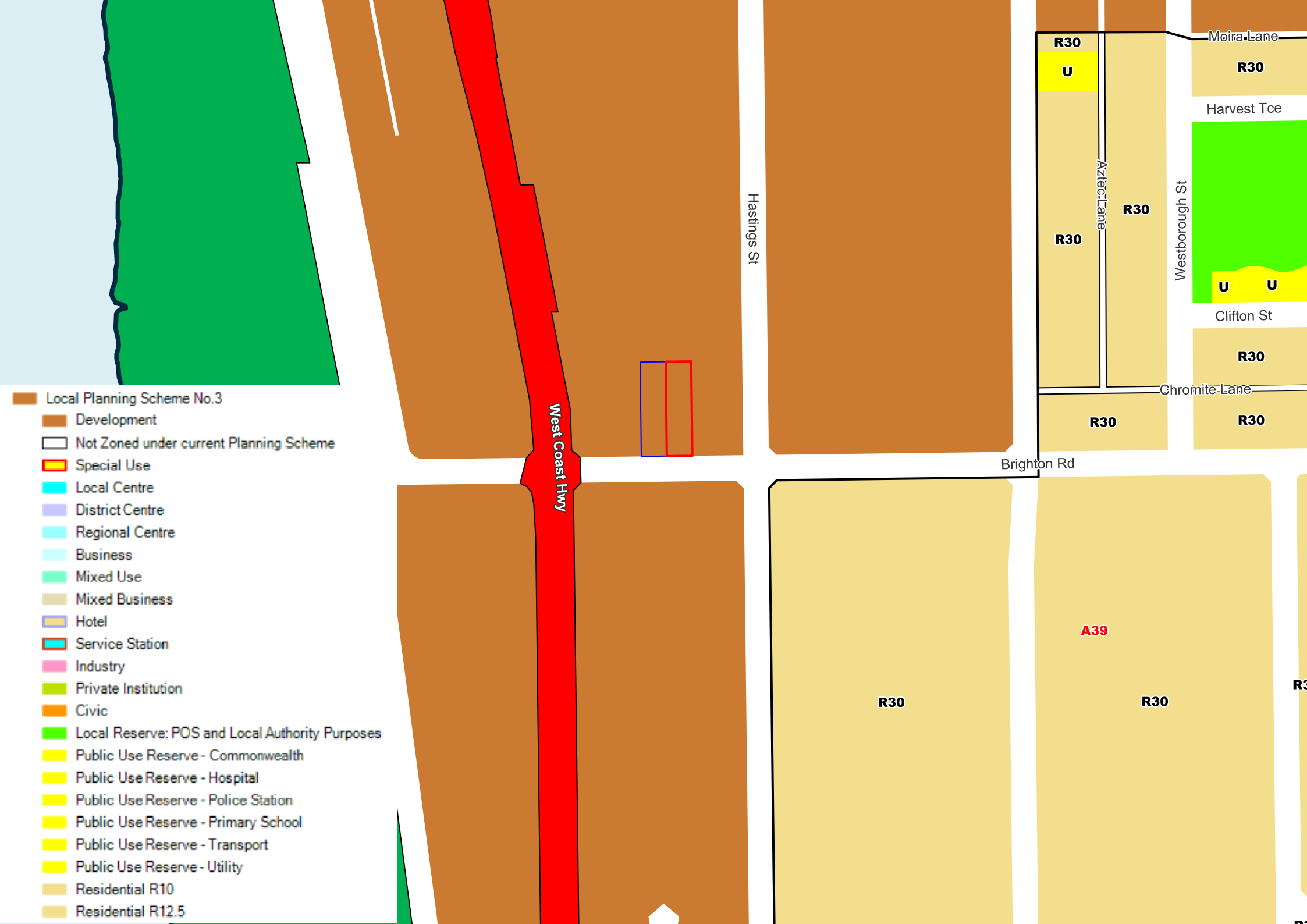


Stanley St
Stanley St
Stanley St
Stanley St
Stanley St
Stanley St
Stanley St
Stanley St
Hastings St
Hastings St
Hastings St
Hastings St
Brighton Rd
Brighton Rd
Brighton Rd
Brighton Rd After Hastings St
West Coast Hwy After Brighton Rd
The Esplanade
The Esplanade
West Coast Hwy

Attachment 3 - Metropolitan Region Scheme Zoning Map


Sunstone Lane
Moira Lane
R30
U
R30
Harvest Tce
Aztec Lane
R30
Westborough St
Hastings St
R30
U
U
Clifton St
R30
Chromite Lane
R30
R30
Stanley St
West Coast Hwy
Brighton Rd
The Esplanade
A39
R30
R30
Drabble Rd
Region Scheme Zones (MRS)
Central city area
Industrial
Private recreation
Urban
Urban deferred

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


Local Planning Scheme No.3
Development
Not Zoned under current Planning Scheme
Special Use
Local Centre
District Centre
Regional Centre
Business
Mixed Use
Mixed Business
Hotel
Service Station
Industry
Private Institution
Civic
Local Reserve: POS and Local Authority Purposes
Public Use Reserve - Commonwealth
Public Use Reserve - Hospital
Public Use Reserve - Police Station
Public Use Reserve - Primary School
Public Use Reserve - Transport
Public Use Reserve - Utility
Residential R10
Residential R12.5
West Coast Hwy
Hastings St
Brighton Rd
Moira Lane
Harvest Tce
Aztec Lane
Westborough St
Clifton St
Chromite Lane
A39
R30
U

Attachment 5 - Applicant's Planning Report (Received 11 September 2025)

urbanista
TOWN PLANNING



MIXED USE DEVELOPMENT

NO. 24-26 (LOT 100) BRIGHTON ROAD, SCARBOROUGH

Prepared by
Urbanista Town Planning
Level 1/231 Bulwer Street
Perth WA 6000

History and Status of this Document

Revision	Date Issued	Prepared By	Reviewed By	Revision Type
Original Document	08/09/2025	Andra Biondi	Petar Mrdja	Lodgement

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Please note that the strategies devised in this report may not be directly applicable towards another Client. We would also warn against adapting this report's strategies / contents to another land area which has not been researched and analysed by Urbanista Town Planning. Instead, please contact Urbanista Town Planning to provide a customised report for your specific needs.

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11 September 2025
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8.	Environmental Wind Assessment			
9.	Waste Management Plan			

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1. INTRODUCTION

Urbanista Town Planning have been engaged to prepare and submit a Development Assessment Panel application for a Mixed Use development at Nos. 24 & 26 Brighton Road, Scarborough (the subject site).

This report provides a detailed assessment of the proposal in accordance with the relevant State and Local planning framework to demonstrate the merit of the proposal, and its supportability for development approval.

Specifically, this proposal seeks to redevelop two underdeveloped properties that feature older housing stock with a development that reflects the desired function and built form objectives for the locality. The scale of this proposal will be in keeping with the desired future contact and is compatible with the locality and the transitionary nature of the suburb.

The proposed development will enhance the streetscape through high quality built form, landscaping and design outcomes that are consistent with contemporary urban design and planning principles.

This report is accompanied by a detailed architectural package, as well as a full suite of supporting technical reports.



Figure 1: Render of Proposed Development

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2. DEVELOPMENT SITE AND CONTEXT

2.1 REGIONAL CONTEXT

The subject site is located within the suburb of Scarborough in the municipality of the City of Stirling (the City) area, approximately 14km north-west of the Perth CBD.

Scarborough is a well-established coastal suburb and forms part of Perth's renowned beachfront corridor, characterised by its high amenity, coastal environment, established residential areas, with a vibrant tourism and recreational precinct.

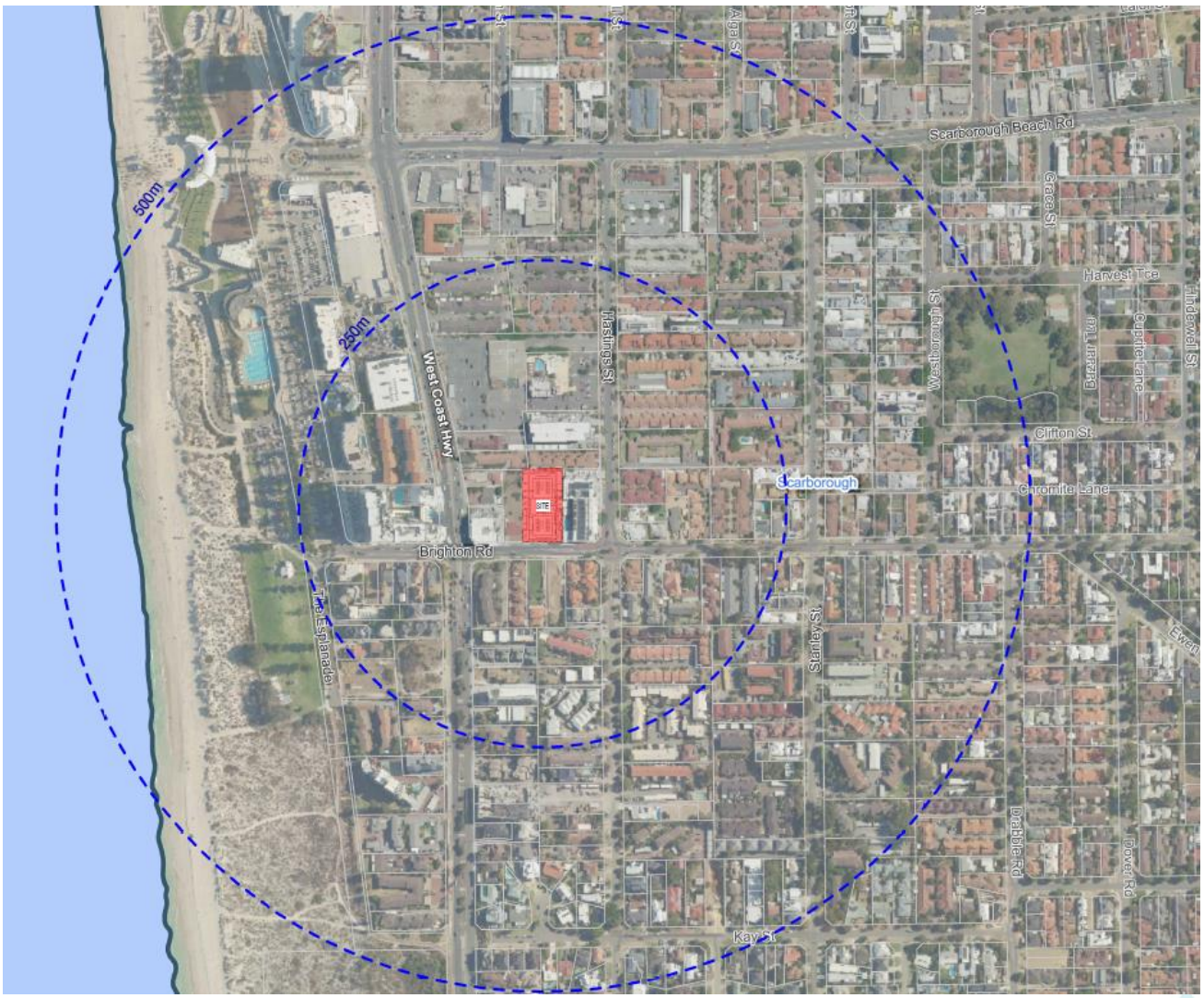

Figure 2: Regional Context

Scarborough holds regional significant as one of Perth's premier beachfront destinations, attracting visitors from across the metropolitan area and beyond. The State Government has identified the precinct as a key coastal activity centre, with substantial public and private investment aimed at revitalising the area. Some of these projects include the upgraded foreshore public realm works, improved pedestrian

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connections, event spaces, and enhanced hospitality, tourism and recreation facilities including the Scarborough Beach Pool, making the locality an attractive place to live.

Scarborough also benefits from strong transport linkages; it is connected to the Perth CBD and broader metropolitan area via Scarborough Beach Road, a major east-west arterial corridor, and is supported by frequent public transport services, linking to the Glendalough Train Station on the Joondalup Line. This connectivity reinforces Scarborough's role as both a local residential community and destination of regional significance.

The suburb also contributes to Perth's broader urban fabric by accommodating a mix of residential densities, ranging from traditional low density housing to medium and high density development within the designated Scarborough Redevelopment Area. This urban consolidation supports State planning objectives by promoting more diverse housing options within established suburbs, close to employment, services, and high-amenity environments.
Overall, Scarborough plays a dual role within the regional context: it functions as a desirable coastal neighbourhood for residents while serving as a key recreational, tourism, and activity centre of metropolitan importance.

2.2 LOCAL CONTEXT

The subject site is in close proximity to the following key features in the locality:

- ~430 metres from Scarborough Beach which offers swimming, surfing, cafes, markets and the Scarborough Beach Pool.
- Transperth Bus Routes 410 & 412 travel along Brighton Road and provide connectivity to Stirling and Glendalough Train Stations
- Scarbrough Bus Station ~450m north of the subject site
- Close to a shopping and dining node: Brighton Road forms part of Scarborough's
- Coles Supermarket is ~320m from the site
- Local schools:
    - St John's Primary School (Catholic) – approx. 484m
    - Scarborough Primary School – approx. 777m
    - Deanmore Primary School – approx. 1.34km
    - Our Lady of Good Counsel School (Karrinyup) – approx. 2.27 km
    - Newborough Primary School – approx. 2.33 km
    - Doubleview Primary School – approx. 2.69 km
    - Churchlands Senior High School – approx. 4.95 km

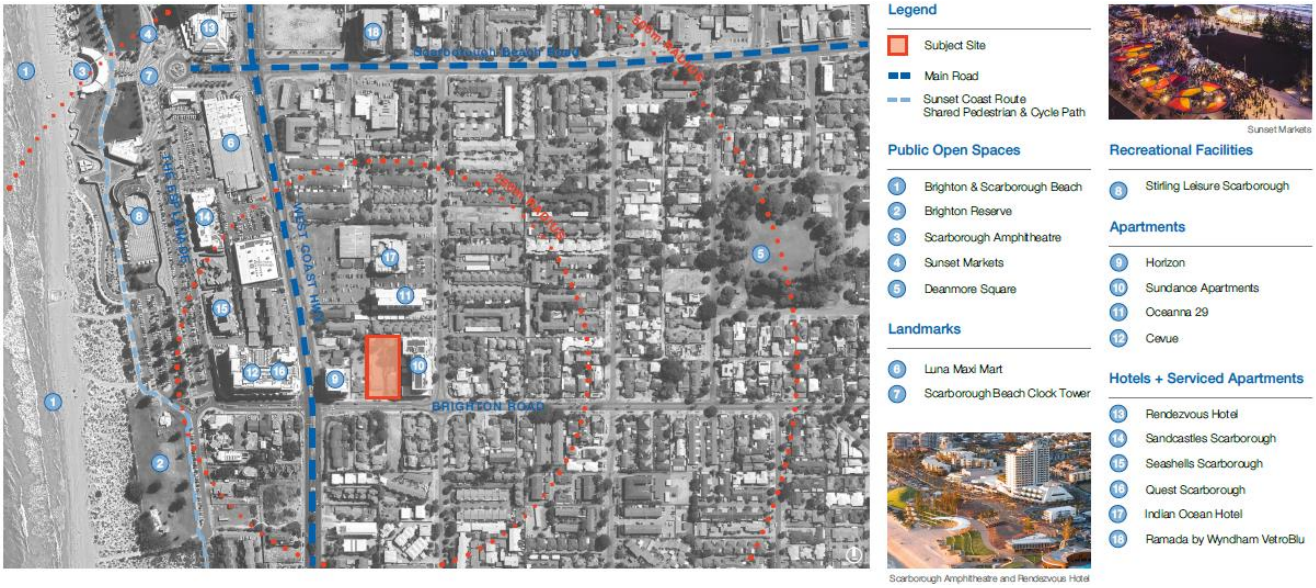

Figure 3: Local Context

2.3 DEVELOPMENT SITE CONTEXT

The proposed development is located on Nos. 24 & 26 (Lots 43 & 44) Brighton Road, Scarborough. Each individual property features a frontage of 20.12 metres, with a total frontage of 40.24 metres. The lots are 74.44 metres deep and together, the total land area is 2,998m^2.

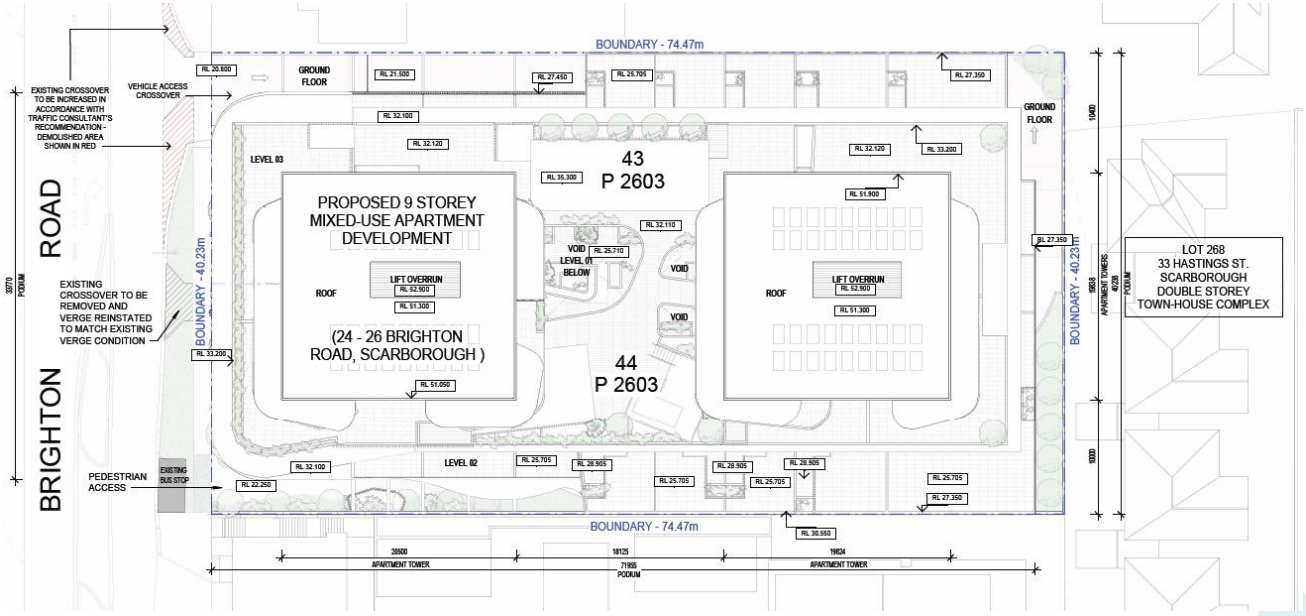

Figure 4: Development Context

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3. BACKGROUND

3.1 PLANNING FRAMEWORK NORMALISATION

The subject site was most recently within the boundaries of the Scarborough Redevelopment Area (Redevelopment Area), which was subject to the provisions of the Scarborough Redevelopment Scheme No. 1 (SRS 1) and associated planning controls.

Under the provisions of the Metropolitan Redevelopment Authority Act 2011 (MRA Act), DevelopmentWA was the responsible authority for planning and development control within the redevelopment area. This meant that the provisions of the Metropolitan Region Scheme and the City's Local Planning Scheme No. 1 (LPS 1) were not applicable to the site.

On 9 August 2023, DevelopmentWA revoked SRS 1 under section 58 of the MRA Act, transferring planning control to the City. Amendment No. 1 was also gazetted on the same day, normalising the provisions of SRS 1, as well as the various applicable design guidelines and policies, intro the City's planning framework.

3.2 PREVIOUS DEVELOPMENT APPROVAL

The subject site (including No. 22 Brighton Road) was granted development for an 18 Storey Multiple Dwelling Development, 12 Storey Hotel and 5 Storey Mixed Use Development on 5 December 2022.

The proposed development for the subject site is much less intense in comparison with the previous development approval.

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4. THE PROPOSAL

This application proposes the following:

- 1 x commercial tenancy on the ground floor of the development
- 24 x split level apartments
- 43 apartments
- 58 residential bike racks
- 10 residential motorbike parking bays
- 108 residential car parking bays
- 10 residential visitors bays
- 5 commercial car parking bays
- 4 commercial bike racks

The below image depicts a detailed render of the development from Brighton Road.



Figure 5: Render of Proposed Development from Brighton Road

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Specifically, the following dwelling diversity is proposed:

DWELLING TYPE	TOTAL NUMBER OF DWELLINGS: 67
1 bedroom x 1 bathroom	12
2 bedroom x 2 bathroom	36
3 bedroom x 2 bathroom	15
Penthouse Apartments	4

The below image depicts the typical layout of these apartment types.



Figure 6: Typical Split Level Apartment and Standard Apartment Layouts

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5. PLANNING FRAMEWORK & ASSESSMENT

5.1 METROPOLITAN REGION SCHEME

The subject site is zoned Urban under the Metropolitan Region Scheme (MRS). The MRS states that the purpose of the Urban zone is *to provide for residential development and associated local employment, recreation and open space, shopping, schools and other community facilities*. The below image depicts the Urban zoning over the subject site.

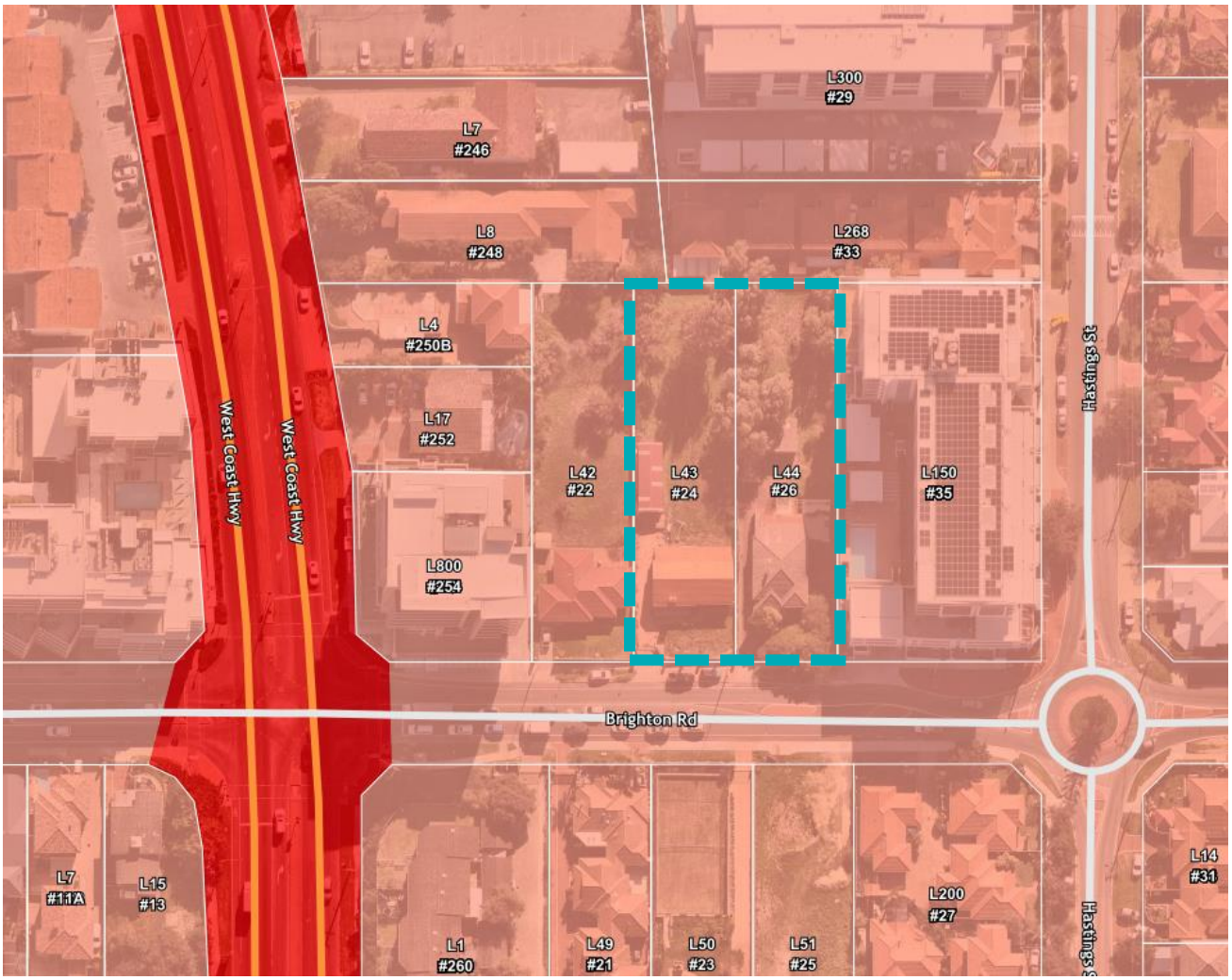

Figure 7: Metropolitan Region Scheme Zoning

The proposed uses, activities and functions of the site aligns with the purpose of the zone and can be supported subject to meeting the relevant provisions of the planning framework.

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5.2 STATE PLANNING POLICIES

5.2.1 State Planning Policy 2.6 – Coastal Planning

The purpose of SPP 2.6 is to ensure development within coastal areas take into account coastal processes, hazards, sea level rise, climate change, visual impacts, and other coastal considerations. As the proposed development is located close to the Scarborough Beach foreshore area, consideration against the objectives of SPP 2.6 is required.

The objectives of SPP 2.6 are:

1. *ensure that development and the location of coastal facilities takes into account coastal processes, landform stability, coastal hazards, climate change and biophysical criteria;*
2. *ensure the identification of appropriate areas for the sustainable use of the coast for housing, tourism, recreation, ocean access, maritime industry, commercial and other activities;*
3. *provide for public coastal foreshore reserves and access to them on the coast; and*
4. *protect, conserve and enhance coastal zone values, particularly in areas of landscape, biodiversity and ecosystem integrity, indigenous and cultural significance.*

SPP2.6 notes that heights for coastal areas should be established in a local planning framework. Clause 5.4(iii) of SPP2.6 states:

a) *When determining building height controls in a local planning scheme and/or structure plan, building heights should have due regard to the following planning criteria:*
b) *development is consistent with the overall visual theme identified as part of land use planning for a locality or in an appropriate planning control instrument such as a local planning strategy;*
c) *development takes into account the built form, topography and landscape character of the surrounding area;*
d) *the location is part of an identified coastal node;*
e) *the amenity of the coastal foreshore is not detrimentally affected by any significant overshadowing of the foreshore; and*
f) *there is overall visual permeability of the foreshore and ocean from nearby residential areas, roads and public spaces.*

Building height for the subject site is prescribed by the Scarborough Design Guidelines and is discussed in further detail in the below report. The proposed development is mostly consistent with the building height limits as set out within the planning framework for the site, however a minor variation is proposed. Refer to the Design Guidelines assessment part of this report for further consideration of building height.

In relation to the buildings built form and consideration of character of the surrounding area, this has been extensively considered in the architectural form and materiality of the proposed development. The development takes inspiration from the natural character and coastal elements of the surrounding locality and is in keeping with the natural and developed character of the area. The form and height are also in keeping with the established context of the locality, and this aspect is also discussed in further detail under “Building Height”.

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5.2.2 State Planning Policy 4.2 – Activity Centres for Perth and Peel

State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2) provides the broad planning requirements for the planning of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. SPP 4.2 includes objectives for a range of activity centres, including Perth capital city, strategic metropolitan, secondary, specialised, district, and neighbourhood centres.

The subject site is situated within the Scarborough District Centre. Pursuant to Appendix 1 of SPP 4.2, a District Centre is defined as:

> *District centres have a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale and catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the needs of their catchments. Many district centres also have a specialisation such as tourism or entertainment which serves a wider catchment. District centres with a rail station should be a focus for medium and high-density housing and employment growth.*

The urban form is characterised by:

> *Mid-rise buildings and contiguous, pedestrian friendly street frontages and public spaces that include some activation. New development should create an attractive and coherent street frontage that has a pedestrian scale and provides passive surveillance of the street.*

The proposed development delivers a mid-rise built form consistent with the Scarborough Design Guidelines, presenting a three-storey podium that establishes a strong, human-scaled interface to Brighton Road. The podium incorporates high-quality materials, landscaping, and weather protection elements that create a coherent and visually attractive frontage, aligning with the evolving character of Scarborough's coastal activity centre.

At street level, the inclusion of a commercial tenancy, dog wash facility, and e-scooter hire station promotes activation and engagement with the public realm, supporting a mix of uses that encourage pedestrian movement and vibrancy throughout the day. The design provides generous glazing and articulated facades to enhance transparency and visual interest, while clearly defined residential lobbies reinforce legibility.

Passive surveillance is achieved through active ground floor uses, glazed frontages, and overlooking balconies, ensuring continual visual connection between residents and the public domain. Together, these elements ensure the development contributes to a safe, pedestrian friendly, and vibrant streetscape that is both attractive and coherent in scale and character.

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5.2.3 State Planning Policy 5.4 – Road and Rail Noise

The purpose of State Planning Policy 5.4: Road and Rail Noise (SPP 5.4) is to minimise the adverse impact of road and rail noise on noise-sensitive land-use (such as residential) and developments within a specified trigger distance of strategic freight and traffic routes.

The subject site is in proximity to West Coast Highway (located to the west of the property), which is identified as strategic freight and major traffic route pursuant to Schedule 1 of SPP 5.4.

The proposed mixed-use development has been subject to a detailed acoustic assessment in accordance with the requirements of SPP 5.4. The assessment identified that noise levels from West Coast Highway are predicted to exceed the external noise criteria set under the policy. However, the development has incorporated appropriate Quiet House Design requirements to ensure compliance with the internal noise targets of SPP 5.4. Key compliance measures include:

- Façade Construction: External walls designed to achieve Rw + Ctr 50 dB.
- Glazing and External Doors: Specific window and door glazing requirements (detailed in Appendix B) to achieve required acoustic ratings depending on window-to-room ratios and orientation.
- Roofs and Ceilings: Highest floors constructed to Rw + Ctr 40 dB.
- Mechanical Ventilation: Required to ensure fresh air without compromising the acoustic integrity of sealed façades (so windows can remain closed while maintaining ventilation).
- Outdoor Living Areas: Recognised noise levels up to 52 dB LAeq(day); acceptable with design balancing and practical mitigation.
- Notification on Title: Title notifications required so that future owners/occupiers are aware of the noise environment and the need to maintain acoustic measures.
- Detailed Design Reassessment: The report notes that the façade/window assumptions should be re-checked at detailed design stage to confirm compliance.

On this basis, while external criteria cannot be fully achieved due to the site's proximity to West Coast Highway, the proposal satisfies SPP 5.4 by demonstrating that internal amenity will be preserved, noise sensitive uses are adequately protected, and appropriate mitigation has been incorporated into the design. The development therefore meets the intent and objectives of SPP 5.4 and can be supported from an acoustic planning perspective

5.2.4 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0) is the lead policy that elevates 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. SPP 7.0 establishes a set of ten 'Design Principles', providing a consistent framework to guide the design, review and decision-making process for planning proposals.

The architect has prepared a Design Report (provided as attachment to this application package) which responds to the 10 Design Principles of SPP 7.0.

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5.3 CITY OF STIRLING LOCAL PLANNING SCHEME NO. 3

As previously noted in this report, the planning framework applicable to the subject site was amended on 9 August 2023 to transfer planning control from DevelopmentWA to the City of Stirling. Accordingly, the City of Stirling's Local Planning Scheme No. 3 (LPS 3) is the statutory planning instrument applicable to the development site.

5.3.1 Zoning

The subject site is zoned 'Development' under LPS 3. The site is also identified as being within the Scarborough Special Control Area (SCA) and Development Contribution Area No. 6 (DCA6). The below image depicts the relevant zoning, special control area and development contribution area.

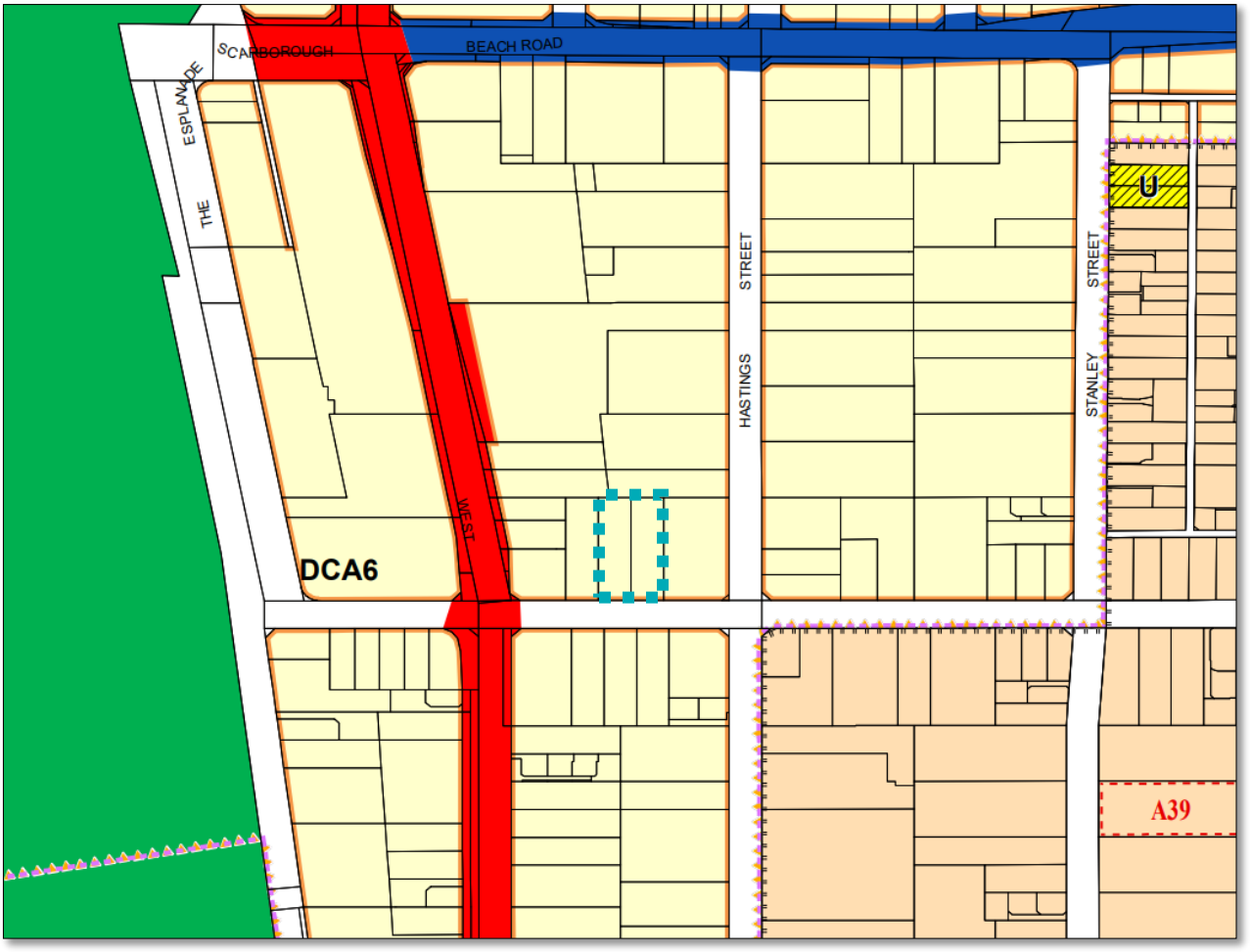

Figure 8: Local Planning Scheme Zoning

The objectives of the Development zone are:

a) *To provide for coordinated development through the application of a comprehensive structure plan to guide subdivision and development.*

b) *To avoid the development of land for purposes likely to compromise its future development for purposes, or in a manner likely to detract from the amenity or integrity of the area.*

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The LPS 3 Zoning Table designates that for the development zone, "*development and use of land shall have due regard to any WAPC approved Activity Centre Plan, and any approved Local Development Plan or Local Planning Policy prepared under this Scheme; and is to be in accordance with the Special Control Area land use permissibility provisions under Part 6*".

5.3.2 Scarborough Special Control Area

Clause 6.9.2 of LPS 3 states that the purpose of the Scarborough Special Control Area is:

> "*To facilitate redevelopment and urban renewal of the Scarborough Special Control Area and to identify the Scarborough Development Contribution Area.*"

The provisions for this special control area go on to note that all policies and design guidelines adopted under the MRA Act for the redevelopment area apply as if adopted under the provisions of LPS 3 as Local Planning Policies.

5.3.3 Development Contribution Area No. 6

The subject site is identified as being within Development Contribution Area No. 6 (DCA 6) under LPS 3. DCA 6 normalises the previous development contribution area provisions for the Scarborough Redevelopment Scheme Area under DevelopmentWA into LPS 3.

5.3.4 Scarborough Redevelopment Scheme No. 1

Schedule 13 of LPS3 comprises portions of SRS 1 and provides the provisions for the development and use of land within the SCA. Under the provisions of the SRS 1, the subject site is identified as being within the 'Beach Road Precinct' as depicted in the below image.

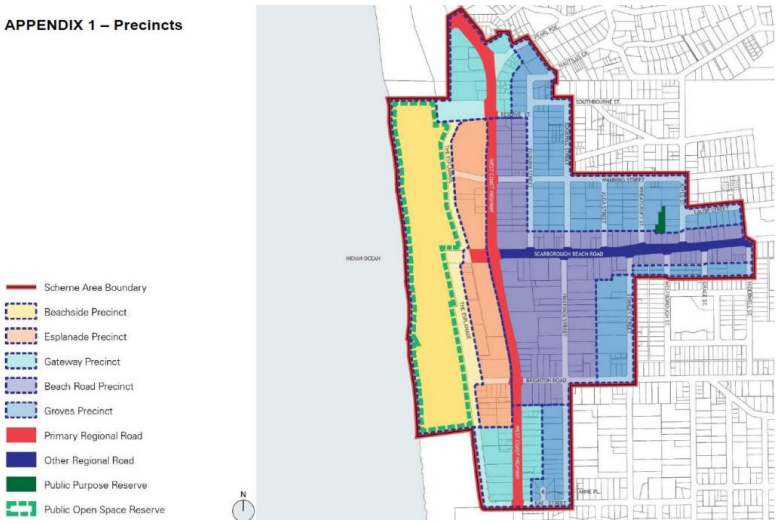

Figure 9: Beach Road Precinct

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Land Use Permissibility

Table 13.2 of Schedule 13 – Scarborough Special Control Area provides for the relevant land uses that can be considered in the Beach Road Precinct as depicted in the below image.

Precinct	Category 1 Culture and Creative Industry	Category 2 Commercial	Category 3 Light Industry	Category 4 Retail	Category 5 Residential	Category 6 Community	Category 7 Dining and Entertainment
Beachside	Contemplated	-	-	Contemplated	-	Preferred	Preferred
Esplanade	Contemplated	Contemplated	-	Preferred	Preferred	Contemplated	Preferred
Gateway	Contemplated	Contemplated	-	Contemplated	Preferred	Contemplated	Contemplated
Beach Road	Preferred	Preferred	-	Preferred	Preferred	Contemplated	Preferred
Groves	Contemplated	-	-	Contemplated	5A Preferred 5B Contemplated	Preferred	Contemplated

Figure 10: Land Use Table

As depicted in the above table, 'commercial' and 'residential' land uses are preferred and therefore, the proposal meets the land use table and can be supported.

5.3.5 Scarborough Design Guidelines & Assessment

Clause 6.9.4 of LPS 3 states that all Policies and Design Guidelines previously adopted under the Metropolitan Redevelopment Authority Act 2011 for the Scarborough Redevelopment Scheme Area apply, as if adopted under LPS 3.

The Scarborough Design Guidelines (Guidelines) were adopted in September 2016 under the previous SRS 1. The Guidelines function as a primary development control instrument that establishes requirements for land use and development within the SCA. The Guidelines are prepared to ensure delivery of the vision for the area to create a contemporary urban-coastal experience. It is intended that the urban renewal of Scarborough will:

> *deliver an edgy and attractive urban-coastal environment for people to live, work, visit and socialise in, expanding lifestyle choices and offering attractive alternatives to traditional suburban development*.

The Guidelines include detailed guidance for designing and assessing development proposals and include development controls for building height, setbacks, car parking, design and materials, and requirements relating to the design of the public realm. The below image depicts the subject site's location within the Beach Road Outer Core precinct.

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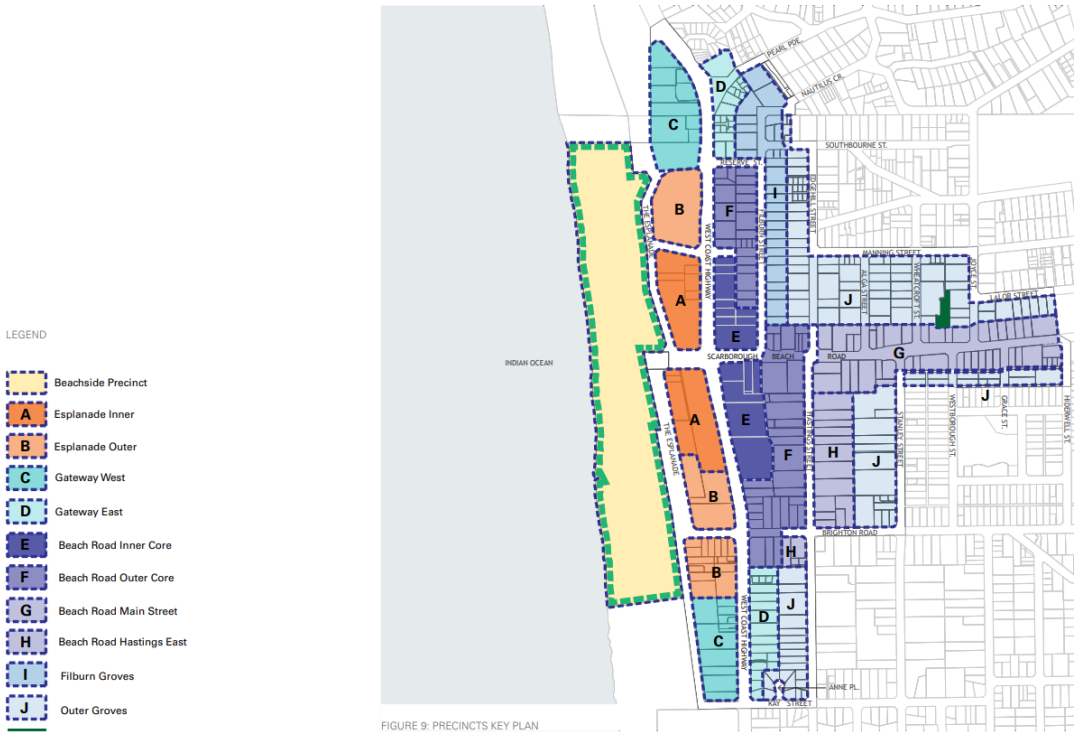

Figure 11: Beach Road Outer Core Precinct

The Guidelines are divided into 'Common Design Guidelines' and 'Precinct Specific Guidelines'. Specifically, the subject site is within the Beach Road Outer Core Precinct area. An assessment against the relevant provisions is provided in the below table.

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DEVELOPMENT STANDARD	ASSESSMENT COMMENT
COMMON DESIGN GUIDELINES	
2.1 Character	
Sense of 'Edginess': youth culture, irregularity, sense of intrigue and discovery, laneways and secondary spaces, casual atmosphere, surf/skate culture references, unique architecture, creativity.	**1. Sense of 'Edginess'** The proposal incorporates strong vertical and horizontal articulation, recessed balconies, and a layered façade treatment that conveys intrigue and discovery. Secondary spaces and laneway-style pedestrian access along the sides and rear create informal gathering areas. Surf and skate culture is reflected in the lightweight cladding materials, casual balcony forms, and playful architectural detailing. **2. Curved Forms – Art Deco / Functionalist References** The elevations reference Inter-War Art Deco through the use of rounded balcony corners, streamlined horizontal elements, and curved blade walls. These gestures pay homage to Scarborough's historic architectural character, including the legacy of the Kool Korner Café and former Surf Life Saving Club. **3. Light Architecture** The design employs light-coloured rendered finishes, vertical batten screening, and transparent glazing. Lightweight cladding panels and slender roof overhangs contribute to a "light architecture" expression consistent with Scarborough's coastal setting.
Curved forms that respond to the Inter War Art Deco / Functionalist architectural styles dating from Scarborough's early development, such as the Kool Korner Café (fmr, now the Sandbar Tavern), the Scarborough Hotel and original Surf Lifesaving Club rooms (both no longer extant).	
Light architecture expressed through light-coloured and lightweight materials: timber, limestone, transparent or textured/mottled glass and slender skillion or butterfly roofs.	
Shade devices: awnings, fixed or moveable screens, operable balcony/verandah screening, retractable shade devices, pergolas.	
Use of deep screens that allow for breezes but provide shade. These include concrete breezeblocks, operable or fixed louvres (especially horizontal, glazed), grates and screens (especially where these add to expression of art and place).	
Maximising views, blurring inside and outside: projecting balconies open on at least 2 sides, rooftop lookouts, large balconies for entertaining, generous separation between buildings.	
Playful, holiday references: use of colour, public art, unexpected shapes and forms, casual atmosphere, 'follies', outdoor showers/board washing areas.	

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Native and/or drought-resistant coastal vegetation.	**4. Shade Devices** Balconies are recessed and framed with horizontal awnings and overhangs. Operable screening devices are integrated into upper levels to provide shading flexibility, while ground-level pergola and canopy treatments activate the street interface and protect pedestrians. **5. Deep Screens for Shade and Breezes** Perforated metal and batten screens are applied to key balconies. These act as shading devices while allowing cross-ventilation. The use of patterned screening provides opportunities for artistic expression. **6. Maximising Views, Blurring Inside and Outside** Generous balconies project beyond the building face and are open on multiple sides, ensuring natural light and panoramic coastal views. The rooftop level incorporates communal open space, further enhancing opportunities to experience Scarborough's natural setting. **7. Playful, Holiday References** A casual coastal atmosphere is reinforced by the building's colour palette (light tones contrasted with darker accents), playful balcony forms, and integrated landscape pockets. Outdoor showers/board washing facilities are proposed at ground level to serve beachgoers.
Following the natural topography: respecting the natural coastal landscape of dunes and valleys through terracing, stepping and sloping, with minimal cut and fill.	
Facilities to support active, outdoor lifestyle: bicycle storage (and end of trip facilities), (public) pedestrian pathways through sites especially where they facilitate beach access, outdoor showers and board washing areas, children's play equipment and play spaces, basketball hoops or tennis/squash courts.	
Public art influenced by the local youth culture.	
Small tenancies for local, independent or start-up businesses.	
Other interpretations of Scarborough's unique urban-coastal character that can be expressed in bespoke, creative built form.	

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	8. Native and Drought-Resistant Vegetation Landscaping integrates hardy coastal species, including native shrubs and low-water plantings, consistent with Scarborough's dune ecology. Planting in podium planters and along the Brighton Road frontage reinforces this coastal identity. **9. Following the Natural Topography** The design follows the natural slope of Brighton Road by stepping the ground floor and retaining minimal cut and fill. Upper levels terrace back, reducing apparent building bulk and responding to the natural gradient of the site. **10. Active, Outdoor Lifestyle Facilities** The proposal incorporates secure bicycle storage for residents, with access directly from the ground level. Outdoor showers/board wash areas are located at the ground floor. Pedestrian pathways provide permeability through the site, reinforcing walkability and beach access. **11. Public Art Influenced by Local Youth Culture** The use of patterned screening and façade detailing provides opportunities for artistic expression. **12. Small Tenancies for Local Businesses** At the street interface, space is allocated for small-scale, flexible tenancies suitable for start-up enterprises, coffee vendors, or independent local businesses. These tenancies will contribute to the diversity and vibrancy of Brighton Road.

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	13. Other Interpretations of Scarborough's Urban-Coastal Character The development presents a bespoke architectural form that balances modern apartment living with Scarborough's unique coastal identity. Use of textured cladding, irregular balcony forms, rooftop communal space, and layered façade depth ensures the project is both contextually responsive and creatively distinctive.
2.2 Design Excellence	
Building and public realm designs are to demonstrate the 'Principles of good design' as defined above.	**Refer to SPP 7.0 Design Statement** which addresses the principles of good design.
A site analysis and design response shall be prepared at the initial stages of design, discussed at pre-lodgement meetings, and submitted with any application for new buildings or substantial changes to existing buildings. Matters to be considered in the site analysis shall include but not be limited to: • *Prevailing wind* • *Existing and desired future character of the streetscape* • *Public domain interface* • *Topography* • *Retained and proposed significant trees and deep soil zones* • *Orientation of site and potential overshadowing* • *Significant views to and from the site*	**Refer to Context and Character section of the SPP 7.0 Design Statement**.
All buildings of three or more stories are to be designed by Registered Architects	Proposal designed by Scanlan Architects who are registered architects.
All areas of public open space are to be designed by Registered Architects or Landscape Architects	Landscape masterplan designed by Plan E Landscape Architects.

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Working drawings (for buildings of three or more storeys) are to be prepared and submitted by Registered Architects or Landscape Architects to ensure design quality is maintained from development application stage to construction stage.	Working drawings will be prepared by Scanlan Architects and Plan E Landscape Architects.
3.1 Streetscape	
Public Realm	
Streets are designed to prioritise movements of pedestrians and cyclists, incorporating traffic calming measures to ensure vehicle movements are appropriately managed while still accommodating street furniture, cycle parking and landscaping	The proposal prioritises safe pedestrian and cyclist movement along Brighton Road by maintaining a wide, active street frontage and incorporating clear pedestrian pathways. Vehicle access is consolidated into a single crossover, reducing traffic conflict points. Landscaping and potential bicycle parking at the frontage support active transport modes while creating opportunities for informal gathering and shading.
Street trees, vegetation and landscaping shall contribute to a high quality street character and provide shade and cooling.	Generous landscape treatments are incorporated along the street frontage and within podium planters. These features enhance the character of Brighton Road, provide shade for pedestrians, and contribute to a cooler microclimate. The selection of hardy, coastal plantings ensures long-term sustainability and reinforces Scarborough's coastal identity.
Crossovers shall be located to avoid existing street trees and provide sufficient clearance to allow for root and canopy growth. Existing mature trees on private property shall be retained wherever possible.	N/A – there are no existing verge trees to consider.
Where development is at a nil setback from any street boundary, weather protection shall be provided including awnings over footpaths.	Where the building interfaces directly with Brighton Road at nil setback, awnings and overhangs provide continuous weather protection to the public footpath. These treatments improve pedestrian comfort by offering shade and shelter while encouraging active ground-floor uses.

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Buildings shall be designed to minimise wind impacts in the public realm.	The stepped and recessed façade articulation, together with balcony projections, breaks down potential wind tunnels along the street frontage. The building form helps to deflect breezes while maintaining natural ventilation for residents, reducing adverse impacts in the public realm.
The design of public spaces and adjacent building façades should be considered together. Building façades at ground level shall be designed to engage with the public realm (and vice versa) by way of adding interest and permitting sight lines between indoor and outdoor environments to provide visible activity and contribute to perceptions of safety.	Ground-floor façades are designed with generous glazing, active entries, and small-scale tenancy spaces that engage directly with the public realm. Clear sightlines between indoor and outdoor environments provide transparency and visible activity, contributing to natural surveillance and pedestrian safety.
Design of public open space is informed by users to accommodate a range of uses and activities that are complementary to the location.	Communal open spaces, including rooftop areas (above the podium) and associated landscaped areas, have been designed to accommodate a variety of user needs. These include spaces for informal gathering, entertaining, and passive recreation. Their flexible layout supports Scarborough's coastal lifestyle and complements the site's proximity to the beachfront.
Streets and public spaces are designed to be accessible to all and respond to their context, having a positive transition with the design of adjacent areas in terms of materials, features and configuration.	Public spaces and streetscape treatments are universally accessible, ensuring inclusion for people of all ages and abilities. The material palette—light finishes, coastal planting, and robust pavement detailing—ensures a positive transition between the development and surrounding public areas. The design reflects and strengthens the existing Scarborough streetscape character.
Buildings	
Architectural design ensures variation in building plane, materials, colours and textures to reduce the overall bulk and scale of all development. High quality, innovative, imaginative and cohesive palettes of materials incorporated into the building design.	The proposal incorporates a layered façade with recessed balconies, projecting elements, and alternating vertical and horizontal articulation to break up the building mass. A carefully considered palette of light renders, textured cladding, and glazing ensures the

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	development presents as innovative and cohesive while reducing perceived bulk.
Building façades shall be designed to express the proportion of individual elements with a strong relationship and rhythm, and to provide interest through the inclusion of complementary architectural elements and treatments.	The building design expresses a clear vertical rhythm through balcony spacing and blade wall treatments, complemented by horizontal articulation at slab edges and awnings. This proportioning creates a strong relationship between elements while providing interest at both street and upper levels. 
Any building façade that is visible from public view shall be designed and articulated as if it were the primary frontage of the building..	All façades visible from public view—including side elevations and internal courtyard-facing elevations—have been articulated to reflect the same high-quality treatment as the primary Brighton Road frontage. This includes variation in materials, integrated screening,

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	and landscaping, ensuring visual interest and amenity from all outlooks.
Boundary walls are to be designed and finished to match that of the rest of the development.	Boundary walls are designed and finished in materials consistent with the remainder of the building, avoiding blank or unfinished surfaces. This ensures cohesion and a visually integrated development outcome.
The width of garages visible from any street frontage shall be no greater than 6 metres or half the width of the lot, whichever is the lesser, and shall not encroach within setback areas.	N/A – no garages proposed.
The difference between finished floor level and footpath level shall be a maximum of 0.5m. Where a site has a crossfall in excess of 1 in 7, the difference between finished floor level and the footpath may be increased to a maximum of 0.8m.	The ground-floor finished floor levels are designed to maintain a maximum difference of 0.5m from footpath level, ensuring universal accessibility. Where minor variations are required due to site gradient, these remain within the 0.8m allowance for crossfalls exceeding 1 in 7.
Retaining walls within 1m of any boundary shall be no greater than 0.5m high.	Retaining walls within 1m of boundaries are minimised and kept below 0.5m in height. This approach reduces potential visual impacts while supporting landscaping and permeability at the interface.
Built form and floor levels must respond to the natural topography of the site and demonstrate a sensitivity to the street levels, stepping or terracing as necessary to ensure the buildings relate to the street and retain the coastal dune character.	The development responds sensitively to the natural coastal topography by stepping floor levels and terracing upper storeys. This minimises the extent of cut and fill, ensures the building relates to the street level, and retains the dune-like character of Scarborough's coastal landscape.
3.2 Active Edges	
Uses within buildings abutting streets and other public spaces will incorporate 'active' ground floor uses that promote surveillance of the street and visible indoor activity.	The ground floor frontage is designed with active uses, including entry lobbies, glazed façades, and an active commercial tenancy frontage. These provide visible indoor activity, promote natural surveillance of the street, and avoid blank frontages, ensuring continuous activation of Brighton Road.

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Primary internal living spaces, verandahs and balconies of dwellings will be oriented to the street.	Primary living areas, verandahs, and large balconies are oriented towards Brighton Road, ensuring direct engagement with the public realm. This orientation maximises passive surveillance and reinforces the building's street presence.
Windows and glazed areas at ground level must be clear with protection of windows from the sun or for privacy achieved through architectural devices and passive solar design.	Ground-level glazing is transparent and designed to provide clear sightlines to the street. Solar protection and privacy are achieved through awnings, recessed glazing, and operable screening, rather than opaque treatments, ensuring both comfort and activation.
Establish distinctive, well-lit and clearly visible pedestrian entries to all buildings, including multi-unit residential developments which front primary streets and the public realm.	Pedestrian entries are clearly identifiable through architectural emphasis, including recessed entry points, canopy structures, and contrasting materials. Entries are legible from the street, well-lit, and articulated to enhance wayfinding and contribute to safety.
Lighting shall be provided to all external areas.	A lighting strategy can be provided as a condition of development approval.
All buildings shall be designed to incorporate Crime Prevention Through Environmental Design (CPTED) principles to ensure good surveillance of the street and public realm.	The proposal integrates CPTED principles by providing: • Active ground-level uses and glazing for surveillance. • Clear sightlines to all accessways and communal areas. • Lighting and landscaping designed to eliminate concealed areas. • Balconies and upper-level windows oriented to overlook the public domain.
Upper floors shall contribute to the creation of an active interface through incorporation of balconies and habitable room windows.	Balconies and habitable room windows on upper floors face Brighton Road and secondary frontages, creating visual activity and reinforcing an active interface between the building and the street.

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Habitable space should be provided above garages in laneways to provide surveillance over rear or side laneways.	N/A – no garages proposed.
The width of garages visible from any street frontage shall be no greater than half the width of the lot.	N/A – no garages proposed.
Crossovers shall be a maximum of 4m wide. Wider crossovers may be considered where lots are over 25m wide at the street frontage and a wider crossover is necessary to achieve appropriate traffic management and safety for multiple dwelling or mixed use developments.	The proposal provides a 6.125m wide driveway and associated crossover. The crossover is however associated with the front path and is therefore not easily detectable.
4.1 Height	
Building heights shall be in accordance with the relevant Development Standards outlined in Chapter 7.	The proposed height of this building exceeds the development standards outlined in Chapter 7 of the design guidelines. On this basis, it must be assessed against the "requirements for additional storeys" provisions of the design guidelines. **An assessment and further justification is provided under "Building Height" below.**
Height (in storeys and metres) shall be measured from the height above natural ground level at the point directly beneath the building to which it relates.	
Where both height and storey limits are defined, developments shall comply with both limits, whichever is the lesser.	
Basements levels that are at least 50% below natural ground level by volume will not be included in the assessment of the number of storeys. Basement levels that protrude above ground level at the street interface shall be appropriately screened. Blank walls will not be accepted.	
For commercial uses, floor to ceiling heights shall be a minimum of 3.2 metres at ground level and a minimum of 2.7 metres for upper floors.	
For residential uses, floor to ceiling heights shall be a minimum of 2.7 metres for habitable spaces and 2.4 metres for non-habitable spaces.	

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Requirements to achieve additional storeys above the base height are outlined in the following section.	
REQUIREMENTS FOR ADDITIONAL STOREYS – refer to assessment provided under "Building Height" below.	
4.2 Podiums	
Podium setbacks are to be in accordance with specific development standards. All rear setbacks are to be appropriately landscaped.	
Podium design is to provide fine grained articulation to create a visually interesting base for the tower above and a human scale to the adjacent public realm.	The podium incorporates shopfront glazing, recessed entries, screens, and material changes which deliver fine-grained articulation and reinforce a pedestrian scale at ground level.
Longer podiums must be broken into sections through varied setbacks, architectural detail, colours and materials in order to create an interesting and rich pedestrian experience. Podiums greater than 25m long must incorporate a break in the façade with a minimum 4mx4m landscaped setback area. This area must incorporate soft landscaping and may be used as communal open space, an alfresco area or pedestrian entrance.	The podium length is broken into segments through modulation, balcony projections, façade recesses, and material variation, creating a rich and varied streetscape. A landscaped break and forecourt treatment is provided along Hastings Street, satisfying the requirement for relief in podium façades over 25m.
Where a wall is set back 1 metre or less from the boundary, building facades including parapet walls must be finished to the same standard as the rest of the building. Unless abutting an existing or simultaneously constructed parapet wall, the wall must be appropriately articulated with high quality materials and finishes to provide an attractive outlook from neighbouring sites and/or the public realm.	Podium side and rear walls are finished with consistent high-quality treatments, screens and articulation, ensuring no blank or untreated façades are presented to neighbouring sites.
Podium roofs are to be designed to provide accessible, functional and useable areas for commercial, communal residential or public use,	Podium roof spaces accommodate communal residential amenities including terraces, landscaped areas, and outdoor recreation

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respond to climatic conditions including 'green roof' access to northern sun, and promote surveillance of the street below.	facilities, oriented for solar access and overlooking the street for passive surveillance.
Podium and tower roofs shall be designed to conceal rooftop plant equipment from view and incorporate plant and lift overruns as an integral part of roof design.	The roof plans show lift overruns and plant rooms integrated within the tower design, with screening and architectural treatments ensuring these elements are concealed and read as part of the built form.
4.3 Towers	
Boundary setbacks shall be in accordance with the specific development standards set out in Chapter 7.	The proposal largely complies wit the provisions listed in Chapter 7 of the Design Guidelines with the exception of the side setbacks, with only minor encroachments proposed to the 10m side setback requirement, through the use of articulated balconies (which is considered acceptable).
Where road widening is required, buildings shall be setback from the road widening alignment as if it was the lot boundary.	The site plan accounts for the existing road reserve width. No road widening requirement applies to Brighton Road in this location, meaning setbacks are measured to the current lot boundary.
All storeys above podium height shall be setback a minimum of 10m from side and rear boundaries.	Tower levels above podium height demonstrate compliance, with setbacks of approximately 10m or more to side and rear boundaries, reducing overshadowing and ensuring view corridors are maintained.
Balconies may project up to 2.5m into all front setbacks and side/rear setbacks of 8.5m or greater at upper levels (not within podiums).	Balcony projections are included within façade articulation and are contained within the 2.5m maximum allowance, contributing depth and interest without adversely impacting amenity.
The tower floor plate is restricted to maximum dimensions of 30m x 35m, excluding projecting balconies.	Tower plates, including articulated balconies, fit comfortably within 30m x 35m.
Where multiple towers (additional storeys above podium height) can be achieved on one site, a minimum 20m must be provided between towers.	A separation distance of 18.125 metres between the two towers is provided. This is considered acceptable for the following reasons: • The design still provides generous separation relative to other coastal apartment developments.

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	• The design ensures privacy and ventilation through orientation, screening, and balcony articulation. • The slender tower width and orientation help maintain view corridors to the coast. • The shortfall is minor (1.875 m) and does not materially impact the policy objectives of minimising bulk and protecting amenity.
Where a site is too narrow to achieve a viable floorplate with 10m setbacks from side boundaries for upper storeys, variations to side setbacks may be considered where the width of the building is equal to no greater than 50% of the lot width and the design demonstrates: *• Protection of the amenity of neighbouring sites, including access to sunlight, adequate ventilation, and privacy;* *• High quality architectural design that minimises the perception of building bulk and scale and achieves a strong urban-coastal aesthetic; and* *• Opportunities for views between buildings towards the coast.*	The proposed towers achieve a 10m side setback to both boundaries, with only minor variations/encroachments proposed through the use of articulated balconies associated with the upper floor apartments. This is considered acceptable as these balconies are open and do not add unnecessary bulk to the building.
4.4 Building Layout and Orientation	
Buildings shall be oriented to maximise northern solar access.	The building massing and apartment layouts have been oriented to maximise exposure to northern light. Balconies and major openings are positioned to capture northern sunlight while limiting exposure to harsher western sun.
All habitable rooms (ie, bedrooms, studies and living spaces) and balconies are to be provided with direct access to natural light and designed to maximise cross ventilation.	All habitable rooms, including bedrooms, studies, and living spaces, are provided with direct natural light through well-positioned windows and glazed doors. Balconies are directly accessed from living spaces and designed to allow airflow. Apartment layouts

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	maximise dual aspects, with cross ventilation achieved through openings to opposite façades and side elevations.
Common internal corridors shall have access to natural light and natural ventilation.	Common internal corridors are designed with openings and voids that provide natural light and ventilation. This reduces reliance on mechanical systems and improves internal amenity for residents.
1-2 storey development will provide living rooms and principal ground level open spaces with at least 2 hours sunlight between 8am and 4pm in mid-winter (21 June).	N/A
Development of 3 or more storeys shall provide solar modelling to demonstrate a minimum of 65% of residential apartments shall receive a minimum of 2 hours direct sunlight to living rooms and private open space between 8am and 4pm in mid-winter.	Apartments are provided with multiple sources of glazing, including windows and sliding doors, to bedrooms as well as living spaces. This ensures high levels of natural daylight to the apartments. A combination of shading provided by overhead balconies and the provision of blinds under occupant control will help control glare to the apartments, as well as reducing excessive solar heat gain. - 95% of apartments have living rooms and private open spaces that obtain direct sunlight between 9am and 3pm on 21 June. - With only 5% of apartments not achieving the direct sunlight due to being single-sided and south facing. Daylight levels are in line with the Western Australia R-Code requirements for residential dwellings, with greater than 70% and not more than 15% of dwellings meeting the R-Code requirements. Overall, by midday, the majority of overshadowing of the entire building is contained within the subject site and the immediate road reserve. The extent of shadow cast by the proposed design remains largely consistent with the compliant massing, with negligible additional impacts on adjacent lots. Importantly, no overshadowing extends into key public open space areas or sensitive residential outdoor living spaces at this time.
No more than 50% of the public domain (excluding streets) and communal space areas are overshadowed between 10am and 2pm between 21 April and 21 August.	

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Provide appropriate shading in summer.	Balconies associated with split-level apartments are provided by appropriate shading through the use of upper floor overhang, and the balconies of the upper floor tower apartments are provided with sufficient shading from the roof overhang/awning.
Any commercial space will have a minimum depth of 10m to ensure a functional space is provided.	At its most narrow point, the commercial tenancy provides a depth of ~11.5 metres and therefore meets this requirement.
4.5 Roof	
Roofs • High quality defined roof design. • Roofs shall be designed with views from the public realm and other buildings in mind and should contribute to an interesting and attractive roofscape. • Reflectivity shall be avoided where this may contribute to glare and/or create a nuisance for other sites. • All service infrastructure shall be incorporated into the design of the roof and, with the exception of solar panels, be concealed from view. • Accessible roofs (both podium and tower roofs) shall be designed and located to avoid conflict with other building uses, particularly with regard to sound attenuation.	**1. High Quality Defined Roof Design** The proposal incorporates a clearly defined roofline that caps the building with a high quality architectural finish. The roof has been articulated to complement the overall form of the tower and podium, ensuring it presents as a considered and integral design element rather than an afterthought. **2. Roofscape and Views from the Public Realm** The roof has been designed with views from Brighton Road and surrounding development in mind, contributing to a cohesive and attractive roofscape. Vertical and horizontal projections, along with landscaped communal roof terraces, provide visual interest when viewed from both the public realm and neighbouring sites. **3. Avoidance of Reflectivity** Roof materials have been selected to avoid highly reflective finishes. Instead, the use of matte or low-sheen treatments prevents glare and ensures there is no nuisance for surrounding properties or the public realm. **4. Service Infrastructure Integration**

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	All service infrastructure, including plant equipment and lift overruns, are fully integrated within the roof design. These elements are screened by parapets and lightweight architectural enclosures to ensure they are not visible from the public domain. Solar panels are incorporated in a low-profile arrangement, consistent with sustainability objectives. **5. Accessible Roofs and Sound Attenuation** The podium provides a rooftop area (on Level 3 of the proposed building) which includes space for seating and outdoor dining, a BBQ area, an outdoor exercise area and spa which is adjacent to the internal gym and spa/sauna area. These activity areas are also co-located with high quality landscaping and planting. This communal open space area is adequately separated from private dwelling areas, by hallways within the dwelling that provide a separate area and solid walls that will provide acoustic privacy. No communal space is proposed on the tower roofs, as this is an ineffective space for communal open space. The benefit of breaking up the bulk between the two proposed towers is considered to outweigh the provision to provide communal open space on these rooftop areas.
<u>Awnings</u> • Where built form is provided to abut the street boundary or public realm, an awning with a minimum depth of 2.0 metres shall be provided for pedestrian shelter and to provide a clear	No distinct awnings to the public realm and façade associated with Brighton Road is provided.

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path of travel at ground level. Awning height shall be a minimum of 2.7 metres and a maximum of 3.5 metres above footpath level. • Awnings shall generally be a minimum 600mm from the curb however, awnings on West Coast Highway should be a minimum of 2.5m from the curb or alignment of curb relating to the road widening reserve, where applicable. • Pedestrian awnings shall be provided to all primary street frontages and activated areas of secondary frontages. • Variations in awning height, depth, length and detail and varying treatment for entry canopies is encouraged to assist with legibility and streetscape interest and to reduce the impact of long horizontal bands of awnings on building façades. • Awnings are to be constructed of opaque materials to offer sun protection.	
4.6 Openings	
Entrances must be clearly indicated.	Pedestrian entries are clearly articulated on the ground floor through recessed doorways, feature materials, and overhead canopy/awning treatments. These elements make entry points legible and easily identifiable from Brighton Road, improving wayfinding and activation.
Shade devices or awnings shall be provided to windows. Shade devices may protrude up to 500mm into setback areas.	The elevations show the use of sliding and fixed screens, perforated panels, and balconies with overhangs that act as shading devices. These are integrated into the façade design, providing functional shading and articulation. Protrusions are modest and appear within the 500mm allowance into setback areas.
Where buildings are setback less than 4 metres from side or rear boundaries, openings shall be limited to greater than 1.6 metres above finished floor level and/or be installed with fixed obscure glazing, to protect the privacy of occupants and the neighbouring site.	Plans indicate the use of frosted windows and screens at 1650mm above FFL to several side-facing openings (particularly on Levels 1–3). These ensure privacy is maintained and comply with the restriction on low-level openings near boundaries.

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Where balconies are located within 6 metres of side or rear boundaries, they shall be screened to protect the privacy of occupants and the neighbouring site.	The architectural plans include sliding and fixed privacy screens to balconies within close proximity to the boundaries (identified on Ground through Level 3). These are shown as 1.65m high
Windows will be designed and located to provide opportunities for passive surveillance of the public realm.	The design incorporates extensive glazing and balcony openings addressing Brighton Road and Hastings Street. Apartment living areas are oriented toward the street, ensuring active frontages and passive surveillance. Commercial uses at ground level also activate the street edge and increase natural surveillance
Glazing at ground level shall be clear and be designed to maximise visual permeability with shade/sun protection provided by architectural devices and passive solar design.	The proposed development provides a high degree of clear glazing at ground floor level, particularly along the Brighton Road frontage where commercial tenancies and entry lobbies are located. This ensures strong visual interaction between the building interior and the public realm, maximising transparency, activation and passive surveillance. The design integrates architectural shade and sun protection devices, including awnings, recessed entries, and vertical/horizontal screening elements, which moderate heat gain and glare while maintaining sightlines into the tenancies. These devices also enhance the architectural articulation of the façade and reinforce pedestrian comfort along the street edge. The combination of clear glazing and passive solar design elements ensures that the building frontage is both climatically responsive and visually permeable. This contributes to a vibrant, safe and attractive ground plane that aligns with the intent of the provision to support street-level activation, surveillance, and energy efficiency outcomes.

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4.7 Communal Open Space	
Multiple residential developments of up to 10 units (inclusive) shall provide communal open space equivalent to no less than 10% of the gross site area. At least one area of communal open space shall have a minimum dimension of 5m to ensure a usable space that can accommodate both soft and hard landscaping.	• The site accommodates well over 11 dwellings. Under the provisions, 20% of the gross site area must be communal open space. The landscape schedules indicate a total of ~546.9 m^2 of landscaped area across ground and podium levels, including deep soil and on-structure planting. This comfortably meets the 20% requirement when measured against the site area (approx. 3,000 m^2). • The Level 3 podium communal terrace (pool, BBQ, alfresco dining, lounge areas) achieves dimensions exceeding 8m, providing a usable space that integrates both soft landscaping and hardscape for active and passive use. • The main communal area is provided on Level 3, with a secondary communal area provided on Level 1. The main communal area includes an outdoor spa and outdoor exercise area (a flexible activity space that can be used for yoga/Pilates, small group workouts, seating and outdoor dining areas, a BBQ area and an internal gym area with associated spa and sauna. This ensures a broad range of residential amenity. • The secondary communal area provided on Level 1 provides for casual seating in a planted landscape area.
Multiple residential developments of 11 or more units shall provide communal open space equivalent to no less than 20% of the gross site area. At least one area of communal open space shall have a minimum dimension of 8m to ensure a usable space, commensurate with the size of the development, which can accommodate both soft and hard landscaping.	
Communal open space may include landscaped setback areas, courtyards, rooftop gardens, terraces and external pedestrian circulation spaces and should be oriented towards street or public open space where practical. Parking and vehicle circulation areas do not contribute to the calculation of communal open space.	
A portion of the communal open space shall be provided at ground level including deep soil zones to allow for the growth of mature trees. At least one mature tree per 1,000m2 gross site area (or part thereof) shall be provided.	
For private development, soft landscaping will form a greater proportion of the open space, particularly internal to the development.	
Communal open space must be designed to accommodate a variety of different users and uses, including facilities for families and children, accessibly spaces, and both active and passive recreation opportunities.	

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Light-weight, open structures designed and located to minimise visual impact from the public realm may be permitted in areas of communal open space, however the extent of roofed area shall be limited to a maximum 20% of the total open space area.	 • All car parking is predominantly located within the basement. Communal open space calculations do not include parking or access ways, ensuring compliance. • Ground floor design integrates 151.7 m^2 deep soil planting, supplemented by 395.2m^2 of on-structure planting. Mature canopy trees are provided (Banksia, Tristaniopsis, Melaleuca), meeting the 1 per 1,000 m^2 ratio. The tree canopy schedule confirms 351 m^2 canopy provided vs. 136 m^2 required, well above the minimum.
The retention of existing mature trees is encouraged.	
Grouped dwelling developments where all dwellings have direct access to a private courtyard are not required to provide communal open space.	

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	• Across ground and podium levels, landscaping emphasises soft planting, trees, and raised planters, with hardscape limited to functional pathways, paved terraces, and seating zones. This delivers a green, shaded environment for residents. • Communal spaces are designed for different demographics and activities • Pool and BBQ/dining area for family gatherings. • Alfresco lounge and shaded seating for passive enjoyment. • Flexible activity/yoga/gym spaces for active use. • Rooftop terraces with bar seating and planters for smaller gatherings. • Spaces are accessible via lifts and wide paths, ensuring inclusivity. • The Level 3 alfresco canopy and shading devices are lightweight and designed for climatic comfort. The roofed elements are well under 20% of the total communal open space area, maintaining openness. • Existing trees cannot be retained due to the basement excavation and tower footprints. However, this is offset by substantial new tree planting and canopy cover, resulting in a net gain in greenery and urban cooling.
4.8 Private Open Space	
Single residential dwellings and grouped dwellings are to provide a courtyard at ground level and balconies on upper storeys.	N/A – not single or grouped dwellings is proposed.
Private open space is not to be used for car parking or storage and is to be designed to be practical, useable and appealing.	Private open spaces are clearly delineated and separated from car parking, bin storage, and other utility areas. Courtyards and balconies are designed as dedicated, useable and appealing outdoor spaces

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	for residents, free of vehicle or storage encroachment, ensuring they serve their intended purpose as recreational areas.
Balconies for each apartment shall be expressed as individual elements, designed to provide depth and visual interest to the building design.	The architectural design expresses balconies as distinct projecting elements articulated with depth, variation, and screening. This creates visual interest and modulation of the façade, avoiding flatness and contributing to the overall streetscape quality.
Balcony balustrades shall be predominantly visually permeable. A portion of the balustrade may be opaque or solid to screen clothes drying areas and air conditioning units and offer privacy to lower levels.	Balcony balustrades are predominantly clear or visually permeable glazing, enhancing transparency and maintaining surveillance opportunities. Where solid balustrade sections are provided, these are limited to areas screening clothes drying facilities or mechanical plant to preserve visual amenity while maintaining privacy at lower levels.
Air-conditioning units shall not be located on balconies.	Air-conditioning condensers are not located within private balconies. Instead, services are accommodated in screened plant areas and service zones, ensuring balconies remain uncluttered, functional, and visually appealing.
• *Private open space is to:* • *be oriented to maximise access to northern sunlight where possible; and* • *be directly accessible from and connected to a habitable living space within the dwelling.*	Private open spaces are designed to maximise solar access, with many oriented to the north or northeast where possible. All balconies and courtyards are directly accessible from living rooms, reinforcing their practicality and usability for everyday residential life.
Moveable solar/wind/privacy screens shall only partially enclose balconies and courtyards.	The design integrates sliding and fixed screens that provide flexibility for privacy and solar control, while ensuring balconies remain partially open and connected to the external environment. This balances privacy, climatic comfort, and visual interest.
Lightweight weather protection structures are permitted in courtyards, however the extent of roofed structures in ground floor private open spaces shall be limited to a maximum of 20% of the total private open	For ground-level dwellings, any weather protection structures provided are lightweight and limited to less than 20% coverage of the private courtyard area, in line with policy requirements. Above-

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<table>
<tr><td>space allocated to the dwelling. This limitation does not apply to balconies above ground floor level.</td><td>ground balconies are permitted greater coverage and incorporate shading devices consistent with the architectural palette.</td></tr>
<tr><td>Private open space is to be provided in the form of a courtyard for each ground floor dwelling and as a balcony for each above-ground dwelling or upper level commercial tenancy and is to meet the following minimum requirements:
<table>
<tr><th>Type of Development</th><th>Minimum Size of Private Open Space</th><th>Minimum Dimensions of Private Open Space</th></tr>
<tr><td>Residential balconies</td><td></td><td></td></tr>
<tr><td>1 bedroom or studio:</td><td>10m²</td><td>2.5m</td></tr>
<tr><td>2 or more bedrooms:</td><td>15m²</td><td>3.0m</td></tr>
<tr><td>Residential courtyards</td><td></td><td></td></tr>
<tr><td>1 bedroom or studio:</td><td>15m²</td><td>3.0m</td></tr>
<tr><td>2 or more bedrooms:</td><td>20m²</td><td>4.0m</td></tr>
<tr><td>Upper level commercial</td><td></td><td></td></tr>
<tr><td>Upper level commercial tenancies:</td><td>10m²</td><td>2.5m</td></tr>
</table></td><td>Each dwelling is provided with compliant private open space in the form of a ground-level courtyard or upper-level balcony. These areas meet the minimum size, dimension, and design requirements, ensuring residents have access to practical, usable and attractive outdoor areas that support residential amenity.</td></tr>
<tr><td colspan="2">4.9 Lighting</td></tr>
<tr><td>Lighting shall illuminate entrances of development and adjoining public space (roads, laneways, pedestrian access ways and open spaces) to contribute to creating safe, secure and inviting environments with minimal glare and light spill.</td><td rowspan="4">The ground floor plans show clear pedestrian entries from Brighton Road and Hastings Street, supported by covered entry areas and activation through commercial tenancies. These are well-suited for the integration of overhead and entry lighting to improve legibility and safety. Minimal glare and spill can be achieved through recessed fittings under verandah overhangs.
The elevations and materials schedule demonstrate a detailed façade treatment with strong articulation (screens, balustrades, projecting balconies, bronze finishes). Integrated lighting can be used to accentuate these features and highlight landscaped podium and ground-level planting. The design provides natural opportunities for architectural uplighting without excessive spill.</td></tr>
<tr><td>Integrated lighting will be provided to highlight the key architectural features of buildings and landscaping.</td></tr>
<tr><td>Movement sensor lighting is provided where there are concerns about loitering or safety, but must not be triggered by movement beyond the site.</td></tr>
<tr><td>Lighting is concealed under verandah roof overhangs or otherwise shielded, diffused or refracted to provide illumination with minimal glare.</td></tr>
</table>

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Lighting to ground floor frontages of non-residential development shall be provided to add illumination to key pedestrian areas, provide visual interest and display shopfronts.	• The site layout includes recessed pedestrian entries, shared scooter/bike parking areas, and basement access zones. These spaces lend themselves to localised movement-activated lighting for safety, particularly after hours. Placement within alcoves ensures sensors respond only to on-site movement. • The development incorporates deep podium overhangs, recessed balconies, and ground-level awnings, which provide appropriate built-in locations for concealed soffit or downlighting. This design approach will allow consistent illumination without glare or overspill. • The ground floor contains commercial tenancies and glazed shopfronts addressing Brighton Road. These will be supported by clear glazing and integrated signage/lighting, ensuring activity, visibility, and vibrancy along the public edge. • The proposal incorporates: ○ Clear sightlines along Brighton Road and Hastings Street. ○ Active ground floor uses and glazing to shopfronts. ○ Balconies and windows overlooking public areas for passive surveillance. ○ Defined pedestrian entries and lighting opportunities at ground level. These features demonstrate strong alignment with CPTED principles and create a safe and inviting environment. • Given the scale of the proposal (9 storeys, mixed use, prominent corner site), a Lighting Strategy report will be prepared at detailed design stage. This will document the façade, entry, landscape and shopfront lighting approach to ensure a safe and attractive night-time environment.
To enhance safety and security, the principles of Crime Prevention Through Environmental Design (CPTED) shall be demonstrated within the site layout, building design, detailing and landscape design. A short report on measures may be required by the Authority (refer to WAPC Planning Bulletin 79 – Designing Out Crime Planning Guidelines June 2006 for guidance on CPTED).	
A Lighting Strategy is required for all 'Major' development applications demonstrating how the building and landscaped areas will be lit to highlight architectural features and provide an attractive and safe night time environment.	

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4.10 Landscape Design	
Landscaping shall respond to the architecture of the building and the local landscape.	• The landscape design integrates raised planters, green walls, and deep soil planting at ground and podium levels, complementing the building's articulated facades and providing a coastal, green edge that softens the built form. • The planting palette includes a wide range of WA natives and drought-tolerant species such as *Banksia integrifolia, Melaleuca leucadendra, Acacia cognata*, and *Westringia dampieri*, suitable for Scarborough's coastal climate. • Turf is confined to verge areas only, with the majority of landscaping comprising hardy native planting, low-water shrubs, and groundcovers. • The landscape concept plan shows a clear mix: paved communal spaces, seating zones, alfresco areas, and soft planting beds, providing variety and usability across levels. • A total of 151.7 m^2 deep soil area is provided in-ground, supplemented by 395.2m^2 of planting on structure, exceeding the shortfall requirements. Tree canopy cover is 351m^2 (vs. 136 m^2 required), with medium and large trees specified.
Low water use species suitable for the climate and coastal conditions shall be used.	
Lawn and other high maintenance landscaping shall be limited.	
Landscaped urban areas shall have a mix of soft and hard surfaces.	
Deep soil zones shall be provided to allow for the growth of mature trees. At least one mature tree within a deep soil zone shall be provided per 1,000m2 of gross site area.	
Landscaped areas are to be irrigated with recycled water or grey water.	
Permeable pavements and other sustainability techniques shall be employed to increase the self-sufficiency of landscaping.	
Existing mature trees on site shall be retained wherever possible.	
Providing 'green roofs' to reduce storm water generation, enhance the soft landscape aesthetic of the development, improve thermal massing and assist in reducing the urban heat island effect.	
Landscaping shall be designed to assist with microclimate management and conserve water. Drought tolerant plants suitable for the coastal environment and water sensitive irrigation designs are necessary and soils should be prepared with soil improvers and mulch.	

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All development applications are to include a landscaping plan that has been prepared in accordance with the Water Corporation's Waterwise criteria for landscaping, such as use of native and water-wise plants and irrigation and rain water management.	• An automatic irrigation system is proposed with moisture sensors, low water use emitters, and in line fertilisation, designed to minimise consumption and waste. • The plans specify permeable exposed aggregate paving, unit pavers on stilt systems, and waterwise irrigation, which improve infiltration and reduce stormwater run-off. • The site is largely cleared; new in-ground planting and canopy trees are proposed to replace and enhance the site's landscape contribution. • The design incorporates green roofs and podium gardens at Levels 1, 3, and upper levels (4–8), with raised planters, tree planting, and communal spaces contributing to climate responsiveness. • The landscape specification emphasises drought tolerant coastal plants, soil preparation with improvers and mulch, and waterwise irrigation, directly responding to this requirement. • The submitted Landscape Concept Plan clearly demonstrates use of native/waterwise species and waterwise irrigation design, meeting Water Corporation's Waterwise landscaping principles.
4.11 Environmental Sustainability	
The location of the Redevelopment Area adjacent to the coast exposes development to harsh environmental impacts including wind and salt. New development is to be designed to ameliorate any potential impacts of these factors on both the development itself and the public realm, particularly with regard to wind impacts of building design and the use of appropriately robust materials.	**Refer to attached ESD Report.**
Compliance with the Authority's Development Policy on Green Buildings, and the following specific requirements:	

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Energy Efficiency • *All developments are to optimise the application of passive solar design including building orientation, shading, natural lighting and cross-flow ventilation.* • *The utilisation of natural light through the provision of windows, openings and skylights, which must be designed and oriented to minimise heat gain in summer months.* • *A minimum of 70% of all lighting throughout the building must be high efficiency lighting (>70 lumens/watt).*	**1. Optimising Passive Solar Design** The proposed development integrates passive solar design principles throughout: • Orientation: Apartments are oriented to capture northern solar access wherever possible. • Shading: Balcony overhangs, awnings, and screening devices provide protection against summer heat gain while allowing winter sun. • Natural Lighting: Large glazed areas and multiple window orientations ensure high levels of daylight in living areas and bedrooms. • Cross-Flow Ventilation: Apartments are provided with operable windows and sliding doors, enabling cross-flow or single-sided natural ventilation. This allows residents to utilise natural cooling via prevailing sea breezes, reducing reliance on mechanical systems. **2. Utilisation of Natural Light and Heat Control** The design maximises daylight penetration to habitable rooms and open spaces: • Glazing and Openings: Windows, sliding doors, and balconies provide generous natural light to all habitable rooms. • Summer Heat Minimisation: Solar heat gain is reduced by balcony shading, operable blinds, and external screening, preventing excessive glare and heat gain in summer months. • Daylight Performance: 95% of apartments achieve direct sunlight between 9am and 3pm on 21 June, exceeding R-Code daylight requirements.

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	3. High Efficiency Lighting The building is designed to use **high efficiency LED lighting** throughout: • All apartments and common areas will be fitted with LED luminaires, each with a minimum efficiency of >70 lumens/watt, satisfying the 70% high-efficiency requirement. • Lighting will also achieve a minimum CRI of 80, with uniform illumination and glare control, in accordance with AS/NZS 1680.1:2006 standards.
Water Efficiency *• All fittings and appliances have a minimum star rating of 4 Stars in accordance with the Australian Government's Water Efficiency Labelling and Standards (WELS) scheme.* *• Install at least 5 Star rated dual flush toilets, 6 Star rated urinals or waterless urinals in accordance with the WELS scheme.* *• Rain water retention is encouraged.*	**1. WELS Star Rating for Fittings and Appliances** The development commits to installing high-efficiency fixtures and appliances that meet or exceed the required WELS ratings: • Taps – 5 Star • Showers – 3 Star (7.5 L/min maximum flow) • Toilets – 4 Star • Urinals – 5 Star • Dishwashers – 5 Star • Clothes washing machines – 4 Star This demonstrates compliance with the minimum 4 Star WELS requirement across all fittings and appliances. **2. Toilets and Urinals** The proposal provides for 4 Star WELS dual-flush toilets and 5 Star WELS urinals, consistent with best practice standards and aligned with the WELS scheme. While the provisions reference 5 Star dual flush toilets and 6 Star or waterless urinals, the project achieves high

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	efficiency by exceeding the baseline requirements for urinals and meeting the 4 Star requirement for toilets. **3. Rainwater Retention** The sustainability report confirms that best practice stormwater management will be implemented, with all runoff retained on site. While it does not specifically nominate a rainwater tank, the inclusion of on-site stormwater retention aligns with the intent of the provision to encourage rainwater harvesting and re-use.
4.12 Universal Access	
• *Universal access is provided in accordance with the requirements of the Disability Discrimination Act 1992 and relevant Australian Standards.* • *Where the ground floor is elevated above finished footpath level ramps that facilitate universal access shall be accommodated within the interior of the building to reduce their visual impact and assist in achieving a strong built edge to the street boundary.* • *Compliance with the Authority's Development Policy on Adaptable Housing.*	• Ground floor entries are level and clearly defined, with awnings and weather protection, ensuring accessibility from Brighton Road. • Lifts are provided, giving barrier-free access from basement parking through to all upper levels, including podium and rooftop communal areas. • Corridors and lobbies are designed with adequate widths to accommodate wheelchair circulation. • Communal open spaces (such as podium gardens and rooftop terraces) are accessible via lifts and designed with even paving and seating areas. • Universal design principles are referenced in the Sustainability Report, which commits to creating an inclusive environment for residents of all ages and abilities.
4.13 Sound Vibration and Attention	

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Compliance with the Authority's Development Policy on Sound and Vibration Attenuation.	**Refer to attached Environmental Noise and Wind Assessment.**
5.1 Site Access	
Pedestrian Access • *Pedestrian access from the street and from any car park areas shall be clear, direct and safe. All pedestrian entrances shall have casual surveillance from within the development and shall be covered to provide protection from the elements.* • *Clear wayfinding devices are required throughout the development with particular consideration of the needs of visitors and those with disabilities and mobility impairments.*	**1. Pedestrian Access – Clear, Direct and Safe** • Street Access: Pedestrian access from Brighton Road is direct and clearly identifiable via recessed, glazed entry doors that are sheltered by awnings. This ensures a legible and inviting entry sequence from the street. • Car Park Access: Internal lift and lobby connections provide safe, barrier-free pedestrian access from basement car parking to all levels of the building. • Surveillance: Entrances are overlooked by active internal spaces, including lobbies and glazed common areas, providing casual surveillance in line with CPTED principles. • Weather Protection: Awnings and overhead canopies at the ground-floor entry points provide continuous weather protection to pedestrians. **2. Wayfinding and Accessibility** • Wayfinding Devices: The development incorporates logical circulation with clear sightlines from street entries to lift lobbies. Signage and wayfinding elements will be provided throughout the building.

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	• Visitor Needs: Entry lobbies and circulation spaces are designed with generous dimensions, clear glazing, and direct visibility of lifts, ensuring ease of navigation for first-time visitors. • Universal Access: Wayfinding has been designed to support people with disabilities and mobility impairments, including step-free circulation, tactile paving where required, and lift access to all levels. • Sustainability Report Commitment: The Sustainability Strategy confirms a focus on creating inclusive spaces, with corridors, lobbies, and communal areas designed to be accessible and easy to navigate.
Vehicle Access • *Only one vehicle access point is permitted for each lot.* • *Crossovers are to have a maximum width of 4 metres at the lot boundary. Wider crossovers (up to a maximum 6 metres) may be considered where lots are over 25 metres wide at the street frontage and a wider crossover is necessary to achieve appropriate traffic management and safety for multiple dwelling or mixed use developments.* • *All driveways on West Coast Highway and within 50 metres of signalised intersections shall comply with Main Roads Driveway Policy, including a minimum crossover width of 4.5 metres (to a maximum of 6 metres).* • *Crossovers shall be located to avoid existing street trees and provide sufficient clearance to allow for root and canopy growth.* • *Vehicle access via a primary street shall only be permitted where no secondary street, laneway or vehicular access easement is available.*	**1. One Vehicle Access Point per Lot** The development provides a single consolidated vehicle access point to the basement car park. This complies with the requirement of one vehicle access per lot. **2. Maximum Width of Crossovers** The crossover width at the lot boundary is designed to comply with the maximum 4.0m standard. Given the site's wide frontage (>25m), there is scope under the policy to allow up to 6.0m if necessary for traffic safety; however, the proposal demonstrates compliance within the baseline width. **3. Main Roads Driveway Policy – West Coast Highway / Signalised Intersections** The site fronts Brighton Road, not West Coast Highway or Scarborough Beach Road, and is not within 50m of a signalised

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• *Vehicle access from West Coast Highway or Scarborough Beach Road shall only be permitted where there is no alternative option. Vehicle access shall be provided from secondary streets, existing laneways or shared crossovers as indicated in Figures 7 and 8. Consolidated access points shared between two lots are encouraged.* • *Where possible vehicle access should be shared between adjacent lots to improve efficiency of site utilisation and reduce impact of crossovers on the streetscape, particularly West Coast Highway.* • *Vehicle accessways are to be adequately paved and drained.*	intersection. Therefore, the Main Roads driveway requirements for highway access do not apply in this case. **4. Location of Crossovers in Relation to Street Trees** There are no existing verge trees at the front of the development site. **5. Preference for Secondary Street or Laneway Access** No rear laneway or secondary street access exists for this site. Vehicle access from Brighton Road (the primary street) is therefore appropriate and consistent with the provision. **6. Restriction on Access from West Coast Highway or Scarborough Beach Road** As access is provided from Brighton Road rather than West Coast Highway or Scarborough Beach Road, the proposal satisfies this requirement by avoiding direct access from higher-order roads. **7. Shared Access Between Adjacent Lots** At present, there is no practical opportunity to share vehicle access with adjoining lots, as these sites are under separate ownership and at different development stages. Nonetheless, the single crossover design reduces streetscape impact and is consistent with the intent of minimising vehicle access points. **8. Paving and Drainage of Accessways**

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	All vehicle accessways are proposed to be **fully paved and drained**, with direct connection to the basement car parking. This ensures durability, safety, and proper stormwater management.
5.2 Car Parking	
Car parking is to be provided in accordance with the following minimum and maximum standards, unless indicated within precinct chapters: **Development** / **Car Parking Spaces** (Minimum / Maximum) Permanent residential: 0.75 bays per dwelling / An average of 1.5 bays per dwelling in any one development Residential visitor: 0.25 bays per dwelling / n/a Transient residential: One bay per two bedrooms / One bay per bedroom Non-residential: 1 bay per 100m² NLA / 1 bay per 20m² NLA *A minimum of 60% of all non-residential parking bays provided must be made available for public use. For Office uses, this may be restricted to outside of business hours.*	The following is proposed: • Basement Level B2 (Lower Basement) – 72 tenant (resident) bays provided, along with 16 secure stores. • Basement Level B1 (Upper Basement) Tenant parking continues with additional resident bays. Includes allocations for motorcycle parking and bike areas, plus shared scooter zones. • GroundLevel – 5 commercial bays provided for ground-floor tenancy use. – 10 visitor bays provided for residential visitors. The majority of parking is located below ground in two basement levels, with 72 bays at B2 and additional allocations at B1, providing secure and weather-protected spaces for residents. These are accessed via a vehicle ramp system.

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	10 dedicated visitor bays are provided at ground level. These are designed to be clearly visible, directly accessible from street level, and not gated, ensuring convenient short-term use for guests. 5 bays at ground level are allocated to support the ground-floor commercial tenancies. These are accessible for staff and customers and located in proximity to the tenancy entries. Basement areas include motorcycle bays, scooter share zones, and bicycle storage, ensuring multi-modal flexibility and reducing reliance on car parking. • Basement parking areas are secured with roller gates for resident-only use. • Ground-level visitor and commercial bays remain openly accessible during business hours. • Layouts ensure clear wayfinding and safe pedestrian circulation within parking areas.
Parking shall be obscured from public view and sleeved by active uses to primary street frontages and adjacent to public open space.	Basement parking is located below ground level and is sleeved by commercial tenancies and residential uses along Brighton Road and Hastings Street, ensuring no parking is directly exposed to the public realm.
Parking to secondary streets, laneways or pedestrian access ways shall be screened from adjacent or nearby buildings and the street through the use of innovative wall detailing, decorative screening, patterning and vegetation. Screening shall be compatible with the surrounding streetscape.	Not applicable – no secondary street.

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Vehicles shall not be accommodated between the street front and the building line unless otherwise allowed for in site specific guidelines.	No vehicle parking is located between the building line and the street frontage; parking is wholly accommodated within basement levels or behind active frontages.
Tandem parking bays (catering for a maximum of two vehicles) may be provided where both bays are assigned to the same dwelling. Both tandem bays shall count towards the minimum parking requirements.	Tandem bays are included within the basement layouts and are allocated the commercial tenancy only, to ensure this parking typology can be appropriately managed by the tenant.
Visitor parking shall be allocated as common property on a strata plan. Residents' parking may be designated on a strata plan at the discretion of the applicant.	Plans identify dedicated visitor bays at basement/ground level, which will be allocated as common property, while resident bays are individually designated, meeting strata allocation provisions.
Opportunities for reciprocal parking, shared parking and car stackers may be explored to maximise efficiency of use.	The basement design consolidates parking efficiently, and while car stackers are not proposed, the layout allows for shared use and future adaptability if required.
All car parking shall facilitate ease of pedestrian movement, clear wayfinding, safety, security and comfort in the design of car parking areas.	The basement layouts include clear circulation routes, lift lobbies, pedestrian pathways, and secure entry points, supporting safe and legible pedestrian movement.
Vehicle gates are designed and integrated within the building to minimise visual prominence and contribute to the quality of the adjacent streetscape.	Vehicle access gates are set back and integrated within the front facade, designed in a way that reduces prominence and contributes to streetscape quality.
Large canopy shade trees with sufficient soil and soft landscaping to permit water absorption and root growth shall be provided to all at grade car parks and external pedestrian links, street edges and boundaries to ensure appropriate protection from the elements, improve the micro-climate and to assist in softening and breaking up any significant expanse of parking area. Such trees shall be provided at a ratio of 1 tree to every 4 car bays. Where basement parking on restricted sites precludes the above, an alternate landscaping solution may be considered.	Not appliable – no at grade parking is provided.

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Any parking provided above ground floor level shall be screened by active uses to all street frontages, laneways or public open space. At first floor level only, innovative architectural treatments or public art that screens the parking may be acceptable where it is designed as an integrated component of the development and contributes positively to the public realm.	Parking is provided above ground level, however it is located behind the commercial tenancy and is not visible from the street. Majority of the car parking is provided in the basement.
5.3 Bicycle Parking	
Development shall be provided with bicycle parking and end of trip facilities in accordance with the following minimum standards: **Building Type and Land Use** / **Number and Type of Bicycle Parking Facilities** Commercial buildings less than 500m² in floor area: — A minimum of 1 space. Commercial buildings more than 500m² in floor area: — Secure bicycle storage for 15% of building staff (based on 1 person per 15m² of Net Lettable Area). Accessible showers: Where less than 10 bicycle parking bays are required, 1 unisex shower and change room shall be provided. There must be a minimum of two female and two male showers, located in separate changing rooms, for the first 10 bicycle parking bays. Additional shower facilities are to be provided at a rate of one male and one female shower for every 10 bicycle bays. Changing facilities: Including secure lockers at 1.3 for each bicycle bay. Visitor bicycle storage: A minimum of 1 space per 750m² of NLA (or part thereof), located and signed near the main public entrance to the building. Permanent residential: — Bicycle parking facilities for multiple dwellings shall be provided at a minimum of 1 bay for every unit. Transient residential: — Bicycle parking facilities for short stay accommodation and serviced apartments shall be provided at a minimum of 1 bay for every 3 units.	• The plans identify 53 dedicated apartment bicycle racks on the ground floor, along the eastern portion of the building and an additional 5 bicycle racks located on the ground floor where the apartment's motorcycle parking area is provided. 4 motorcycle parking bays are also provided in this area. • In addition, 4 commercial bicycle racks are provided, intended for visitors or staff associated with the ground floor commercial tenancies. These bicycle bays sit behind the gate, and it is intended that the gate will be left open during business hours. • No distinct visitor bicycle parking is provided. • Some areas of the basement reference "motorcycle and bike area" and a shared scooters zone, which indicate provision for flexible two-wheeled transport storage.

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	• The plans clearly detail 57 bicycle racks (53 residential + 4 commercial). With additional shared scooter/bike spaces, the total effective capacity is higher. Bicycle racks are mainly located within the secure basement levels, adjacent to resident car parking and store rooms, ensuring security and ease of access. Commercial racks are at ground level near the commercial tenancies and entries, convenient for staff/visitors.: The residential bike storage is within locked, screened basement areas, consistent with secure storage requirements. Visitor/commercial racks are located in visible, publicly accessible areas to allow for passive surveillance and ease of use: • Residential racks are accessed via pedestrian lobbies and lifts from the basement, designed not to conflict with vehicle access. • Visitor/commercial racks are positioned at ground level, directly accessible from Brighton Road and Hastings Street. • Provision of shared scooter/bike areas adds adaptability for micro-mobility (e-scooters, mopeds), aligning with current transport trends.
Tenant and resident bicycle parking facilities shall be concealed from view from the street within the basement or ground floor level and easily accessible from the entrance to the building.	No residential and tenant bicycle parking is provided in a manner that is viewed from the street.
All bicycle parking facilities are to be designed, located and constructed in accordance with AS2890.3 and Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles.	All bicycle parking facilities have been designed in accordance with AS2890.3.

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Visitor bicycle parking shall be located adjacent to the building entry at ground level. Bicycle parking must also be located: *• To allow for passive surveillance from public spaces such as from roads and other buildings* *• So as not to disrupt pedestrian flow* *• At ground level and accessible form the road and cycle paths* *• In well-lit areas*	• Bicycle racks are integrated to the side of main pedestrian entry paths and in landscaped forecourt zones, ensuring they do not obstruct primary pedestrian movement routes. • Commercial bicycle parking is at grade and directly accessible from adjoining streets, allowing cyclists to easily dismount and secure bicycles without navigating through basements or lifts. • External lighting, awnings, and illumination from shopfronts contribute to a safe and legible environment for cyclists.
Bicycle parking facilities for commuting staff shall include end of trip facilities with weather proof secure bike storage, showers, change rooms and lockers. All facilities shall be designed in accordance with CPTED design principles to promote the safety and security of users.	Should the commercial tenancy require end of trip facilities, this can be included in the tenancy's fit-out.
All end of trip facilities shall be designed with convenience and safety of the user in mind to encourage cycling, and located as close as possible to bicycle parking facilities.	Refer to above.
The changing rooms must be secure facilities capable of being locked and located adjacent to the showers in a well-lit area which is capable of easy surveillance.	Refer to above.
Lockers must be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.	Refer to above.
5.4 Storage	
All dwellings are to be provided with a store room with a minimum internal floor area of 4m2 and a minimum dimension of 1.5 metres. Where this is used for bicycle storage a minimum area of 6m2 is required.	• Storeroom sizing meets or exceeds the minimum 4m^2 requirement, and bicycle stores achieve 6m^2 where relevant.
Stores are to be secure and fully screened.	

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Stores are designed and located to be readily accessible and not require the movement of parked vehicles for access purposes.	• Storerooms are located within secure basement areas or within screened sections of the podium, ensuring they are not externally visible and meet security requirements. • The storerooms are directly accessible from pedestrian circulation areas and lobbies, with no reliance on moving parked vehicles to gain access. This ensures convenience and compliance with the accessibility requirement.
5.5 Waste Reduction and Management	
Building design will include space for waste and recycling storage and collection requirements, taking into account the need for easy access for drop off and collection that limit pedestrian and vehicle disruption.	**Refer to attached Waste Management Plan – proposal meets these provisions.**
Provision should be made for refuse collection to occur on site wherever possible, to limit the need for waste bins to be placed on the verge.	
Refuse storage and collection facilities are to comply with the requirements of the City of Stirling waste and recycling collection regimes.	
Kitchens and waste storage/collection areas allow for sorting of waste such as 'recycling' and 'general waste'.	
A Waste Management Plan is to be prepared in conjunction with the City of Stirling and must be submitted as part of the Development Application.	
Service areas and bin enclosures are located and screened from general view to minimise odours and sound emissions.	
PRECINCT SPECIFIC GUIDELINES – BEACH ROAD OUTER CORE PRECINCT	

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Building setbacks from Scarborough Beach Road shall be measured from the proposed road widening alignment as if it were the front boundary line. Refer to the Scarborough Beach Road Widening Plan.	Not applicable – proposal is not located along Scarborough Beach Road.
A publicly accessible east-west pedestrian accessway shall be provided through the White Sands site, to improve pedestrian legibility.	Not applicable to this site.
Vehicle access from West Coast Highway and Scarborough Beach Road shall only be permitted where there is no alternative option. Access shall be taken from a right of way, secondary street, or shared crossover as indicated in Figures 7 and 8.	Not applicable – the subject site does not abut West Coast Highway or Scarbrough Beach Road.
The retention of existing mature trees is encouraged.	The existing trees are not proposed to be retained and this is considered acceptable for the following reasons: • Redevelopment constraints: The site is proposed for a two-tower mixed-use development with a basement; excavation and structural requirements preclude retention of existing vegetation within the building footprint. • Incompatible with final levels and services: Retention would conflict with building levels, driveways, deep soil zones, and service alignments, making practical integration unfeasible. • Superior replacement strategy: The Landscape Concept Plan demonstrates a substantial increase in tree canopy (351 m^2 provided vs. 136 m^2 required) and planting across multiple levels, ensuring the site contributes more greenery and urban cooling than the current situation. • Improved microclimate outcomes: New tree and planting species have been carefully selected for coastal tolerance, water-wise characteristics, and canopy shade, offering better long-term amenity and environmental benefits than the existing trees.

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Building Height

As detailed above, the 9 storeys are proposed in lieu of the 8 storey maximum. On this basis, the proposal must be assessed against the "Requirements for Additional Storeys", these are:

- *Achievement of the Tier 1 or Tier 2 requirements of the Authority's Development Policy on Green Buildings, as a minimum achieving 5 Star Green Star rating including:*
  - *Green Buildings Council of Australia (GBCA) Registration and 'Design Review' certification at working drawings stage, and*
  - *'As Built' certification of the development from the GBCA at practical completion.*
- *Delivery of a minimum 3 star hotel with at least 50 rooms.*
- *Provision of a publicly accessible vehicle or pedestrian accessway in a location identified by the Authority (refer to the precinct specific chapters) to be protected by an easement or other legal agreement in perpetuity.*
- *For properties on West Coast Highway or Scarborough Beach Road, a road or laneway widening requirement that equates to 10% or more of the total lot area.*
- *Provision of 15% or more dwellings as Affordable Housing dwellings within the development in accordance with the requirements of the Authority's Development Policy on Affordable and Diverse Housing.*
- *The provision of a public car parking facility with a minimum of 100 bays, in perpetuity. Approval of development above the base height is at the discretion of the Authority subject to the achievement of one or more of the aspects detailed above, design excellence and compliance with the common and site specific controls applicable to the site.*

To demonstrate the appropriateness of the proposed height of the building within the context of the immediate locality, the below context elevation of the streetscape has been prepared.

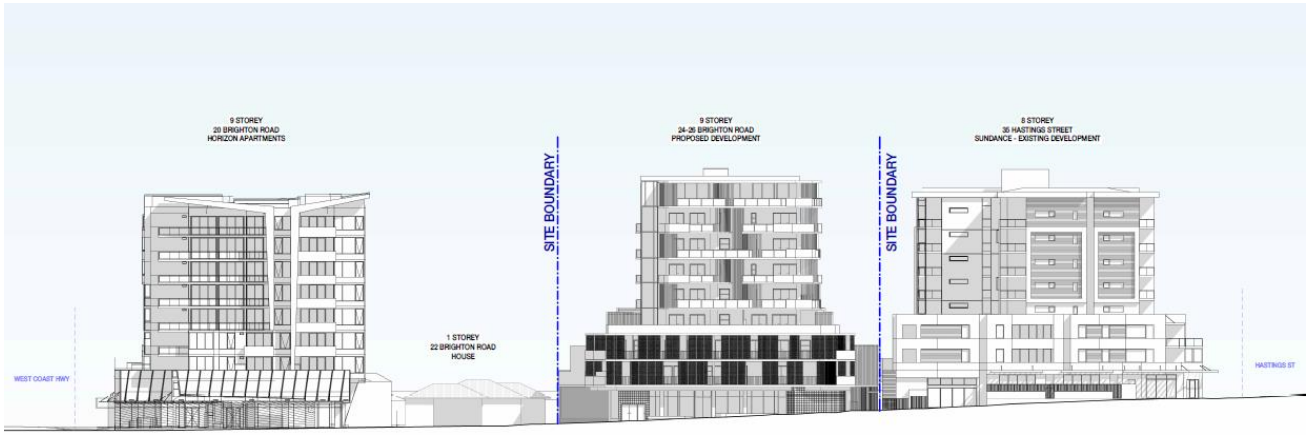

Figure 12: Built Form Context and Massing Diagram

It is considered that although the proposed additional storey does not meet the additional height requirements listed above, the variation is minor and can be supported for the following reasons:

- The proposed building sits directly between two substantial apartment complexes: Horizon (9 storeys) and Sundance (8 storeys).

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- The additional one storey results in a height that is transitional and balanced, mediating between the slightly taller Horizon and the slightly shorter Sundance. This avoids abrupt changes in height and achieves a cohesive skyline along Brighton Road.
- Given the east–west alignment, overshadowing will primarily fall onto Brighton Road, rather than onto sensitive residential areas.
- The upper levels of the proposal are stepped back from podium edges, reducing the perception of height and bulk from the pedestrian level.
- Scarborough is identified as a coastal activity node under *State Planning Policy 2.6* and the Scarborough Redevelopment Framework, which encourages mid-to-high rise development to support activity, tourism, and housing diversity. A 9-storey height is fully consistent with this role and reinforces the emerging character of Brighton Road as a mid-rise, urban-scaled street.
- Brighton Road has wide streets with generous verges, capable of accommodating buildings of this scale without creating a canyon effect.
- The proposed building's vertical proportion remains appropriate given these broad public realm conditions.
- The elevation shows the proposal adopting a modulated and articulated façade, ensuring the additional height is not expressed as a single, monolithic block.
- Variation in balcony projections, materiality, and fenestration ensures visual interest and avoids uniformity across the skyline.
- With neighbouring developments already at 8 and 9 storeys, the proposal's height is not exceptional but rather reflects the prevailing trend.
- Allowing 9 storeys ensures consistency of built form outcomes along this section of Brighton Road, supporting both planning policy intent and community expectations for Scarborough's redevelopment precinct.

On this basis, it is considered that the proposed addition storey can be supported.

5.3.6 Scarborough Development Policies

Policy 1 – Green Building

Development Policy 1 – Green Building Design (DP1) outlines the requirements for the delivery of sustainable buildings that contribute towards a reduction in emissions, waste, and operational costs. The objectives of DP 1 are:

- *To promote the sustainability of redevelopment areas through the development of environmentally sustainable buildings and precincts.*
- *To support and encourage innovative approaches to sustainable design, construction and management of buildings and precincts.*
- *To facilitate the design, construction and operation of environmentally sustainable buildings and precincts, that include efficient resource and energy use and reduce emissions and waste.*

The proposed development will achieve a 5-star Green Star rating. An outline of how this is intended to be achieved is provided in the supplied ESD report prepared by Norman Disney and Young.

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Policy 3 – Sound and Vibration Attenuation

Development Policy 3 – Sound Attenuation (DP 3) outlines the requirements for managing noise impacts in the SCA. In accordance with DP 3, the proposed development would be classified as a noise sensitive premises due to the development being entirely residential in nature.

The objectives of DP 3 are:

- *To facilitate sustainable mixed land use environments where a variety of carefully designed, constructed and managed land uses can successfully co-exist.*
- *To ensure appropriate noise and vibration attenuation measures are incorporated at the design and construction phase of new buildings, in the refurbishment of existing buildings and where appropriate, for changes in land use.*
- *To ensure noise emitting premises are well designed and effectively managed in order to minimise noise disturbance.*
- *To ensure mechanical, industrial and service equipment is appropriately designed, located and installed in order to minimise noise disturbance*.

Refer to the supplied Acoustic Report prepared by Herring Storer. A range of recommendations are made in the report to be actioned during detailed design and plant and mechanical selection to ensure compliance with relevant standards.

Policy 4 – Providing Public Art

Development Policy 4 – Providing Public Art (DP 4) outlines the requirements for the provision of public art as part of development of land within the SCA. DP 4 applies to all applications for development approval within the SCA that have an estimated construction value equal to, or in excess of, two million dollars.

The objectives of DP 4 are:

- *To foster a sense of place and enhance public enjoyment, engagement and understanding of places through the integration of high quality public art that responds to the context of its location.*
- *To enhance the appearance, character and value of places through the inclusion of high quality public art and to encourage animated and lively public spaces.*
- *To establish best practice in the commissioning of public art in the development process.*

A condition of approval requiring compliance with the public art policy is expected. Preliminary thoughts are being investigated by the project team, however, this has been deliberately restrained in order to allow for an artist to lead the process of conceiving and theming the art.

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Policy 9 – Affordable and Diverse Housing

Development Policy 9 – Affordable and Diverse Housing (DP 9) details the requirements for the delivery of affordable and diverse housing in residential and mixed-use developments and provides performance standards for assessment of development applications that include a residential component. The policy applies to development that include 20 or more dwellings.

The objectives of DP 9 are:

- *To support the growth of sustainable communities across the redevelopment area by facilitating housing affordability, diversity and choice.*
- *To ensure development of a range of housing types offering variety in built form, size, typology, product and tenure.*
- *To support people experiencing housing stress, including through facilitating a range of affordable housing options, such as social housing and affordable owner occupier housing.*
- *To assist the Authority in achieving its target of 10-15% affordable housing across the Scarborough Redevelopment Area by requiring residential and mixed-use developments to include a minimum of 12% as affordable housing.*

Diverse Housing

Pursuant to Clause P1 of DP 9, the development is required to provide:

- At least 20% of dwellings to be studio or single bedroom dwellings, with a maximum provision of 40%.
- The average floor area of all studio and single bedroom dwellings is to be not more than 50m2.
- At least 10% of dwellings are to be three or more bedroom dwellings and have a maximum floor area of 110m2 each.
- Affordable Housing Pursuant to Clause P3 of DP 9, any development with 20 or more dwellings is to provide at least 12% of the dwellings as affordable housing.

In considering the above, the following is relevant:

Sustainable Communities – Housing Affordability, Diversity and Choice

- The proposed development delivers a total of 67 dwellings across a broad spectrum of dwelling types. This includes 12 one bedroom dwellings (18%), 36 two bedroom dwellings (54%), 15 three bedroom dwellings (22%), and 4 penthouse apartments (6%). This spread ensures a balanced mix of smaller, more affordable dwellings alongside larger apartments catering to families, downsizers, and higher income residents. Such a distribution directly supports the creation of a sustainable and socially inclusive community by addressing diverse housing needs.

Range of Housing Types – Built Form, Size, Typology, Product and Tenure

- The proposal incorporates a variety of apartment types, ensuring diversity in built form and size. The one bedroom apartments provide smaller, more affordable housing options; the two bedroom dwellings respond to demand for medium sized, flexible apartments; while the three bedroom and penthouse apartments accommodate families and households seeking larger living arrangements. This dwelling mix facilitates choice across different household types, life stages, and income levels, ensuring alignment with redevelopment objectives.

Supporting Housing Stress & Affordable Housing Provision

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- By incorporating a significant proportion of one bedroom dwellings (18%), the proposal responds to the needs of lower income households and individuals likely to experience housing stress. Furthermore, the development is capable of allocating a minimum of 12% of total dwellings (8 dwellings) as affordable housing, consistent with Clause P3 of DP 9 and the target of 10–15% affordable housing within the Scarborough Redevelopment Area. This ensures that both renters and owner occupiers in need of affordable housing are directly supported.

Compliance with Diverse Housing Requirements (Clause P1 of DP 9)

- Studio/One Bedroom Requirement (20–40%):
  The proposal provides 12 one bedroom dwellings (18%), marginally below the 20% minimum requirement. While slightly under, the dwelling mix can be justified on the basis that the proposal exceeds the minimum provision for three bedroom dwellings, which enhances diversity and family accommodation in the redevelopment area, that is an alternative format to single house or grouped dwelling living.
- Three Bedroom Requirement (≥10%):
  The proposal provides 15 three-bedroom dwellings (22%), which more than doubles the minimum requirement. This ensures strong support for family households, a group often underrepresented in apartment developments.

The proposed dwelling mix demonstrates a clear commitment to housing diversity, affordability, and choice. While the one bedroom provision is slightly under the 20% minimum, this is offset by the strong supply of three bedroom dwellings, which enhances overall dwelling variety and addresses family housing needs within the Scarborough Redevelopment Area. Importantly, the project achieves the affordable housing requirement, thereby supporting the Authority's objectives for inclusive and sustainable communities.

Policy 10 – Adaptive Housing

Development Policy 10 – Adaptive Housing (DP 10) details the details the requirements for the delivery of adaptable housing in residential and mixed-use developments and provides performance standards for assessment of development applications that include a residential component.

The objectives of DP 10 are:

- *To facilitate social diversity in the Scarborough Redevelopment Area by providing adaptable housing that allows residents to age in place.*
- *To provide residential development that accommodates the different needs and abilities of residents.*
- *To promote high levels of housing accessibility for both residents and visitors.*

In considering the above, the following is relevant:

Facilitating Social Diversity and Supporting Ageing in Place

- The development achieves social diversity by providing a mix of 24 split level apartments and 43 typical apartments, in addition to a variety of one, two, and three bedroom configurations. This blend of dwelling types caters to different household compositions and life stages, from singles and couples through to families and downsizers.

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- Split level apartments provide townhouse style living within a vertical development, appealing to families or residents seeking separation of living and sleeping spaces.
- Typical apartments offer single level layouts that can be readily adapted for residents with changing mobility needs, thereby directly supporting ageing in place. This balance ensures long-term housing suitability for a wide spectrum of the community.

Accommodating Different Needs and Abilities

- The provision of both split level and typical apartment layouts ensures the development addresses varying accessibility requirements:
  - Typical apartments support universal design principles and can more easily incorporate accessible features such as wider doorways, circulation spaces, and accessible bathrooms.
  - Split level apartments appeal to households seeking affordable family-style dwellings within a multi-residential context, ensuring diversity of product that is not often achieved in coastal redevelopment projects.
    Together, these options demonstrate a clear commitment to accommodating different resident needs and abilities within the same development.

Promoting High Levels of Housing Accessibility

- The dominance of 43 typical apartments (64% of the dwelling stock) ensures that the majority of dwellings are capable of meeting the accessibility standards of DP 10. These units can be adapted over time to suit mobility impaired residents or visiting family members, thereby enhancing inclusivity.
- In addition, the inclusion of 24 split level apartments (36%) introduces housing variety without compromising the capacity of the development to deliver accessible outcomes overall. This proportional balance ensures that accessibility is promoted across the development while still responding to market demand for diverse housing types.

In conclusion, the proposed development responds strongly to the objectives of DP 10. By delivering a majority of typical apartments capable of adaptation, complemented by split-level apartments that diversify housing choice, the proposal ensures:

- Social diversity is supported,
- Residents' changing needs and abilities can be accommodated, and
- High levels of accessibility are promoted across the building.

The result is a development that contributes meaningfully to the Scarborough Redevelopment Area's goal of creating inclusive, adaptable and sustainable housing.

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6. CONCLUSION

Overall, the proposal presents a high quality, context responsive mixed-use development that incorporates the provisions of the planning framework. The building demonstrates design excellence through layered facades, curved design references, light coastal materials, generous shading devices and landscaped podium and communal open space area.

Streets and edges are activated with clear entries, shopfront glazing and a generous commercial tenancy, supported by CPTED design principles. The built form responds to topography with stepping and terracing; apartments are oriented for sunlight and cross ventilation, with compliant private open space and extensive communal areas that exceed the required landscape, deep-soil and canopy targets. Access and parking are consolidated and sleeved from public view, with legible pedestrian connections and universal access throughout.

Where variations occur (including the overall building height and tower separation, minor balcony encroachments within upper level setbacks, the design outcomes still meet the intent of the standards. Any outstanding matters can be satisfactorily resolved through conditions at detailed design (e.g., lighting strategy, etc.).

On balance, the proposal achieves a coherent urban coastal character, delivers high amenity for residents and the public realm, and aligns with the objectives for activation, sustainability, accessibility and streetscape quality. Subject to any further conditions, the application is considered to meet the intent of the Design Guidelines and is capable of approval.



Figure 13: Render of Proposed Building from Streetscape

Attachment 6 - City of Stirling Planner Assessment

Statutory Planning Assessment

Application Details	
Proposed development	Mixed Use – 67 Multiple Dwellings and Commercial Tenancy (Gym)
Street address	24 and 26 Brighton Road SCARBOROUGH
Lot Area	2,998m^2
Applicant	Urbanista – Peter Mrdja
Owner	Equity Land Management
Reported by	Sam Michie
Scheme	LPS 3
Redevelopment Area Objectives	• Sense of Place; The development will contribute to a vibrant sense of place within the locality through a distinctive built form that incorporates curved elements, with a material and colour palette responsive to the coastal character of the Scarborough area. The ground floor design encourages informal gathering through articulated setbacks, integrated landscaping, and seating options. The primary pedestrian entrance at the eastern end of the site has been proposed as a passage which will incorporate public art and lighting, reinforcing a sense of discovery and local identity. • Economic Wellbeing; The development will introduce a commercial gym tenancy to the Scarborough locality, supporting local employment and economic activity. Economic outcomes will be further enhanced through the provision of a diverse mix of housing, including eight affordable dwellings out of the total 67 dwellings to be provided overall. Together, these elements will increase residential presence and activity in the area, benefiting local business activity. • Urban Efficiency; The development provides an efficient use of land and will provide a total of 67 dwellings and a commercial tenancy in a built form which ensures the amenity of the area is retained and enhanced. The increase in local population as a result of the development will help foster a critical mass of population and employment in the Scarborough area. • Connectivity; The development adjoins a Public Transport Authority Bus Stop and is within close proximity to other high frequency public transport routes along West Coast Highway, demonstrating that the development has good connections to

	public transport, allowing for private vehicle usage to be optional. The development will further provide a total of 67 bicycle bays for residents, 10 for resident visitors and four for the commercial tenancy, helping to further reduce car dependency. • Social Inclusion; and The development supports and promotes social inclusion in a variety of ways, including providing eight dwellings as 'affordable housing' via condition-setting and providing a diverse range of housing options for a range of family and individual needs. The development fosters social inclusion further through the provision of a large communal open space of Level 3 which features a wellness spa, entertainment area, hot spa and landscaping. This is in addition to a large open-style lobby area on Level 2 which features large void areas, seating and landscaping that will provide far more opportunities for social interaction and leisure compared to a typical apartment building lobby area. The ground floor has also been considered as part of increase social interaction with the built form providing sufficient space in the front setback area for casual gatherings outside the pedestrian entrance and gym tenancy, while also providing a weather protecting awning for passing pedestrians. • Environmental Integrity Initiatives which ensure the environmental integrity of the development have been outlined in the provided Sustainable Strategy Report prepared by NDY Group. This provides that the development will be fully powered via the 50kw solar system on the roof of the building. Water efficiency and energy efficiency measures will further ensure that the development is sustainable.
Project / Precinct Area	Beach Road Precinct
Design Guidelines	Beach Road – Outer Core
Development Policies	• Development Policy 1. Green Building • Development Policy 3. Sound and Vibration Attenuation • Development Policy 4. Providing Public Art • Development Policy 9. Affordable Diverse Housing

Scarborough Design Guidelines				
Section	**Required**		**Proposed**	**Complies**
Chapter 7 Precinct Specific Guidelines				
Preferred Land Uses	Ground Floor:	Residential, hotel, serviced apartments, shop, café/restaurant, office, community facilities	Ground Floor – Recreation and Sporting Facilities (Gym) is a 'Contemplated' land use under Schedule 13, Table 13.2 Land Use Table – ***Discretion sought.*** Upper Floor – Multiple Dwellings is a 'preferred' land use under Schedule 13, Table 13.2 Land Use Table – complies	Discretion sought (Ground Floor)
	Upper Floors:	Residential, hotel, serviced apartments, office		
Setbacks (min)	Podium Street	Nil, except for residential 2m	Podium street setbacks: • Ground floor: 1.2m setback to non-residential land use proposed – complies • Levels 1 to 2 – 1.8m setback to residential land use proposed (in lieu of 2m required)– ***discretion sought.*** • *Levels 1 to 2 – balcony projects 2m into setback (setback nil*) – complies Podium side/rear setbacks: West: • Ground floor: 6.3m setback proposed – complies. • Levels 1: nil setback proposed – complies. • Level 2: 1.4m setback proposed – complies North (rear): • Ground floor to Level 2: 2.5m setback proposed – complies. East: • Ground floor to Level 1: nil setback proposed – complies.	Discretion sought
	Podium Side/Rear	Nil		
	Upper Levels Street	6m from boundary		
	Upper Levels Side/Rear	10m from boundary		

Scarborough Design Guidelines				
Section	**Required**		**Proposed**	**Complies**
			• Level 2: 1.4m setback proposed – complies. Upper-level Street setbacks: • Level 3 – 6.1m setback proposed, balcony encroaches 4.2m into setback – discretion sought • Levels 4, 6 and 8 – 6.1m setback proposed, balcony encroaches <2.5m into setback – complies. • Levels 5 and 7 – 6.1m setback proposed, balcony encroaches 2.51m into setback – ***discretion sought.*** Upper-level side/rear setbacks: East • Level 3 – 6m setback proposed, balcony encroaches up to 4.9m into setback – **discretion sought.** • Levels 4 to 8 – 10m setback proposed, balcony encroaches 2.56m to 2.7m into setback – ***discretion sought.*** Rear • Level 3 – 5m setback proposed, balcony encroaches 5m into setback – discretion sought • Level 4 – 9m setback proposed, balcony encroaches 2.51m into setback – ***discretion sought.*** • Levels 5 to 8 – 9.9m setback proposed, balcony encroaches 2.5m to 2.51m into setback – ***discretion sought.***	

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		West • Level 3 – 6m setback, balcony encroaches up to 3.8m into setback – discretion sought • Levels 4 to 8 – 10.4m setback proposed, balcony encroaches <2.5m into setback – complies.	
Building Height (max)	8 storeys up to 29m (base height)	9 storeys proposed – ***discretion sought*** Building height – RL of 52.00 minus worst case NGL (20.92) = 31.08m maximum building height – ***discretion sought*** *worst case taken from lift overrun on 2nd tower.	Discretion sought
Podium Height (max)	3 storeys up to 11.5m	3 storeys proposed – ***complies*** Building height – RL of 31.5 (taken from top of Level 2, bottom Level 3) minus worst case NGL 20.91 = 10.59m maximum podium height – Complies	Complies
Min Lot Size	100m2	Amalgamation proposed, new lot to have 2,998m2 area.	N/A
Percentage Site Coverage (max)	80%	Open space of 31.1% (933m2) proposed – complies.	Complies
Sustainability Rating	Tier 3	The proposal has been accompanied by a Sustainability Strategy Report prepared by NDY Group which indicates the development will achieve a NatHERS weighted score of 7.5-stars.	
Chapter 2 Design and Character			
2.1 Character	Scarborough's urban-coastal character is a combination of the unique ocean-edge environment and proudly non-conformist recreational culture. It is expected that the built response to the coastal environment and the lifestyle it offers will embrace the following interpretations of this character:	1. Sense of 'Edginess' The proposed development provides the locality with a sense of 'edginess' through it's articulated built form and façade that creates visual interest and ensures there are minimal blank walls viewable from the public realm. The main pedestrian entrance is not conventional in that it is offset to the eastern side of the development and adds a	Discretion Sought

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	• Sense of 'Edginess': youth culture, irregularity, sense of intrigue and discovery, laneways and secondary spaces, casual atmosphere, surf/skate culture references, unique architecture, creativity • Curved forms that respond to the Inter War Art Deco / Functionalist architectural styles dating from Scarborough's early development, such as the Kool Korner Café (fmr, now the Sandbar Tavern), the Scarborough Hotel and original Surf Lifesaving Club rooms (both no longer extant) • Light architecture expressed through light-coloured and lightweight materials: timber, limestone, transparent or textured/mottled glass and slender skillion or butterfly roofs • Shade devices: awnings, fixed or moveable screens, operable balcony/verandah screening, retractable shade devices, pergolas • Use of deep screens that allow for breezes but provide shade. These include concrete breezeblocks, operable or fixed louvres (especially horizontal, glazed), grates and screens (especially where these add to expression of art and place) • Maximising views, blurring inside and outside: projecting balconies open on at least 2 sides, rooftop lookouts, large balconies for entertaining, generous separation between buildings	sense of uniqueness and sense of discovery to the streetscape. The development's main entrance creates a sense of discovery through it's laneway style which is at the side of the building rather than directly in the middle. This design choice creates intrigue and will help create a sense of arrival and suspense into the lobby. The development's design creates a casual atmosphere through the light beach inspired materials and colours which establish a coastal connection, and the provision of a dog wash within the entry way to the building reinforces this sense of casualness and connection to the beach. 2. Curved Forms – The facade of the development and the upper floor balconies clearly demonstrate curved forms which help to reduce the feeling of bulk and references inter-war style design common to Scarborough. The curvature of the façade is also designed to help provide legibility and direct pedestrians to the main entrance. 3. Light Architecture – The development is characterised by the use of light yellows ('Smooth Beech' and 'Pale Parchment') which clearly references the coastal context of Scarborough. Permeable screening employed throughout the upper floor balconies and podium also ensures that the development will not appear overly bulky as seen from the street or adjoining properties.	

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	• Playful, holiday references: use of colour, public art, unexpected shapes and forms, casual atmosphere, 'follies', outdoor showers/board washing areas • Native and/or drought-resistant coastal vegetation. • Following the natural topography: respecting the natural coastal landscape of dunes and valleys through terracing, stepping and sloping, with minimal cut and fill • Facilities to support active, outdoor lifestyle: bicycle storage (and end of trip facilities), (public) pedestrian pathways through sites especially where they facilitate beach access, outdoor showers and board washing areas, children's play equipment and play spaces, basketball hoops or tennis/squash courts • Public art influenced by the local youth culture • Small tenancies for local, independent or start-up businesses • Other interpretations of Scarborough's unique urban-coastal character that can be expressed in bespoke, creative built form	Clear glass and glazing is used throughout the dwelling ensuring the individual units and public spaces receive sufficient solar access, while also making the building appear more open. 4. Shade devices – The development includes a ground floor awning which results in improved weather protection within the public realm. Balconies throughout the development are provided with operable screening devices to allow for flexibility to the occupants and the overhang from balconies above will also ensure a degree of shading from summer sun. A large canopy provides permanent shade to one of the main communal spaces on the third floor, ensuring the occupants can use these spaces throughout the year. 5. Use of Deep Screens Perforated aluminium screens are used throughout the balconies of the individual units, providing ventilation and access to coastal breezes while also providing shade to these outdoor areas. The contrasting darker brown colours are seen to contrast against the lighter sandy colours of the building providing visual interest and amenity. 6. Maximising Views	

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		Besides select units located within the podium, (Terrace apartments T2 to T4, T6 to T8, T11 to T12, T14 to T16,M T18 to T19 and T22 to T24), all other units will have individual balconies with views in at least two directions. Upper floor apartments on the Western side of the building have their balconies to maximise views towards the West. Whilst small and less functional sized balconies exist within the development for Terrace apartments (3m2 to 8m2), units with balconies this small are provided with a secondary balcony to compensate. The smallest standalone balcony for any individual apartment is 11m2 (T11), as such the balconies provided are seen to provide sufficient open space and amenity to the occupants. The development features two towers above the podium level. To ensure sufficient view corridors for the units within the development, the towers are setback 18m from each other in lieu of 20m required under 4.3 – Towers. Additionally, the eastern most tower is setback 9.9m from the eastern lot boundary and between 11.9m and 24.7m from the tower of the 8 storey mixed use tower at HN35 Hastings Street. The development is seen to 'blur inside and outside' by providing highly spacious communal spaces including large landscaped lobbies which will encourage occupants to maximise their time outdoors. 7. Playful holiday references The proposal includes a dog wash and communal open space which includes cabana and outdoor spa, creating a	

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		casual and playful experience for occupants. The colours and materials used throughout the development reference Scarborough's coastal context, reinforcing the holiday atmosphere of the building. 8. Native and/or drought resistant coastal vegetation. The development has been accompanied by a landscaping plan produced by 'Plan \ E Landscape Architects' which includes several drought resistant plant and tree species. Advice from City's Parks and Recreation time is that the provided landscaping plan is still insufficient in terms of details on plantings. Revised landscaping plan will be conditioned to be provided to the satisfaction of the City which demonstrates clear species selection which are shade tolerant. 9. Following the natural topography. The proposal includes two basement levels for parking requiring significant excavation; however, the building will appear level from the street and includes minimal fill. The upper towers upper levels are setback from the main podium level, relieving perceived building bulk from the street. 10. Facilities to support active, outdoor lifestyle. The development has been provided with a total of 67 residential bike racks, 10 residential visitor bike racks and 4 commercial bike racks giving the residents of the building an alternative to driving. The development's pedestrian entrance via the eastern boundary allows	

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		occupants easy access to the street and beach which includes a dog wash, encouraging an outdoor lifestyle. End of trip facilities are provided for the ground floor Gym tenancy, allowing for users or residents the ability to reduce their dependency on car travel. 11. Public art influenced by the local youth culture The development will be conditioned to provide public art in accordance with Development Policy 4. Providing Public Art with approval. The applicant has indicated that public art is to be provided along the pedestrian entrance pathway into the development. 12. Small tenancies for local, independent or start-up businesses The size of the commercial gym tenancy on the ground floor has been reduced and made for practical for future reuse by local. Independent or start-up business. 13. Other interpretations of Scarborough's unique urban-coastal character that can be expressed in bespoke, creative built form The development makes use of ocean views and embraces coastal weather through the use of irregular balcony forms, reinforcing the Scarborough urban-coastal character. The design of the communal open spaces and apartment lobbies on the podium levels also helps to	

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		create an outdoor, natural atmosphere for the occupants. The colours and materials used throughout the building, and the use of screening is seen to respond to Scarborough's coastal context.	
3.2 Design Excellence	NA	NA	NA
Chapter 3 Public Realm Interface			
3.1 Streetscape	**Public Realm**		
	Streets are designed to prioritise movements of pedestrians and cyclists, incorporating traffic calming measures to ensure vehicle movements are appropriately managed while still accommodating street furniture, cycle parking and landscaping.	The development maintains a clear pathway in front of the building for pedestrian and cyclists to safely enter or pass by the site. The built form of the development has been altered slightly through amended plans to provide more landscaping within the street setback area, and now provides a high amenity setback that will contain several advanced trees with sufficient deep soil areas. The development proposal was accompanied by a Traffic Impact Statement prepared by Shawmac Consultin Civil and Traffic Engineers which recommends limiting vehicle access to left turns only and achieving this through back to back kerbing and reflective bollards along the central median of Brighton Road.	Complies
	Street trees, vegetation and landscaping shall contribute to a high quality street character and provide shade and cooling.	The development will maintain all existing City Trees abutting the subject site while also planting 5 advanced trees within the street setback area with associated deep soil areas. The impact of the proposal on the streetscape will be a net benefit because of the new landscaping, while also providing cooling benefits through future canopy and the ground floor awning.	Complies
	Crossovers shall be located to avoid existing street trees and provide sufficient clearance to allow for root and canopy growth. Existing mature trees on	The proposal widens an existing crossover which currently provides access to Lot 43 and will not impact on the existing City Tree. There are approximately 11 small trees	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	private property shall be retained wherever possible.	and shrubs located on the two subject sites, none are proposed to be retained. The permitted 80% site coverage and the location of the existing trees does not allow for obvious tree retention and the proposal provides several new trees on site which are deemed to be sufficient replacements. The development will include a total of two medium trees and 28 small trees, greatly exceeding the current tree plantings on site.	
	Where development is at a nil setback from any street boundary, weather protection shall be provided including awnings over footpaths.	The proposal provides a 1.2m setback from the street boundary but will provide a 2m wide awning across the vast majority of the adjoining footpath, providing weather protection and public amenity.	Complies
	Buildings shall be designed to minimise wind impacts in the public realm.	The two residential towers feature highly articulated facades with varying balcony forms and a variety of operational screens, reducing the potential for wind tunnels and increasing natural ventilation to residents. The application was accompanied by a Environmental Wind Assessment prepared by MEL consultants. This recommends that wind conditions will be expected to be satisfactory surrounding the development, however the level 3 outdoor areas between towers would be expected to be above the walking comfort criterion (potentially unsafe) – the proposal includes canopy within the Level 3 outdoor area and the upper level balconies will have adjustable screens to help mitigate wind impacts.	Complies.
	The design of public spaces and adjacent building façades should be considered together. Building façades at ground level shall be designed to engage with the public realm (and vice versa) by way of adding interest and permitting sight lines between indoor and outdoor environments to provide visible activity and contribute to perceptions of safety	The proposal has included a high degree of glazing along the ground floor Gym tenancy to reduce the barrier between the public and private realm. Additionally, the façade curves inwards closer towards the eastern boundary which creates visual interest and intrigue towards the pedestrian interest.	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		The curving of the façade in line with the main pedestrian entrance allows for greater street surveillance and perceptions of safety. The Gym tenancy, together with the high amount of glazing for the façade ensures that there will be adequate surveillance 24/7, more so than if the tenancy was for a land use which was not open at all hours.	
	Design of public open space is informed by users to accommodate a range of uses and activities that are complementary to the location.	The main public open spaces on the third floor and across the development are designed to encourage a variety of uses including informal gathering, entertaining and passive recreation through the many seating options. A cabana and outdoor spa with a wellness spa are provided as well, ensuring the development will have high quality amenities for the occupants.	Complies
	Streets and public spaces are designed to be accessible to all and respond to their context, having a positive transition with the design of adjacent areas in terms of materials, features and configuration.	The development will be built to universal access standards and will be conditioned to be as such through the development approval. The development responds to it's coastal context through the use of light sandy colours throughout the building façade, contrasted with darker screening elements and the natural curves provided through the building form, reflecting the coastal feel of the locality.	Complies
	Buildings		
	Architectural design ensures variation in building plane, materials, colours and textures to reduce the overall bulk and scale of all development. High quality, innovative, imaginative and cohesive palettes of materials incorporated into the building design.	The development features an architectural style which includes a high level of articulation, particularly on the two residential towers characterised by the balconies present in a variety of forms. The towers themselves are setback from the podium at the street boundary to offset their bulk, and the overall building palette includes a variety of colours and materials which are conducive to the coastal context of the locality.	Complies
	Building façades shall be designed to express the proportion of individual elements with a strong	The building façade is deemed to be well proportioned with a high degree of articulation throughout podium and	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	relationship and rhythm, and to provide interest through the inclusion of complementary architectural elements and treatments.	tower levels. The development as a whole has a strong design theme which encompasses curved corners and a variety of balcony forms to reflect the waves of it's coastal context. The development provides interest at ground level through the high amount of glazing provided into the ground floor tenancy, whilst landscaping and the ground floor awning adds softness to the built form which encourages pedestrians into the space. The façade features a light sandy coloured finish for its majority which is punctuated with a contrasting darker brown for screening elements as well as landscaping features, this ensures the building is broken up visually while also creating visual interest and amenity.	
	Any building façade that is visible from public view shall be designed and articulated as if it were the primary frontage of the building. Secondary frontages and internal courtyard frontages may have less detail but shall still relate to the design of the primary frontages and offer adequate amenity and visual interest. Blank walls and large expanses of precast concrete are to be minimised.	The development has taken care to ensure there are minimal blank walls visible from public view and the development features a high degree of articulation throughout, characterised by a variety of balcony forms and setbacks featured within the tower and podium levels. The articulation is aided by the high number of openings provided for each level, reducing blank walls while also ensuring adequate solar access to public open spaces and individual units.	Complies
	Boundary walls are to be designed and finished to match that of the rest of the development.	The development's boundary wall on the eastern elevation will be designed and finished to the same standard as the rest of the development, this will be recommended as a Condition by the City.	Complies
	The width of garages visible from any street frontage shall be no greater than 6 metres or half the width of the lot, whichever is the lesser, and shall not encroach within setback areas.	The proposal has no garages visible from the street frontage.	Complies
	The difference between finished floor level and footpath level shall be a maximum of 0.5m. Where a site has a crossfall in excess of 1 in 7, the	The applicant as provided amended ground floor plans (3 March 2026) which conforms the proposed levels will be within 500mm of the existing pedestrian path levels.	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	difference between finished floor level and the footpath may be increased to a maximum of 0.8m.		
	Retaining walls within 1m of any boundary shall be no greater than 0.5m high.	Retaining on western lot boundary exceeds 0.5m.	Discretion sought.
	Built form and floor levels must respond to the natural topography of the site and demonstrate a sensitivity to the street levels, stepping or terracing as necessary to ensure the buildings relate to the street and retain the coastal dune character.	The proposal is seen to establish a balance of cut and fill through the ground floor levels which establishes a flat site as viewed from the street.	
3.2 Active Edges	Uses within buildings abutting streets and other public spaces will incorporate 'active' ground floor uses that promote surveillance of the street and visible indoor activity.	The proposal will feature a commercial gym tenancy on the ground floor. This tenancy will ensure a high level of active surveillance across the street due to the 'around the clock' hours it usually entails. The high level of glazing around the front façade of the ground floor tenancy will also aid this street surveillance and reduce the boundary between public and private spaces.	Complies
	Primary internal living spaces, verandahs and balconies of dwellings will be oriented to the street.	The development encompasses 8 levels of residential multiple dwelling units. Unit's which are on the southern side of the site have oriented their balconies and primary living spaces towards the street, providing street surveillance and articulation towards this elevation.	Complies
	Windows and glazed areas at ground level must be clear with protection of windows from the sun or for privacy achieved through architectural devices and passive solar design.	The ground floor tenancy features a high level of glazing and has been provided with an awning across both it's windows and the adjoining pedestrian footpath, ensuring good passive design.	Complies
	Establish distinctive, well-lit and clearly visible pedestrian entries to all buildings, including multi-unit residential developments which front primary streets and the public realm.	The proposal includes a pedestrian entrance which is located towards the eastern side of the lot rather than centrally. Whilst, this may reduce the inherent visibility of the main entrance, the built form is seen to provide sufficient legibility through the curve of the front façade to direct pedestrians towards this entrance.	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		The entrance is well lit, with a ground floor lighting plan provided by Plan \ E Landscape Architects which demonstrates several bollard and feature landscaping lights across the building frontage, and along the pedestrian entrance ensuring these spaces are always well lit and distinctive.	
	Lighting shall be provided to all external areas.	A lighting plan by Plan \ E Landscape Architects shows lighting to external areas on the ground floor, however it will need to be confirmed that external areas are similarly well lit.	Complies
	All buildings shall be designed to incorporate Crime Prevention Through Environmental Design (CPTED) principles to ensure good surveillance of the street and public realm.	The development will exhibit good passive surveillance through the many units within the upper floor podium levels with balconies and primary living spaces oriented towards the street. In addition, the development has proposed a Gym tenancy on the ground floor. This space has been provided with a high amount of glazing which will ensure that this highly active land use will have constant surveillance of the streetscape throughout the day and night. The development has demonstrated that lighting will be provided via bollard lights and landscaping feature lights along the street and pedestrian entrance, making these areas feel safer and visible.	Complies
	Upper floors shall contribute to the creation of an active interface through incorporation of balconies and habitable room windows.	The development provides an active interface on both the ground and upper storey levels with the upper floor podium levels provided with terrace and balconies, ensuring these individual units provide an active interface with the street.	Complies
	Habitable space should be provided above garages in laneways to provide surveillance over rear or side laneways.	The proposal has sleeved the main parking area on the ground floor behind the commercial tenancy. Terraces and balconies will overlook the driveway leading to these	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		parking areas, ensuring a high degree of passive surveillance and perceived safety.	
	The width of garages visible from any street frontage shall be no greater than half the width of the lot.	The proposals' main parking area on the ground floor is sleeved behind the commercial tenancy fronting the street, or contained within the basement levels, as such no garages will be visible from the street.	Complies
	Crossovers shall be a maximum of 4m wide. Wider crossovers may be considered where lots are over 25m wide at the street frontage and a wider crossover is necessary to achieve appropriate traffic management and safety for multiple dwelling or mixed use developments.	The proposal is situated across two lots with 20.12m wide frontages. Only one crossover is proposed, which is 6.12m wide. This additional width is deemed to be justified given the width of the subject site, and the need for cars to enter and exit the lot in a safe way.	Complies
3.3 Corners and View Corridors	A strong architectural design element shall be provided on corner sites. Corner emphasis may be achieved by: • The orientation of the building to address corners and axis of connecting streets • The use of unique materials • Architectural features • Height differentiation of corner element to remainder of building/podium • Variation in building massing • Prominent lighting	The proposal is not located on a subject site.	N/A
	Access and servicing areas or plant equipment is to be located away from areas visible at the street corners or at the termination of views.	The proposal has amended the location of the service cabinets to the western side of the building on the ground floor. This way they will open towards the western lot boundary, rather than towards the street to the south and is deemed to reduce amenity impacts on the streetscape sufficiently.	Complies
3.4 Public Art	The Authority encourages art installations that reflect the character and local context by recording and interpreting past histories, culture and ideas.	The proposal will be conditioned to be in accordance with the Development Policy on Providing Public Art, to the	N/A

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	Public art will draw upon local stories and themes, and utilise materials and elements that respond to Scarborough's identity.	satisfaction of the City prior to occupation of the development.	
	Artwork is to be designed by a professional artist and be a unique, high quality artwork.	The proposal will be conditioned to be in accordance with the Development Policy on Providing Public Art, to the satisfaction of the City prior to occupation of the development.	N/A
	Artwork is to be designed specifically for the site and to be responsive to the site context, including consideration for surrounding buildings and activities, and reflecting the relevant local themes and stories.	The proposal will be conditioned to be in accordance with the Development Policy on Providing Public Art, to the satisfaction of the City prior to occupation of the development.	N/A
	Artwork design should integrate with the building design and site layout and be responsive to the building materials and colours. The early involvement of the artist in a collaborative design process is the best way to achieve this.	The proposal will be conditioned to be in accordance with the Development Policy on Providing Public Art, to the satisfaction of the City prior to occupation of the development.	N/A
	The Authority's Heritage Inventory, which includes a Thematic History, may be used as a source of inspiration for public art, particularly where the artwork relates to a Heritage Place or the site of a building that is no longer extant.	The proposal will be conditioned to be in accordance with the Development Policy on Providing Public Art, to the satisfaction of the City prior to occupation of the development.	N/A
	Artwork must be designed, constructed and installed with best practice risk and asset management. Ongoing maintenance of the artwork on private land will be the land owner's obligation (such as strata bodies).	The proposal will be conditioned to be in accordance with the Development Policy on Providing Public Art, to the satisfaction of the City prior to occupation of the development.	N/A
	Compliance with the Authority's Development Policy on Providing Public Art.	The proposal will be conditioned to be in accordance with the Development Policy on Providing Public Art, to the satisfaction of the City prior to occupation of the development.	N/A
3.5 Fencing	Compliance with the Authority's Development Policy on Additional Structures.	This policy is not applicable as the proposal is for new works only.	N/A

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	Front Fencing (within the front setback area):		
	Designed and constructed of high quality materials such as (but not limited to) limestone, brick, timber, wrought iron or weathering steel, that reflect or complement the surrounding built form (fibrous cement or chain-link fencing will not be permitted).	The proposal includes a small amount of front fencing in the form of light bricks which retain the landscaped areas within the front setback area. The colours and materials complement the surrounding built form by referencing lighter brick tones that reinforce the coastal feel of the development.	N/A
	No taller than 1.2m above finished ground level of the adjacent footpath or road.	The proposed front fencing is fully solid and no higher than 0.72m	Complies
	At least 75% visually permeable.	The proposal is 100% visually non-permeable.	Discretion sought.
	A section of solid wall large enough to accommodate services or a letter box may be permitted.	The proposal had located letter boxes elsewhere in the development and is not required to be provided on the fencing.	
	No reflective materials are to be used on fencing adjacent to West Coast Highway, to prevent hazards to motorists.	No reflective materials are proposed.	
	Side/Rear Fencing (behind the front building façade)		
	Designed and constructed of high quality materials that reflect or complement the surrounding built form (fibrous cement or chain-link fencing will not be permitted).	N/A	N/A
	No taller than 1.8 metres above finished ground level of the adjacent footpath or road.	N/A	N/A
	At least 75% visually permeable if adjoining a public realm area.	N/A	N/A
	Limited sections of solid fencing may be considered for privacy and screening purposes, subject to careful design, high quality presentation and integration of landscaping.	N/A	N/A
	Respond to level changes and incorporate low level landscaping.	N/A	N/A

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
3.6 Signage	Compliance with the Authority's Development Policy on Signage.	No sign is proposed in the development. Any future signage is to be in accordance with Local Planning Policy 6.1 (Advertising Signs) and Development Policy 6 – Signage as per recommended condition-setting.	N/A
3.7 Alfresco Areas	Alfresco areas shall be unenclosed, except for overhead awnings attached to the adjacent building.	No alfresco areas are proposed.	N/A
	The location of alfresco areas in relation to the footpath (adjacent to the building or the street edge) shall follow the established pattern where alfresco exists in the street. Where no alfresco currently exists, alfresco shall be located on the street side of the footpath, providing a hard edge against the building to facilitate an unobstructed path of travel.	No alfresco areas are proposed.	N/A
	No permanent structures shall be permitted in the public realm. All infrastructure must be removed from the public realm outside of the operating hours of the business (no chained or locked moveable structures will be permitted). Note: Applicants should liaise with the City of Stirling regarding separate Alfresco Permit approvals.	The only permanent structure within the public realm is the proposed awning, however this is viewed as a welcome public amenity which will not interfere with public use of the area but enhance it throughout the year.	N/A
3.8 Public Thoroughfares	Where accessways are open to the public outside of normal business hours: • Tenancies facing the accessway should include food and beverage, retail outlets or other uses that operate in the evening, early mornings and/or weekends; • Crime Prevention Through Environmental Design (CPTED) principles must be employed including the provision of passive	No public thoroughfares are proposed.	N/A

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	surveillance from balconies and windows overlooking the accessway (refer to the Western Australian Planning Commission's Designing Out Crime Planning Guidelines); • Lighting shall be provided as a key feature of the accessway. If an accessway is not open to the public outside of normal business hours, the accessway must be secured through appropriate means with restricted access to residents and/or tenants.		
3.9 Encroachments in the Public Realm	Development Application Process Where buildings or other structures encroach into Crown land from an adjoining freehold title (e.g. awnings), it may be necessary to obtain Local Government approval for the encroachment and to create suitable tenure arrangements between Department of Lands and the developer. For example, an easement may need to be registered under the Land Administration Act 1997. Applicants are advised to consult with the City of Stirling and Department of Lands for additional information on this matter.	The City has no objections to the proposed awning subject to NCC requirements being demonstrated to have been met through the building permit process.	N/A
Chapter 4 Built Form			
4.1 Height	General Height Requirements		
	Building heights shall be in accordance with the relevant Development Standards outlined in Chapter 7.	Beach Road Outer Core Building height (max) Required: 8 storeys permitted up to 29 metres Provided: - 9 storeys proposed – discretion sought	Discretion sought.

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		- 31.08m proposed – discretion sought Podium height (max) Required: 3 storeys up to 11.5m Provided: - 3 storeys proposed – complies - 10.58m proposed – complies	
	Height (in storeys and metres) shall be measured from the height above natural ground level at the point directly beneath the building to which it relates.	Building and podium height have been measured from natural ground level beneath the building.	Complies
	Where both height and storey limits are defined, developments shall comply with both limits, whichever is the lesser.	Both storeys and height for both the maximum building height and podium height is varied	Discretion sought
	Basements levels that are at least 50% below natural ground level by volume will not be included in the assessment of the number of storeys. Basement levels that protrude above ground level at the street interface shall be appropriately screened. Blank walls will not be accepted.	The proposed basements are more than 50% below natural ground level by volume and are not considered to be storeys. No part of the two basement levels are visible above the street.	Complies
	For commercial uses, floor to ceiling heights shall be a minimum of 3.2 metres at ground level and a minimum of 2.7 metres for upper floors.	The ground floor commercial tenancy has a proposed ceiling height of 3.7m.	Complies
	For residential uses, floor to ceiling heights shall be a minimum of 2.7 metres for habitable spaces and 2.4 metres for non-habitable spaces.	All residential floors have a proposed ceiling height of 3.15m.	Complies
	Requirements to achieve additional storeys above the base height are outlined in the following section.	Additional single storey sought / 2.08m height sought.	Discretion sought
	Requirements for Additional Storeys		

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	In order to be able to develop over the prescribed 'base height' up to a maximum of the 'additional storeys' permitted for a site, design excellence and one or more of the following must be achieved: • Achievement of the Tier 1 or Tier 2 requirements of the Authority's Development Policy on Green Buildings, as a minimum achieving 5 Star Green Star rating including: - Green Buildings Council of Australia (GBCA) Registration and 'Design Review' certification at working drawings stage, and - 'As Built' certification of the development from the GBCA at practical completion. • Delivery of a minimum 3 star hotel with at least 50 rooms. • Provision of a publicly accessible vehicle or pedestrian accessway in a location identified by the Authority (refer to the precinct specific chapters) to be protected by an easement or other legal agreement in perpetuity. • For properties on West Coast Highway or Scarborough Beach Road, a road or laneway widening requirement that equates to 10% or more of the total lot area. • Provision of 15% or more dwellings as Affordable Housing dwellings within the development in accordance with the requirements of the Authority's Development Policy on Affordable and Diverse Housing. • The provision of a public car parking facility with a minimum of 100 bays, in perpetuity.	- The proposed development does not achieve a '5 Star Green Star' rating, but instead has included a Sustainability Strategy produced by NDY group date 25/11/25 which states the development will achieve a 'NatHERS area weighted average of 7.5 Stars across the development'. - The proposal has no Hotel component. - No publicly accessible vehicle or pedestrian accessway is proposed. - The subject site is located on Brighton Road and no road widening is required. - The proposal does not propose any Affordable Housing dwellings. - No public car parking facilities are proposed. The additional building height about the base height is instead justified against the Design Intent of the area and amenity impacts on adjoining neighbours and the streetscape.	Discretion sought

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	Approval of development above the base height is at the discretion of the Authority subject to the achievement of one or more of the aspects detailed above, design excellence and compliance with the common and site specific controls applicable to the site.		
4.2 Podiums	Podium setbacks are to be in accordance with specific development standards. All rear setbacks are to be appropriately landscaped.	Podium street setbacks: • Ground floor: 1.2m setback to non-residential land use proposed – complies • Levels 1 to 2 – 1.8m setback to residential land use proposed (in lieu of 2m required)– ***discretion sought.*** • *Levels 1 to 2 – balcony projects 2m into setback (setback nil*) – complies Podium side/rear setbacks: West: • Ground floor: 6.3m setback proposed – complies. • Levels 1: nil setback proposed – complies. • Level 2: 1.4m setback proposed – complies North (rear): • Ground floor to Level 2: 2.5m setback proposed – complies. East:	Discretion sought.

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		• Ground floor to Level 1: nil setback proposed – complies. • Level 2: 1.4m setback proposed – complies.	
	Podium design is to provide fine grained articulation to create a visually interesting base for the tower above and a human scale to the adjacent public realm.	The ground level of the proposed podium features a commercial tenancy with a high level of glazing and landscaping planters to help activate the street and create visual interest. The upper levels of the podium feature fine grained articulation in the form of permeable balustrades and vertical screens to residential balconies. These balconies on the street boundary will help to provide street surveillance and help to blur the distinction between the private and public realm by drawing occupants closer to the street. The design of the podium features many colours and materials and has provided landscaping in the form of trees within the street setback area, and on structure plantings to help soften the bulk of the building and provide visual relief.	Complies
	Longer podiums must be broken into sections through varied setbacks, architectural detail, colours and materials in order to create an interesting and rich pedestrian experience. Podiums greater than 25m long must incorporate a break in the façade with a minimum 4mx4m landscaped setback area. This area must incorporate soft landscaping and may be used as communal open space, an alfresco area or pedestrian entrance.	The podium is up to 28.5m long at the southern lot boundary as measured at ground level and 33.3m wide at it's widest point (level 2). No 4m x 4m landscaped setback area is provided to break the podium up.	Discretion sought
	Where a wall is set back 1 metre or less from the boundary, building facades including parapet walls must be finished to the same standard as the rest	A condition of approval will be recommend which requires all boundary wall finishes to be the same standard as the rest of the development.	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	of the building. Unless abutting an existing or simultaneously constructed parapet wall, the wall must be appropriately articulated with high quality materials and finishes to provide an attractive outlook from neighbouring sites and/or the public realm.		
	Podium roofs are to be designed to provide accessible, functional and useable areas for commercial, communal residential or public use, respond to climatic conditions including 'green roof' access to northern sun, and promote surveillance of the street below.	The top of the podium level (3) has been provided with a large communal area within the centre of the podium. This area features an 'Entertainment area' with canopy and tables and seating, a wellness centre and decked area with a hot spa. The residential dwellings on this level have access to large Terrace balconies which overlook the streetscape, ensuring surveillance of the street below. This level also features a level of landscaped areas both within common areas and the private balconies of residences.	Complies
	Podium and tower roofs shall be designed to conceal rooftop plant equipment from view and incorporate plant and lift overruns as an integral part of roof design.	The proposed roof overrun will be visible and is not fully concealed from the top of the tower roof.	Discretion sought
4.3 Towers	Boundary setbacks shall be in accordance with the specific development standards set out in Chapter 7.	Upper-level Street setbacks: • Level 3 – 6.1m setback proposed, balcony encroaches 4.2m into setback – discretion sought • Levels 4, 6 and 8 – 6.1m setback proposed, balcony encroaches <2.5m into setback – complies. • Levels 5 and 7 – 6.1m setback proposed, balcony encroaches 2.51m into setback – ***discretion sought.*** Upper-level side/rear setbacks:	Discretion sought

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		East • Level 3 – 6m setback proposed, balcony encroaches up to 4.9m into setback – **discretion sought.** • Levels 4 to 8 – 10m setback proposed, balcony encroaches 2.56m to 2.7m into setback – ***discretion sought.*** Rear • Level 3 – 5m setback proposed, balcony encroaches 5m into setback – discretion sought • Level 4 – 9m setback proposed, balcony encroaches 2.51m into setback – ***discretion sought.*** • Levels 5 to 8 – 9.9m setback proposed, balcony encroaches 2.5m to 2.51m into setback – ***discretion sought.*** West • Level 3 – 6m setback, balcony encroaches up to 3.8m into setback – discretion sought • Levels 4 to 8 – 10.4m setback proposed, balcony encroaches <2.5m into setback – complies.	
	Where road widening is required, buildings shall be setback from the road widening alignment as if it was the lot boundary.	No road widening is required for Brighton Road where it adjoins the subject site.	Complies
	All storeys above podium height shall be setback a minimum of 10m from side and rear boundaries.	5m setback to rear boundary for Level 3 – discretion sought. Balconies encroach into setback area between 2.504m to 5m – discretion sought	Discretion sought

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	Balconies may project up to 2.5m into all front setbacks and side/rear setbacks of 8.5m or greater at upper levels (not within podiums).	Rear tower setbacks - Balconies encroach into setback area between 2.504m to 2.563m – discretion sought	Discretion sought
	The tower floor plate is restricted to maximum dimensions of 30m x 35m, excluding projecting balconies.	The proposed tower floor pate is 20.48m x 19.7m and less than 30m x 35m Complies	Complies
	Where multiple towers (additional storeys above podium height) can be achieved on one site, a minimum 20m must be provided between towers	18.1m setback is proposed between the two towers Discretion sought	Discretion sought
	Where a site is too narrow to achieve a viable floorplate with 10m setbacks from side boundaries for upper storeys, variations to side setbacks may be considered where the width of the building is equal to no greater than 50% of the lot width and the design demonstrates: • Protection of the amenity of neighbouring sites, including access to sunlight, adequate ventilation, and privacy; • High quality architectural design that minimises the perception of building bulk and scale and achieves a strong urban-coastal aesthetic; and • Opportunities for views between buildings towards the coast.	Not applicable.	N/A
4.4 Building Layout and Orientation	Buildings shall be oriented to maximise northern solar access.	The subject site is comprised of two separate lots (Lots 43 and 44) which together make up a 40.24m x 74.48m rectangle. Given the orientation of north to the narrow side of the lot, the building is seen to maximum northern solar access as much as practical. It is noted however that the northernmost tower will restrict solar access to the central communal open spaces and the north facing balconies of the southern tower.	Discretion sought

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	All habitable rooms (ie, bedrooms, studies and living spaces) and balconies are to be provided with direct access to natural light and designed to maximise cross ventilation.	Level 1 – this level contains the ground floor for all the 'townhouse' apartments located between levels 1 and 2. The only habitable rooms located on this level are the primary living spaces for all apartments located between levels 1 and 2. All the primary living spaces have direct access to their balcony via clear sliding doors and some have a window onto their balcony additionally. All habitable rooms on this level will have sufficient solar access. Level 2- Every habitable room on this level (entirely bedrooms and balconies) have windows to the exterior of the building. The apartments on this level have utilised cross ventilation through openable windows on at least two elevations. The central area of the building is a void and allows for fresh air to entre the buildings as well as through the exterior of the building. Note some bedrooms have 'snorkels' to access the exterior which DRP identified as an area requiring improvement. Level 3 - All habitable rooms provided with direct access to natural light and ventilation through the use of windows to external areas or facing onto voids. Level 4 – All habitable rooms provided with direct access to natural light via openable windows to exterior areas. Level 5 –	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		All habitable rooms provided with direct access to natural light via openable windows to exterior areas. Level 6- All habitable rooms provided with direct access to natural light via openable windows to exterior areas. Level 7- All habitable rooms provided with direct access to natural light via openable windows to exterior areas. Level 8 – All habitable rooms provided with direct access to natural light via openable windows to exterior areas.	
	Common internal corridors shall have access to natural light and natural ventilation.	Apartments within the podium levels have access to internal voids and lobby's which are large and allow for natural light to enter the building. Apartments within the towers have internal corridors which are devoid of natural light and ventilation.	Discretion sought
	1-2 storey development will provide living rooms and principal ground level open spaces with at least 2 hours sunlight between 8am and 4pm in mid-winter (21 June).	Not applicable.	N/A
	Development of 3 or more storeys shall provide solar modelling to demonstrate a minimum of 65% of residential apartments shall receive a minimum of 2 hours direct sunlight to living rooms and private open space between 8am and 4pm in mid-winter.	The development achieves 95% compliance for apartments with access to at least 2 hours of direct sunlight between living rooms and private open space between 8am and 4pm in mid-winter	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	No more than 50% of the public domain (excluding streets) and communal space areas are overshadowed between 10am and 2pm between 21 April and 21 August.	Overshadowing is almost entirely over the street. RFI may be required to demonstrate overshadowing, it does not appear as though communal areas are impacted.	Complies
	Provide appropriate shading in summer.	Vertical screens are employed across the balconies of the residences; the communal open spaces do include a canopy for shading during summer months.	Complies
	Any commercial space will have a minimum depth of 10m to ensure a functional space is provided.	The ground floor commercial tenancy has a minimum depth of 12m.	Complies
4.5 Roof	Roofs		
	High quality defined roof design.	The roof is not considered to be a distinctive feature of the development and will comprise a concealed roof in the same colour as the rest of the tower.	
	Roofs shall be designed with views from the public realm and other buildings in mind and should contribute to an interesting and attractive roofscape.	The roof is of a low profile, concealed design and will have limited impacts on the views from the public realm and adjoining buildings. Whilst the roof is not considered to be a feature of the development, its low profile and modern design is seen to be in keeping with the rest of the development.	Complies
	Reflectivity shall be avoided where this may contribute to glare and/or create a nuisance for other sites.	Limited to no reflectivity is proposed with only rendered paint used on the external façade of the roof.	Complies
	All service infrastructure shall be incorporated into the design of the roof and, with the exception of solar panels, be concealed from view.	No service infrastructure besides the roof overrun is visible from the street.	Complies
	Accessible roofs (both podium and tower roofs) shall be designed and located to avoid conflict with other building uses, particularly with regard to sound attenuation.	The tower roof is not accessible. The podium roof forms the main part of the dwellings communal open space with a spa and entertainment area located centrally within the roof.	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		The 98m2 Type D unit adjacent to the proposed entertainment area to the south is seen to be the apartment most impacted by potential sound impacts. This will be required to be demonstrated through a NMP conditioned with the approval.	
	Awnings		
	Where built form is provided to abut the street boundary or public realm, an awning with a minimum depth of 2.0 metres shall be provided for pedestrian shelter and to provide a clear path of travel at ground level. Awning height shall be a minimum of 2.7 metres and a maximum of 3.5 metres above footpath level.	A 2.0m wide awning is proposed to overhang the adjoining footpath on Brighton Road. The height of the awning above footpath level will range from 2.7m to 4m – discretion sought	Discretion sought
	Awnings shall generally be a minimum 600mm from the curb however, awnings on West Coast Highway should be a minimum of 2.5m from the curb or alignment of curb relating to the road widening reserve, where applicable.	The proposed awning will be within 600mm of the curb where it meets the crossover on the western side of the lot – discretion sought	Discretion sought
	Pedestrian awnings shall be provided to all primary street frontages and activated areas of secondary frontages.	The proposal only has a primary street frontage and an awning has been provided – complies	Complies
	Variations in awning height, depth, length and detail and varying treatment for entry canopies is encouraged to assist with legibility and streetscape interest and to reduce the impact of long horizontal bands of awnings on building façades.	The proposal features a single style of canopy across the ground floor level abutting the primary street	Discretion sought
	Awnings are to be constructed of opaque materials to offer sun protection.	The proposed awning will be constructed of an opaque material.	Complies
4.6 Openings	Entrances must be clearly indicated.	The entrance to the commercial ground floor tenancy is located within the centre of the building and clearly indicated through pathways and landscaping.	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		The main entrance to the residential building is tucked to the eastern side of the lot where an entry path leads to the lobby. Whilst this may sacrifice a degree of legibility, the entry corridor is wide and provides the streetscape with a sense of intrigue and visual interest. It is well lit and provided with informal seating and landscaping to ensure it is a high amenity area for residents.	
	Shade devices or awnings shall be provided to windows. Shade devices may protrude up to 500mm into setback areas.	The front of the development is provided with a 2m wide awning which protrudes 2m into the verge area.	N/A
	Where buildings are setback less than 4 metres from side or rear boundaries, openings shall be limited to greater than 1.6 metres above finished floor level and/or be installed with fixed obscure glazing, to protect the privacy of occupants and the neighbouring site.	Level 1 to 3 – 5m minimum setback proposed to northern (rear) boundary – complies Level 4 to 8 – 10m minimum setback proposed to all lot boundaries Complies	Complies
	Where balconies are located within 6 metres of side or rear boundaries, they shall be screened to protect the privacy of occupants and the neighbouring site.	Level 1 – Balconies setback 1.7m to West lot boundary Balconies setback 2.5m to north lot boundary Balconies setback nil to east lot boundary Level 2 – Balconies setback 1.5m to West lot boundary Balcony setback 2.5m to North lot boundary Balconies setback 1.4m to East lot boundary Level 3 – Balconies / Terraces setback 6m to West lot boundary Balcones / Terraces setback 5m to North lot boundary – screened fully Balconies / Terraces setback 6m to East lot boundary Level 4 –	Discretion sought

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		Balconies setback 8.2m to West lot boundary Balconies setback 7m to North lot boundary Balconies setback 7.4m to East lot boundary Balconies between towers setback 13m from each other Level 5 – Balconies setback 8.2m to West lot boundary Balconies setback 7.4m to North lot boundary Balconies setback 7.2m to East lot boundary Balconies between towers setback 13m from each other Level 6 - Balconies setback 8.2m to West lot boundary Balconies setback 7.4m to North lot boundary Balconies setback 7.4m to East lot boundary Balconies between towers setback 13.1m from each other Level 7 – Balconies setback 8.2m to West lot boundary Balconies setback 7.4m to North lot boundary Balconies setback 7.2m to East lot boundary Balconies between towers setback 13.1m from each other Level 8 – Balconies setback 8.3m to West lot boundary Balconies setback 7.4m to North lot boundary Balconies setback 7.4m to East lot boundary Balconies between towers setback 13.1m from each other	
	Windows will be designed and located to provide opportunities for passive surveillance of the public realm.	The southern elevation of the building provides for many balconies and primary living spaces to residences which	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		directly overlook the street, providing for passive surveillance.	
	Glazing at ground level shall be clear and be designed to maximise visual permeability with shade/sun protection provided by architectural devices and passive solar design.	The proposed ground floor commercial tenancy has a high amount of glazing along it's façade allowing for maximum visual permeability. The awning affixed to the ground floor roof will provide shading to these windows and to pedestrians.	Complies
4.7 Communal Open Spaces	Multiple residential developments of up to 10 units (inclusive) shall provide communal open space equivalent to no less than 10% of the gross site area. At least one area of communal open space shall have a minimum dimension of 5m to ensure a usable space that can accommodate both soft and hard landscaping.	67 units proposed – N/A	N/A
	Multiple residential developments of 11 or more units shall provide communal open space equivalent to no less than 20% of the gross site area. At least one area of communal open space shall have a minimum dimension of 8m to ensure a usable space, commensurate with the size of the development, which can accommodate both soft and hard landscaping.	The subject site has a gross site area of 2,998m2, necessitating a 599.6m2 communal open space with at least one area provided with a minimum dimension of 8m. The site is deemed to have achieved a total of 852.8m2 Ground floor entry way – 209.7m2 Level 1 external pedestrian circulation spaces – 385.7m2 Level 3 Entertainment and Spa areas – 136.6m2 and 121.4m2 The level 3 entertainment area will achieve a 8m min dimension.	Complies
	Communal open space may include landscaped setback areas, courtyards, rooftop gardens, terraces and external pedestrian circulation spaces and should be oriented towards street or public open space where practical. Parking and vehicle circulation areas do not contribute to the calculation of communal open space.	The proposed communal open space is composed of landscaped setback areas, external pedestrian spaces and decked courtyard areas on level 3.	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	A portion of the communal open space shall be provided at ground level including deep soil zones to allow for the growth of mature trees. At least one mature tree per 1,000m2 gross site area (or part thereof) shall be provided.	2,998m2 gross site area means a total of 3 mature trees are to be provided on site. The provided landscaping plan indicates a total of 28 small trees and 2 medium trees are provided. Complies	Complies
	For private development, soft landscaping will form a greater proportion of the open space, particularly internal to the development.	The site has provided soft landscaping through the provided communal open spaces as well as throughout private balcony and terraces.	Complies
	Communal open space must be designed to accommodate a variety of different users and uses, including facilities for families and children, accessibly spaces, and both active and passive recreation opportunities.	The development is deemed to provide for a variety of outdoor uses with casual seating interspersed between the open areas of the development allowing for casual seating and meetings. The main communal open space on Level 3 provides for an entertainment area which can be used for dining and events. The hot spa and decking area allows for another form or recreation and relaxation. This level also provides a wellness centre including steam room, sauna and icebath. The development as a whole encourages outdoor activities with the open and outdoor pedestrian entrance provided with a high level of landscaping and a dogwash to facilitate regular beach use.	Complies
	Light-weight, open structures designed and located to minimise visual impact from the public realm may be permitted in areas of communal open space, however the extent of roofed area shall be limited to a maximum 20% of the total open space area.	The proposal achieves the required 20% open space required.	Complies
	The retention of existing mature trees is encouraged.	No existing mature trees are to be retained through the development.	Discretion sought

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	Grouped dwelling developments where all dwellings have direct access to a private courtyard are not required to provide communal open space.	No grouped dwellings are proposed.	Complies
	Single residential dwellings and grouped dwellings are to provide a courtyard at ground level and balconies on upper storeys.	Each dwelling is provided with at least one outdoor balcony area.	Complies
	Private open space is not to be used for car parking or storage and is to be designed to be practical, useable and appealing.	All private open space is set aside from the ground and basement level parking areas.	Complies
	Balconies for each apartment shall be expressed as individual elements, designed to provide depth and visual interest to the building design.	The balconies for each apartment will contribute to the overall form and design of the building and provide articulation. The form of the balconies across the different levels vary greatly to create visual interest and variety across the different apartment designs. The screens provided to the balconies also contribute to the fine grained detail of the building façade and allows for contrasting colours and materials to be used for optimal effect.	Complies
	Balcony balustrades shall be predominantly visually permeable. A portion of the balustrade may be opaque or solid to screen clothes drying areas and air conditioning units and offer privacy to lower levels.	Permeable balustrades are used as much as possible through the provided balconies except where solid walls or vertical screening is required for visual privacy.	Complies
	Air-conditioning units shall not be located on balconies.	No A'C units are proposed within balconies facing the public realm. A condition of approval will require that any service utility including A/C's are not visible from the public realm or sufficiently screened.	Complies
	Private open space is to: • be oriented to maximise access to northern sunlight where possible; and	Each balcony is directly access via an apartments primary living space. Additional balconies may be provided to	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	• be directly accessible from and connected to a habitable living space within the dwelling.	bedrooms however the main private open space for each dwelling is connected to their main habitable living space. All balconies are deemed to be well oriented to receive northern sunlight, including east and western oriented apartments who's balconies are elongated to better receive northern sunlight. The south facing balconies are not seen to have realistic access to northern light. Complies	
	Moveable solar/wind/privacy screens shall only partially enclose balconies and courtyards.	Level 1 – T01 to T04– fully screened to western elevation T05 to T09 – no screening to western elevation T10 to T13 – fully screened to northern elevation T13 to T17 – fully screened / abuts wall to eastern elevation T18 to T20 – fully unscreened to eastern elevation T21 – fully screened to eastern elevation T21 to T01 – mix of vertical screens and permeable balustrades to south. Level 2 – T01 – balcony fully screened to western elevation T05 to T09 – balconies are fully screened towards western elevations but left unscreened to northern and southern elevations. T13 – balcony fully screened to western, northern and southern elevations. T14 to T15 – balconies screened to eastern elevation but mostly unscreened to northern elevation. T16 – balcony screened to eastern elevation but mostly unscreened to southern elevation.	Discretion sought

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		T17 – balcony screened to western and southern elevation, but mostly unscreened to northern elevation. T21 – balcony screened for majority of eastern elevation besides landscaped portion. T21 to T01 – balconies are provided with a mix of screens and unscreened portions with the screens being adjustable. Level 3 – Majority of terrace levels provided to units are fully unscreened. 97m2 Type H unit on south-eastern corner of Level 3 has 7.4m long section of screening but the rest of the eastern elevation and all of the southern elevation is fully unscreened. Levels 4 to 8 – Tower level balconies are provided with a mix of screening which does not dominate the balconies whilst still allowing for required shading and weather protection.	
	Lightweight weather protection structures are permitted in courtyards, however the extent of roofed structures in ground floor private open spaces shall be limited to a maximum of 20% of the total private open space allocated to the dwelling. This limitation does not apply to balconies above ground floor level.	All private open space provided as balconies above ground floor level.	N/A
	Private open space is to be provided in the form of a courtyard for each ground floor dwelling and as a balcony for each above-ground dwelling or upper level commercial tenancy and is to meet the following minimum requirements:	No ground floor dwellings proposed. Type 1: 2+ bed Required: 15m2 balcony with 3m min dimension Provided: 15m2 balcony with 2.3m min dimension	Discretion sought

<table>
<tr><th colspan="5">Scarborough Design Guidelines</th></tr>
<tr><th>Section</th><th colspan="3">Required</th><th>Proposed</th><th>Complies</th></tr>
<tr><td></td><td colspan="3"><table>
<tr><th>Type</th><th>Min Size</th><th>Min Dimension</th></tr>
<tr><td colspan="3">Residential Balconies:</td></tr>
<tr><td>1 bed/Studio</td><td>10m^2</td><td>2.5m</td></tr>
<tr><td>2+ bed</td><td>15m^2</td><td>3m</td></tr>
<tr><td colspan="3">Residential Courtyards:</td></tr>
<tr><td>1 bed/Studio</td><td>15m^2</td><td>3m</td></tr>
<tr><td>2+ bed</td><td>20m^2</td><td>4m</td></tr>
<tr><td colspan="3">Upper level commercial</td></tr>
<tr><td>Upper level commercial tenancies</td><td>10m^2</td><td>2.5m</td></tr>
</table></td><td>Variation

Type 2: 1 bed / Studio
Required: 10m2 balcony with 2.5m min dimension
Provided: 11m2 with 2.3m min dimension
Variation

Type 3: 2+ bed
Required: 15m2 balcony with 3m min dimension
Provided: 15m2 balcony with 2.4m min dimension
Variation

Type 4: 2+ bed
Required: 15m2 balcony with 3m min dimension
Provided: 19m2 balcony with 4.4m min dimension
Complies

Type 5: 2+ bed
Required: 15m2 balcony with 3m min dimension
Provided: 20m2 balcony with 2.7m min dimension
Variation

Type 6: 2+ bed
Required: 15m2 balcony with 3m min dimension
Provided: 16m2 balcony with 2.5m min dimension
Variation

Type 7: 2+ bed
Required: 15m2 balcony with 3m min dimension
Provided: 16m2 balcony with 2.5m min dimension
Variation

Type 8: no type 8</td><td></td></tr>
</table>

Scarborough Design Guidelines					
Section	**Required**			**Proposed**	**Complies**
				Type 9: 2+ bed Required: 15m2 balcony with 3m min dimension Provided: 78m2 balcony with 2.4m min dimension Variation Type 10: 2+ bed Required: 15m2 balcony with 3m min dimension Provided: 16.5m2 balcony with 2.3m min dimension Variation Type 11: 2+ bed Required: 15m2 balcony with 3m min dimension Provided: 15.6m2 balcony with 2.6m min dimension Variation Type A: 2+ bed Required: 15m2 balcony with 3m min dimension Provided: 25m2 balcony with 1.2m to 2.4m min dimensions Variation Type B: 2+ bed Required: 15m2 balcony with 3m min dimension Provided: 38m2 balcony with 1.5m to 2.5m min dimensions Variation Type C: 2+ bed Required: 15m2 balcony with 3m min dimension Provided: 33m2 balcony with 1m to 2.3m min dimension Variation	

Scarborough Design Guidelines					
Section	**Required**			**Proposed**	**Complies**
				Type D: 2+ bed Required: 15m2 balcony with 3m min dimension Provided: 31m2 balcony with 1.8m min dimension Variation Type E: 1 bed / studio Required: 10m2 balcony with 2.5m min dimension Provided: 34m2 balcony with 1.4m to 2.7m min dimension Variation Type F: 1 bed / studio Required: 10m2 balcony with 2.5m min dimension Provided: 21m2 balcony with 1.5m to 2.4m min dimension Variation Type PH 01 – 2+ bed Required: 15m2 balcony with 3m min dimension Provided: 49m2 balcony with 1.5m to 2.5m min dimension Variation Type PH 02: 2+ bed Required : 15m2 balcony with 3m min dimension Provided: 35m2 balcony with 2.5m min dimension Variation	
4.9 Lighting	Lighting shall illuminate entrances of development and adjoining public space (roads, laneways, pedestrian access ways and open spaces) to contribute to creating safe, secure and inviting environments with minimal glare and light spill.			Lighting has been provided along the front of the dwelling and along the pedestrian entrance and will contribute to a safe and inviting space.	Complies
	Integrated lighting will be provided to highlight the key architectural features of buildings and landscaping.			Lighting has been provided along the landscaped planter boxes along the front of the development.	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	Movement sensor lighting is provided where there are concerns about loitering or safety, but must not be triggered by movement beyond the site.	Movement sensors and sufficient lighting will be conditioned to be provided to carparking areas behind commercial tenancy to increase safety.	Complies
	Lighting is concealed under verandah roof overhangs or otherwise shielded, diffused or refracted to provide illumination with minimal glare.	All site lighting will be conditioned to be within Australian standards and not overspill into adjoining site.	Complies
	Lighting to ground floor frontages of non-residential development shall be provided to add illumination to key pedestrian areas, provide visual interest and display shopfronts.	Lighting has been provided along the building frontage on the ground floor, providing illumination to the proposed gym tenancy.	Complies
	To enhance safety and security, the principles of Crime Prevention Through Environmental Design (CPTED) shall be demonstrated within the site layout, building design, detailing and landscape design. A short report on measures may be required by the Authority (refer to WAPC Planning Bulletin 79 – Designing Out Crime Planning Guidelines June 2006 for guidance on CPTED).	The applicant has provided a short explanatory within development report which lists the CPTED principles employed by the development; · Active ground-level uses and glazing for surveillance. · Clear sightlines to all accessways and communal areas. · Lighting and landscaping designed to eliminate concealed areas. · Balconies and upper-level windows oriented to overlook the public domain. This is deemed to be sufficient	Complies
	A Lighting Strategy is required for all 'Major' development applications demonstrating how the building and landscaped areas will be lit to highlight architectural features and provide an attractive and safe night time environment.	A lighting strategy prepared by Plan \ E Architects demonstrates that the development will provide an attractive and safe nighttime environment.	Complies
4.10 Landscaping	Landscaping shall respond to the architecture of the building and the local landscape.	The provided landscaping plan prepared by Plane \ E Architects integrates landscaping well with the built form and the local landscape.	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		The City has recommended a condition of approval which requires specific species to be indicated that are shade tolerant, to the satisfaction of the City. The selection of species indicated on plans are reflective of the local, coastal context.	
	Low water use species suitable for the climate and coastal conditions shall be used.	Shade and drought tolerant species will be required to be indicated on modified landscaping plan as conditioned.	Complies
	Lawn and other high maintenance landscaping shall be limited.	No lawn areas are indicated on plans.	Complies
	Landscaped urban areas shall have a mix of soft and hard surfaces.	The proposal includes a mixture of soft and hard surfaces throughout the development.	Complies
	Deep soil zones shall be provided to allow for the growth of mature trees. At least one mature tree within a deep soil zone shall be provided per 1,000m^2 of gross site area.	The proposal will include 28 small trees and 2 medium trees, satisfying this requirement. 379m2 of deep soil area is provided.	Complies
	Landscaped areas are to be irrigated with recycled water or grey water.	Grey or recycled water is not indicated as being used, however the development will reduce overall water use through high efficiency water fixtures and sub soil drip irrigation with moisture sensors. Additionally, the landscaping plan will include a biodiverse range of species that will prioritise climate-resilient and indigenous species.	Discretion Sought
	Permeable pavements and other sustainability techniques shall be employed to increase the self-sufficiency of landscaping.	No permeable pavement is proposed, however the development is seen to sufficiently reduce hardscape areas as much as practical via a reduced crossover width and pedestrian pathways surrounded by permeable landscaping.	Complies
	Existing mature trees on site shall be retained wherever possible.	Existing trees have been removed from the subject site.	Discretion sought
	Providing ‘green roofs’ to reduce storm water generation, enhance the soft landscape aesthetic of the development, improve thermal massing and assist in reducing the urban heat island effect.	The proposal does not include ‘green roofs’ on the developments actual roof, however Level 3, the top of the Podium contains most of the developments landscaping area and will provide soft landscape aesthetics as viewed	Discretion sought

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		from the street and adjoining sites, and amenity for the occupants.	
	Landscaping shall be designed to assist with microclimate management and conserve water. Drought tolerant plants suitable for the coastal environment and water sensitive irrigation designs are necessary and soils should be prepared with soil improvers and mulch.	Drought and shade tolerant plants species are to be indicated on modified landscaping plans as per City's recommended condition setting.	Complies
	All development applications are to include a landscaping plan that has been prepared in accordance with the Water Corporation's Waterwise criteria for landscaping, such as use of native and water-wise plants and irrigation and rain water management.	A landscaping plan prepared by Plan E Landscape Architects has been prepared and considers Water Corporation's Waterwise criteria through condition-setting.	Complies
4.11 Environmental Sustainability	The location of the Redevelopment Area adjacent to the coast exposes development to harsh environmental impacts including wind and salt. New development is to be designed to ameliorate any potential impacts of these factors on both the development itself and the public realm, particularly with regard to wind impacts of building design and the use of appropriately robust materials.	An Environmental Wind Assessment prepared by MEL Consultants has been provided with the application. This has identified that the Level 3 outdoor areas and private balconies to the towers will be above the standards for walking comfort and potentially unsafe. Wind mitigation has been provided in the form of adjustable privacy screens on balconies, and canopy over the main entertainment area on the Level 3 communal open space.	Complies
	Compliance with the Authority's Development Policy on Green Buildings, and the following specific requirements:	The subject site is identified as Tier 3 under the Beach Road Outer Core Specific Design Guidelines. The proposal has been accompanied by a Sustainable Strategy Report prepared by NDY Group that assessed the development as achieving a NatHERS weighted average of 7.5 Stars.	Complies
	Energy Efficiency		
	All developments are to optimise the application of passive solar design including building orientation, shading, natural lighting and cross-flow ventilation.	Each unit will have good passive solar design with direct solar access to habitable areas and openable windows. The proposal achieves sufficient solar access for each	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		apartment for enough hours as required by the SDG, with 95% of apartment having direct sunlight between 9am and 3pm on 21 June.	
	The utilisation of natural light through the provision of windows, openings and skylights, which must be designed and oriented to minimise heat gain in summer months.	The development utilises large voids within the internal sections of the building to ensure a high amount of solar access reaches the circulation areas of the development. Each dwelling is deemed to achieve sufficient solar access based on each habitable area having access to a sufficiently large opening.	Complies
	A minimum of 70% of all lighting throughout the building must be high efficiency lighting (>70 lumens/watt).	Each apartment and commons areas will be fitted with LED luminaries and satisfy the 70% efficiency requirement	Complies
	Water Efficiency		
	All fittings and appliances have a minimum star rating of 4 Stars in accordance with the Australian Government's Water Efficiency Labelling and Standards (WELS) scheme.	As per the provided Sustainable Strategy Report prepared by NDY Group, the showers will only achieve a 3-star rating, however all other fixtures and appliances will achieve at least 4 star with dishwashers achieving 6-stars and taps and clothes washing machines achieving 5-stars.	Discretion sought
	Install at least 5 Star rated dual flush toilets, 6 Star rated urinals or waterless urinals in accordance with the WELS scheme.	Toilets only achieve 4-stars as per the Sustainable Strategy Report, however 5-stars is achieved for Urinals.	Discretion sought
	Rain water retention is encouraged.	A stormwater management plan has included as a recommended condition of approval.	Complies
	Development Application Process An Environmentally Sustainable Design (ESD) report shall be compiled by a suitably qualified assessor and submitted at development application stage. The report must include energy performance and water performance information.	The Sustainable Strategy Report prepared by NDY Group has identified energy performance and water performance information, the development will be conditioned to be in accordance with the report.	Complies
4.12 Universal Access	Universal access is provided in accordance with the requirements of the Disability Discrimination Act 1992 and relevant Australian Standards.	This is to be conditioned as part of the recommendation for approval.	Complies.

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	Where the ground floor is elevated above finished footpath level ramps that facilitate universal access shall be accommodated within the interior of the building to reduce their visual impact and assist in achieving a strong built edge to the street boundary.	Wheelchair access into the entrances of the development has been included as part of the design and will be conditioned as part of the City's recommended approval.	Complies
	Compliance with the Authority's Development Policy on Adaptable Housing.	The proposal has provided sufficient single bedroom houses and three-bedroom houses, and will be conditioned to provide a minimum 8 dwellings as affordable housing as part of the City's recommended approval.	Complies
4.13 Sound and Vibration Attenuation	Compliance with the Authority's Development Policy on Sound and Vibration Attenuation.	The application has included a NMP prepared by Herring Storer Acoustics. The NMP provides guidance on building requirements to esure compliance with SPP 5.4 and acoustic impacts from West Coast Highway, however no detail is provided on noise emanating from mechanical sources or the proposed gym tenancy. Conditions relating to demonstrating compliance with relevant noise requirements under EH regulations will be included.	Complies
4.14 Heritage	Compliance with the Authority's Development Policy on Heritage.	No heritage considerations are applicable to the site.	N/A
Chapter 5 Parking and Servicing			
5.1 Site Access	Pedestrian Access		
	Pedestrian access from the street and from any car park areas shall be clear, direct and safe. All pedestrian entrances shall have casual surveillance from within the development and shall be covered to provide protection from the elements.	Pedestrian access via the street will be provided by a wide entry located at the eastern side of the development. The entry connects to an existing pedestrian path and is provided with lighting to ensure passive surveillance at night. The pedestrian path is provided with a 2m wide awning for added weather protection.	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		The pedestrian entrance will be overlooked by several balconies and terraces from the upper levels of the residential component of the development.	
	Clear wayfinding devices are required throughout the development with particular consideration of the needs of visitors and those with disabilities and mobility impairments.	Disability parking bays and visitor bays will be conditioned to be paved, marked and provided with required signage to aid way finding. The pedestrian entrance is provided with a widened pathway and the curved roof of the development aids wayfinding by directing pedestrians towards the open space. Lighting at night will also aid wayfinding towards the main entrance of the residential component and commercial tenancy.	Complies
	Vehicle Access		
	Only one vehicle access point is permitted for each lot.	1 vehicle access point is proposed.	Complies
	Crossovers are to have a maximum width of 4 metres at the lot boundary. Wider crossovers (up to a maximum 6 metres) may be considered where lots are over 25 metres wide at the street frontage and a wider crossover is necessary to achieve appropriate traffic management and safety for multiple dwelling or mixed use developments.	6.1m wide crossover proposed, the lot frontage is 40.23m and the widened crossover is deemed appropriate to allow for safe vehicle access from Brighton Road.	Complies
	All driveways on West Coast Highway and within 50 metres of signalised intersections shall comply with Main Roads Driveway Policy, including a minimum crossover width of 4.5 metres (to a maximum of 6 metres).	N/A	N/A
	Crossovers shall be located to avoid existing street trees and provide sufficient clearance to allow for root and canopy growth.	The proposed crossover expands on an existing crossover and does not impact on existing City trees.	Complies

<table>
<tr><th colspan="5">Scarborough Design Guidelines</th></tr>
<tr><th>Section</th><th colspan="3">Required</th><th>Proposed</th><th>Complies</th></tr>
<tr><td></td><td colspan="3">Vehicle access via a primary street shall only be permitted where no secondary street, laneway or vehicular access easement is available.</td><td>No secondary street, laneway or vehicle access easement is available and primary street access is deemed appropriate</td><td>Complies</td></tr>
<tr><td></td><td colspan="3">Vehicle access from West Coast Highway or Scarborough Beach Road shall only be permitted where there is no alternative option. Vehicle access shall be provided from secondary streets, existing laneways or shared crossovers as indicated in Figures 7 and 8. Consolidated access points shared between two lots are encouraged.</td><td>N/A</td><td>N/A</td></tr>
<tr><td></td><td colspan="3">Where possible vehicle access should be shared between adjacent lots to improve efficiency of site utilisation and reduce impact of crossovers on the streetscape, particularly West Coast Highway.</td><td>Shared access between the subject site and the adjoining site at HN22 Brighton Road is not feasible given this has approval for 8 grouped dwellings (DA25/0775 refers) and has access from the western side of the lot.</td><td>Complies</td></tr>
<tr><td></td><td colspan="3">Vehicle accessways are to be adequately paved and drained.</td><td>This has been shown on plans and will be included as a condition on recommendation for approval.</td><td>Complies</td></tr>
<tr><td>5.2 Car Parking</td><td colspan="3">Car parking is to be provided in accordance with the following minimum and maximum standards, unless indicated within precinct chapters:
<table>
<tr><th rowspan="2">Development</th><th colspan="2">Car Parking Spaces</th></tr>
<tr><th>Min</th><th>Max</th></tr>
<tr><td>Perm Res:</td><td>0.75 bays per dwelling</td><td>Avge 1.5 bays per dwelling</td></tr>
<tr><td>Res Visitor:</td><td>0.25 bays per dwelling</td><td>NA</td></tr>
<tr><td>Transient Res:</td><td>1 bay per 2 bedrooms</td><td>1 bay per bedroom</td></tr>
<tr><td>Non-Res</td><td>1 bay per 100m^2 NLA</td><td>1 bay per 20m^2 NLA</td></tr>
</table></td><td>Permanent residential –
Minimum = 50.25 (51) bays required.
Maximum = 100.5 (101) bays permitted.
Proposed = 105 bays
Discretion sought

Residential visitor –
Minimum = 16.75 (17) bays required.
Maximum = N/A
Proposed = 10 bays
Discretion sought

Non-Res
Minimum = 3.68 (4) bays required
Maximum = 18.4 (18) bays required
Proposed = 5
Complies</td><td>Discretion sought</td></tr>
</table>

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	A minimum of 60% of all non-residential parking bays provided must be made available for public use. For Office uses, this may be restricted to outside of business hours.	3 commercial bays are to be for public parking via condition-setting	Complies
	Parking shall be obscured from public view and sleeved by active uses to primary street frontages and adjacent to public open space.	Parking within basement or sleeved behind commercial tenancy – complies	Complies
	Parking to secondary streets, laneways or pedestrian access ways shall be screened from adjacent or nearby buildings and the street through the use of innovative wall detailing, decorative screening, patterning and vegetation. Screening shall be compatible with the surrounding streetscape.	N/A	N/A
	Vehicles shall not be accommodated between the street front and the building line unless otherwise allowed for in site specific guidelines.	No parking proposed in front of building Complies	Complies
	Tandem parking bays (catering for a maximum of two vehicles) may be provided where both bays are assigned to the same dwelling. Both tandem bays shall count towards the minimum parking requirements.	The only tandem parking bays are proposed for the commercial tenancy on the ground floor.	Complies
	Visitor parking shall be allocated as common property on a strata plan. Residents' parking may be designated on a strata plan at the discretion of the applicant.	Visitor parking bays located within common property.	Complies
	Opportunities for reciprocal parking, shared parking and car stackers may be explored to maximise efficiency of use.	N/A	N/A
	All car parking shall facilitate ease of pedestrian movement, clear wayfinding, safety, security and comfort in the design of car parking areas.	All parking bays will be provided with sufficient line markings and signage where required. Security to private parking areas is ensured via several roller gates controlled via intercom or remote.	Complies

Scarborough Design Guidelines				
Section	**Required**		**Proposed**	**Complies**
			Pedestrian movement within parking areas is sufficient noting that access to lifts, stairs or escape paths are centralised and not a significant distance from any single parking bay.	
	Vehicle gates are designed and integrated within the building to minimise visual prominence and contribute to the quality of the adjacent streetscape.		Vehicle gate will be setback 12.2m from the streetscape and partly under the residential component of the podium, limiting its impact on the streetscape substantially.	Complies
	Large canopy shade trees with sufficient soil and soft landscaping to permit water absorption and root growth shall be provided to all at grade car parks and external pedestrian links, street edges and boundaries to ensure appropriate protection from the elements, improve the micro-climate and to assist in softening and breaking up any significant expanse of parking area. Such trees shall be provided at a ratio of 1 tree to every 4 car bays. Where basement parking on restricted sites precludes the above, an alternate landscaping solution may be considered.		All parking is under cover.	Complies
	Any parking provided above ground floor level shall be screened by active uses to all street frontages, laneways or public open space. At first floor level only, innovative architectural treatments or public art that screens the parking may be acceptable where it is designed as an integrated component of the development and contributes positively to the public realm.		The ground floor parking areas are setback behind the ground floor commercial tenancy and wont be visible from the street.	Complies
5.3 Bicycle Parking	Building Type/Land Use	Bicycle Facilities	Commercial – 1 space required 5 spaces proposed Complies	Complies.
	Commercial < 500m^2	Min 1 space		

Scarborough Design Guidelines				
Section	**Required**		**Proposed**	**Complies**
	Commercial >500m2 floor area	Secure storage for 15% staff (1 per 15m^2 NLA)	Permanent residential – 67 bays required 67 proposed Complies	
		<10 bays req: 1 unisex shower and change room 10 bays + req: Min 2 female and 2 male showers in separate changing rooms and 1 additional female and 1 additional male shower for every 10 bicycle bays thereafter.		
		Secure locker ratio of 1.3 per bicycle bay.		
		Visitor bicycle bay: 1 space per 750m^2 NLA, located and signed near main public entrance		
	Perm Res:	1 bay per unit		
	Transient Res:	1 bay per 3 units		
	Tenant and resident bicycle parking facilities shall be concealed from view from the street within the basement or ground floor level and easily accessible from the entrance to the building.		The proposed bicycle parking areas are concealed from view, either being inset into the wall or located within room within development. Bicycle access is deemed to be easily accessible with direct access to the main resident parking area from the end of the pedestrian entrance.	Complies
	All bicycle parking facilities are to be designed, located and constructed in accordance with AS2890.3 and Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles.		This will be conditioned as part of recommendation of approval.	Complies
	Visitor bicycle parking shall be located adjacent to the building entry at ground level. Bicycle parking must also be located:		Visitor bicycle parking bays to be conditioned – 10 are provided however these are not accessible without access to the roller gate.	Discretion sought

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	• To allow for passive surveillance from public spaces such as from roads and other buildings • So as not to disrupt pedestrian flow • At ground level and accessible form the road and cycle paths • In well-lit areas		
	Bicycle parking facilities for commuting staff shall include end of trip facilities with weather proof secure bike storage, showers, change rooms and lockers. All facilities shall be designed in accordance with CPTED design principles to promote the safety and security of users.	4 bicycle racks provided for commercial, end of trip toilets and change rooms provided within tenancy.	Complies
	All end of trip facilities shall be designed with convenience and safety of the user in mind to encourage cycling, and located as close as possible to bicycle parking facilities.	The commercial toilets and changerooms are conveniently located in close proximity to the tenancy entrance.	Complies
	The changing rooms must be secure facilities capable of being locked and located adjacent to the showers in a well-lit area which is capable of easy surveillance.	The end of trips facilities are located behind a securable roller gate and within the commercial tenancy.	Complies
	Lockers must be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.	No stores provided for commercial tenancy, sufficient stores provided for the residential development.	Complies
5.4 Storage	All dwellings are to be provided with a store room with a minimum internal floor area of 4m2 and a minimum dimension of 1.5 metres. Where this is used for bicycle storage a minimum area of 6m2 is required.	67 stores are provided with minimum size of 4m2 and 1.5m min dimension proposed.	Complies
	Stores are to be secure and fully screened.	Stores are securable and wont be visible from the public realm.	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	Stores are designed and located to be readily accessible and not require the movement of parked vehicles for access purposes.	Sufficient space exists between the store doors and wheel stops for stores located within parking areas.	Complies
5.5 Waste Reduction and Management	Building design will include space for waste and recycling storage and collection requirements, taking into account the need for easy access for drop off and collection that limit pedestrian and vehicle disruption.	The provided bin storage area is of sufficient size to accommodate the City's standard waste service needs including general waste, recycling and green waste.	Complies
	Provision should be made for refuse collection to occur on site wherever possible, to limit the need for waste bins to be placed on the verge.	Waste is proposed to be collected on-site and is approved by Waste subject so changes to their WMP and Engineering design changes to allow sufficient clearance.	Complies
	Refuse storage and collection facilities are to comply with the requirements of the City of Stirling waste and recycling collection regimes.	The provided bin storage area is of sufficient size to accommodate the City's standard waste service needs including general waste, recycling and green waste. The provided servicing bay has been reviewed and is deemed capable of accommodating on-site waste collection. Condition-setting will ensure this area provides sufficient clearance for the duration of the development.	Complies
	Kitchens and waste storage/collection areas allow for sorting of waste such as 'recycling' and 'general waste'.	The provided bin storage area is of sufficient size to accommodate the City's standard waste service needs including general waste, recycling and green waste.	Complies
	A Waste Management Plan is to be prepared in conjunction with the City of Stirling and must be submitted as part of the Development Application.	Provided and reviewed by Waste. The City supports on-site waste collection with condition-setting ensuring 3.6m high clearance is provided at all times to the servicing bays. The provided bin storage area is of sufficient size to accommodate the City's standard waste service needs including general waste, recycling and green waste.	Complies
	Service areas and bin enclosures are located and screened from general view to minimise odours and sound emissions.	The proposed bin storage area is located internally within the building on the ground floor. It's location at the rear of the commercial tenancy and away from the residential land uses ensure that it won't be visible from the street	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
		and odours and sound will not detrimentally impact on residents.	
5.6 Building Services	Loading and service areas, storage areas and ancillary equipment such as mechanical plant shall be appropriately screened from public view in a manner that does not undermine the amenity of the area or quality of the development.	Loading and service areas are located at ground floor level and sleaved behind the commercial tenancy where they wont be visible from the street. Storage areas are also sleeved behind the commercial tenancy on the ground floor where it wont be visible from public areas. Ancillary equipment such as fire tanks, air conditioners and meters are integrated within the design of the building or are screened to ensure amenity is not undermined.	Complies
	Roof plant and ancillary equipment shall be screened from public view.	No roof plant or ancillary equipment will be visible from the tower roofs.	Complies
	Photovoltaic solar panels and flat solar water heating panels may be in public view provided that they are appropriately arranged and well integrated with the building design. Panels may sit flat against the roof pitch or may be integrated into special elements such as awnings. Where solar panels are not integrated in this manner and/or where solar water heating storage tanks are provided, they shall not be visible from the street or public places.	Indicative solar panel system is located on top of the proposed development roof and wont be visible from the public realm.	Complies
	Service doors and other utilitarian features shall be located away from street fronts and appropriately treated to reduce their visual presence.	Service doors to hydrant booster and gas / water meter are located on the western side of the building to ensure minimal amenity impact or visual presence to the streetscape.	Complies
	Machinery and equipment shall not create a nuisance through noise, smell or other impact. Mechanical ventilation shall not discharge toward the public realm.	This will be addressed via condition-setting with an Environmental Acoustic Report detailing compliance with the relevant noise regulations to be provided after development.	Complies

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	Development shall comply with all relevant environmental protection regulations.	Addressed via condition-setting.	Complies
	A Stormwater Management Plan shall be submitted with each development application for new construction. All stormwater shall be retained on site.	A stormwater management plan will be required to be provided as part of the building permit as per condition of approval	Complies
	Air conditioning units, pool filtration equipment, motors, pumps and mechanisms and similar items must be suitably located in areas that minimise the impact on neighbours and comply with the provisions of the Environmental Protection (Noise) Regulations 1997.	Noise emanating from these services will be addressed via condition-setting.	Complies
	Service enclosures will be screened from public view and located and designed to prevent the release of odours and sound emissions.	Key services for the development such as the bin storage areas, substation, switch room, fire pump room and tanks will be sufficiently screened from view and designed to prevent the release of odours and sound emissions.	Complies
	All service infrastructure located on podium or building roofs shall be integrated in the design of the building and screened from view from the public realm and occupants of the building.	Minimal service infrastructure is proposed on podium and building roofs and all will be sufficiently screened.	Complies
	Compliance with the Authority's Development Policy on Additional Structures to Properties.	N/A	N/A
	Where lots are encumbered by a sewer easement, this area is not to be built upon unless a suitable design solution can be reached to the satisfaction of the Water Corporation and the Authority. This area may be used for access ways, car parking or open space requirements.	No easements on titles.	N/A
Chapter 6 Site Planning			
6.1 Subdivision/ Amalgamation	Development is of a scale which reflects the intended street character of the precinct.	The development has been assessed against the SDG and is considered to be consistent with the existing and desired future streetscape of the locality as envisioned by the Beach Road Outer Core Precinct.	

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
	New lots shall have a minimum frontage of 20m to any street.	No subdivision proposed.	N/A
	Provide public access through sites to improve legibility and connectivity.	The City has considered Vehicle Accessways requirements under Section 6.3 of the SDG with no widening deemed to be necessary. This Is consistent with City's approach for DA25/0775 for eight-grouped dwellings on the adjoining site at Lot 42, No. 22 Brighton Road, Scarborough.	Complies
	Break larger sites into identifiable components of a human scale, through variation in architectural design, street and podium setbacks, materials and finishes.	The development has been clearly broken into identifiable components with the podium and ground floor built to a human scale with a high amount of glazing to ensure the private and public realm is integrated.	Complies
6.2 Road Reserve Widening	Development shall be setback from the future road reserve widening alignment as if it were the lot boundary.	The City has been advised by Main Roads WA that widening / upgrading of Brighton Road is not within their 4-year forward estimated construction program.	N/A
	Where road reserve widening is required amounting to 10% or greater of the total site area, development sites will be eligible for additional storeys above the permissible base height. Refer to Section 4.1.	N/A	N/A
6.3 Vehicle Accessways	6 metre public vehicle access thoroughfares shall be provided as identified in the Vehicle Access Plan to permit shared vehicle access between sites.	The City has considered Vehicle Accessways requirements under Section 6.3 of the SDG with no widening deemed to be necessary. This Is consistent with City's approach for DA25/0775 for eight-grouped dwellings on the adjoining site at Lot 42, No. 22 Brighton Road, Scarborough.	Complies
	Vehicle access shall be provided from secondary streets, existing laneways or shared crossovers as indicated in Figures 7 and 8.	Vehicle access is provided via Brighton Road with no other road access available.	Complies
	Vehicle access from West Coast Highway or Scarborough Beach Road is not permitted where an alternative is possible.	N/A	N/A

Scarborough Design Guidelines			
Section	**Required**	**Proposed**	**Complies**
6.4 Laneway Widening	Development adjacent to laneways of less than 6 metres shall be set back on the Scarborough Beach Road side of the laneway to permit the laneway to be widened to 6 metres in the future.	N/A	N/A

Development Policies			
Policy	**Required**	**Proposal**	**Assessment**
Development Policy 1 Green Building	Tier 3 building – 4 Star Green Star or Sustainable Design Report SDAR (equivalency). For building height variation Tier 1 or Tier 2 requirements apply – 5 star Green Star The Authority may at its discretion consider the approval of alternative sustainable building design and certification systems other than the GBCA where the applicant demonstrates an achievement equivalent to the above Acceptable Development Standards. In demonstrating that the building has been designed to an equivalent Green Star Rating, a SDAR will be required to be prepared by a Suitably Qualified Professional and submitted at working drawings stage, which provides an assessment of the proposed design against the following criteria 10 Key Sustainable Building Categories • Indoor Environmental Quality • Energy Efficiency • Water Efficiency Page • Stormwater Management – Integrated Water Management	The application is provided with a 'Sustainability Strategy' prepared by NDY Management Pty The strategy provides assessment against the following; - Waste management - Energy Efficiency - Water Efficiency - Sustainable Transport - Sustainable building materials - Impacts on nature	Tier 3 – Sustainability Strategy Report prepared by NDY Group and is deemed to satisfy this policy.

Development Policies			
Policy	**Required**	**Proposal**	**Assessment**
	• Building Materials • Transport – Green Travel Plans • Waste Management • Urban Ecology • Innovation • Construction/Building Management		
Development Policy 3 Sound and Vibration Attenuation	Noise Sensitive Premises Acoustic Report Noise Emitting Development Acoustic Report • the identification of all noise sources to be addressed, such as machinery, equipment, service vehicles and deliveries, patrons, music, amplifiers and speakers. • details of external noise sources. • determination of noise source levels, character and hours of operation. • the establishment of assigned levels for noise sensitive premises in the vicinity and within the development in accordance with the Environmental Protection (Noise) Regulations 1997 • a detailed description of the noise attenuation measures that have been, or will be, included in the building design and construction and/or the premises fit-out and management to achieve the assigned noise levels in accordance with the Environmental Protection (Noise) Regulations 1997 and Australian Standard 2107: Recommended design sound levels and reverberation times for building interiors. • calculations are to be based on minimum octave band noise source data and minimum octave band noise reduction performance for construction elements.	A NMP prepared by Herring Storrer has been provided, however no Environmental Noise Assessment has been provided with development plans.	The provided NMP does not address noises stemming from the development such as the gym or mechanical equipment i.e. lifts, gates. Condition-setting will require an Environmental Noise Assessment to be provided after development. Complies

Development Policies			
Policy	**Required**	**Proposal**	**Assessment**
	Ventilation and Mechanical Equipment Acoustic Report A Ventilation and Mechanical Equipment Acoustic Report and associated plans may be required at working drawings stage detailing the development's compliance with the Performance Standards of this policy. The report is to be prepared by a qualified and experienced acoustic consultant and is to include: • type and amount of equipment. • equipment specifications, including selection of equipment models that have low noise emissions. • the establishment of assigned noise levels for noise sensitive premises in the vicinity, in accordance with the Environmental Protection (Noise) Regulations 1997. • isolating or situating plant and equipment away from windows and doors of subject buildings and neighbouring noise sensitive premises. • a detailed description of noise attenuation measures/devices, such as noise barriers and enclosures that have been, or will be, included to achieve the assigned noise levels for both Noise Sensitive Premises within the development and on adjacent properties in accordance with the Environmental Protection (Noise) Regulations 1997 and Australian Standard 2107: Recommended design sound levels and reverberation times for building interiors.		
Development Policy 4	A Public Art Report for all proposed artworks is to be prepared and submitted with the development	No public art report provided, the applicant has indicated that public art is	A condition of development approval will

Development Policies			
Policy	**Required**	**Proposal**	**Assessment**
Providing Public Art	application to ensure public art is integrated into public place and building designs. At the discretion of the Authority the report may be assessed as a condition of development approval, and submitted as part of the working drawings process (prior to the local government building permit). **Minimum 1% contribution either provided as public art or paid into the public art fund for the project area.**	to be provided within the pedestrian entrance.	require a 1% contribution for public art.
Development Policy 9 Affordable and Diverse Housing	**Studio and one bedroom dwelling requirements** At least 20% of dwellings to be studio or single bedroom dwellings with a maximum provision of 40%. The average floor area of all studio and single bedroom dwellings is to be not more than 50m2. **Three or more bedrooms dwelling requirements** At least 10% of dwellings are to be three or more bedroom dwellings and have a maximum floor area of 110m2 each.	- The proposal includes sufficient single and three bedroom dwellings. - The proposal provides sufficient three-bedroom dwellings which are below 110m2. The only apartments over 110m2 are the top storey penthouses. - 8 apartments will be conditioned to be provided as affordable housing as part of the City's recommendation of approval.	13 dwellings to be studios / single bedroom dwellings. 15 proposed – complies

State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment	
<u>Context and character</u> Good design responds to and enhances the distinctive characteristics of a local area,	The design of the development responds to the coastal characteristics of the locality through the use of light yellows and creams which are contrasted with darker browns reflecting both the coastal feel of the area.

State Planning Policy 7.0 – Design of the Built Environment	
contributing to a sense of place.	The architecture is considered light with a many open style balconies facing the streetscape and allowing views towards the coastline and the curves of the building are reminiscent of the dunes of the beach. The development contributes to a sense of place by offsetting the main pedestrian entrance to the eastern side of the building, creating a sense of discovery. The ground floor sports and recreation land use is provided with a high degree of glazing, ensuring passive surveillance 24/7 and reducing the barrier between public and private. The front of the building provides opportunities for casual gatherings and seating, creating a more inviting space. The casual feel of the development is reinforced by the dog wash provided within the main pedestrian entrance of the building. The development context is characterised by a range of single storey dwellings as well as 8 to 9 storey developments on the same street. The development is therefore seen to be in accordance with the existing and desired streetscape of the locality.
Landscape quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	The development is provided with a landscaping plan prepared by Plan \ E Architects which will provide a total of two medium trees and 28 small trees with a total combined landscaped area of 612.4m^2 provided. This is comprised of 138.3m^2 of deep soil area, 43m^2 of plantings on ground and the rest made up of plantings on structure placed throughout the development. The landscaping is strategically placed along the front façade of the development and the pedestrian entry path to maximise their affect on the streetscape and amenity values as pedestrians enter the site. A variety of species and planting types are present on Levels 2 and 3 which makes for high quality communal open space, whilst also providing a buffer between the development and the adjoining boundaries.
Built form and scale Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.	The building exceeds the permitted building base height and setbacks in several minor areas. Notwithstanding, the proposed development is consistent with existing development within the immediate area and compares favourably to these buildings in terms of massing, as evidenced by the relatively narrow dual tower design which significantly reduces the perceived bulk of the development as seen from adjoining

State Planning Policy 7.0 – Design of the Built Environment	
	neighbours, whilst also providing better outcomes for natural ventilation, solar access and view lines. The development compensates for the variations to building height and setbacks through the use of strategically located landscaping, articulated balconies and screens which create visual appeal and reduce perceptions of bulk. The intended future character for the area is guided by the Scarborough Design Guidelines which permits up to 12 storeys within the Beach Road Outer Core Precinct with a base height of 8 storeys permitted. To the South of the development is the start of the Beach Road Hastings East Precinct which permits up to 6 storeys with a base height of 4 storeys. Approval for a 12 storey development at lot 3, (House Number 194), The Esplanade and Lot 4 (House Number 5), Brighton Road (DA23/1080 & DAP/23/02555 refers) is also in relative closer proximity to the West. In light of the above, the proposed development is clearly consistent with the existing and desired built form and scale of the locality.
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.	The development demonstrates a high standard of design, with both podium and tower apartments benefiting from strong solar access and effective natural ventilation through the integration of voids and well considered internal layouts. The inclusion of adjustable glazing screens on balconies enhances functionality, supports passive solar performance, and contributes to improved energy efficiency. Waste collection is accommodated on site through dedicated servicing bays, minimising disruption to surrounding traffic. The development has been designed to meet universal access standards, ensuring it is inclusive and accessible for residents of all ages and abilities. The durable materials chosen, as well as the strategies included within the provided Sustainability Strategy Report prepared by NDY Group, ensure the building has been development with longevity and sustainability in mind.
Sustainability Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.	The proposal has been accompanied by a Sustainability Strategy Report prepared by NDY Group which outlines the key sustainability initiatives the development entails. The design of the building, including the provision of two towers on the podium, allows for effective single-sided and cross flow natural ventilation through passive design. The provision of operable windows and sliding. A 40kwh solar system is indicated on the roof of the proposal.

State Planning Policy 7.0 – Design of the Built Environment	
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.	A comprehensive range of resident amenities is provided to support diverse lifestyles and foster a high quality living environment. These include secure access via intercom-controlled roller doors, a dog wash, storage areas of varying sizes, and multiple seating options. A generous internal lobby on Level 2 incorporates voids and landscaped elements to enhance openness, while a communal open space on Level 3 offers an entertainment area, wellness centre, and hot spa. In addition, a ground-floor gym tenancy, while not part of the residential component, provides continuous passive surveillance to the benefit of residents.
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 proposal achieves strong legibility through the clear separation of vehicular and pedestrian access, located on opposite sides of the site. This arrangement also clearly defines the centrally located commercial tenancy entry and the primary residential pedestrian entrance. The articulated built form, including curved building elements, enhances wayfinding by creating expanded ground level space at the pedestrian laneway entrance, intuitively signalling its location to users. The highly glazed ground floor façade further reinforces legibility by clearly expressing the commercial use and distinguishing it from residential access points, ensuring pedestrian movement is intuitive and unambiguous.
Safety Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use	The City considers this principle largely satisfied as the development is in accordance with all relevant vehicle and pedestrian safety requirements as it relates to access and movement. The proposal will significantly increase passive surveillance along Brighton Road by providing an active ground floor commercial tenancy which has a highly glazed and visible frontage, as well as many balconies facing the street.
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 development responds to local community needs by incorporating a ground level shade awning and creating opportunities for informal social interaction through increased street setbacks and seating in front of the ground floor commercial tenancy. The ground floor sporting and recreation use contributes to a safe and active streetscape by providing 24 hour passive surveillance, reinforced by extensive glazing that enhances visibility, vibrancy, and perceived safety.

State Planning Policy 7.0 – Design of the Built Environment	
	An indicative location for public art has been incorporated in accordance with the Scarborough Design Policy 3.4 – Public Art, contributing to streetscape activation and strengthening sense of place along Brighton Road and within the broader Scarborough area. The inclusion of 67 residential apartments comprising 141 bedrooms will further enliven the area by increasing the local residential population, supporting greater social interaction and contributing to the vitality of the local economy.
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 achieves an attractive and high-quality design which reinforces the Scarborough and Coastal sense of place through the design which includes contrasting sandy colours and materials such as light face brick, aluminium slats in bronze and painted sheet panels in parchment and smooth beech colouring. The development features curved building form throughout the podium at ground level and throughout the tower balconies, providing a unified naturalistic design style as well as increasing visual interest and articulation.

Schedule 2, Clause 67 Assessment

Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	The proposal has been assessed against the aims and provisions of LPS3, including the Scarborough Special Control Area with the proposal deemed to be consistent with it's intent.
(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	The City has prepared new Local Planning Scheme No.4 (LPS4) to replace Local Planning Scheme No.3 (LPS3). On 10 June 2025 at its Ordinary Meeting, Council considered a report on the outcomes of advertising of draft LPS4 and resolved to support it, subject to modifications. On 18 June 2025, draft LPS4 has been accepted by the Department of Planning, Lands and Heritage for final assessment and determination. In relation to draft LPS4, a decision-maker can give due regard to a seriously entertained planning proposal when determining an application, in accordance with Schedule 2 Clause 67(2)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
(c) any approved State planning policy;	The proposal has been considered against the provisions of State Planning Policy 2.6 – State Coastal Planning (SPP2.6) and State Planning Policy 5.4 – Road and Rail Noise (SPP2.6) which has been addressed as part of condition-setting. An assessment against State Planning Policy 7.0 – Design of the Built Environment (SPP7.0) has also been provided.
(d) any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d);	Not applicable.
(e) any policy of the Commission;	Not applicable.
(f) any policy of the State;	Not applicable.
(fa) any local planning strategy for this Scheme endorsed by the Commission;	The proposal has been assessed against the aims of the City's Local Planning Strategy (October 2019) which identifies the site as a District Centre. The proposal supports Scarborough's role as a District Centre through the provision of diverse housing options and a commercial gym facility, whilst prioritising walking and cycling through the provision of bicycle bays and weather protection along the front of the building.
(g) any local planning policy for the Scheme area;	The proposal has been assessed against all Local Planning Polices relevant to the area and nature of development. These include; Local Planning Policy 6.7 – Parking and Access (LPP 6.7); and Local Planning Policy 6.18 – Public Consultation (LPP 6.18)
(h) any structure plan or local development plan that relates to the development;	The application has been assessed against the Scarborough Special Control Area under Schedule 13 of LPS3, and the Scarborough Design Guidelines.
(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;	N/A
(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;	N/A

Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
(k) the built heritage conservation of any place that is of cultural significance;	N/A
(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 considered to hold cultural heritage significance being occupied by two single storey Single Houses with no heritage associations. The impact of the development on cultural heritage as a whole is deemed limited given the street has been subject to several development approvals and the construction of new developments in recent years.
(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 proposal is consistent with it's development context with one nine-storey and another eight-storey development already existing on the Brighton Road streetscape within 100m of the subject site. The development proposes nine-storeys where a maximum of 12 is permitted under a bonus height scenario, as such the proposal is not seen to maximise the development potential of the site. The desired future character of the developments setting has been set out in the Scarborough Design Guidelines and Scarborough Special Control Area. A maximum of 12 storeys is permitted in this location under the Beach Road Outer Core Precinct, with eight storeys permitted as of right. It is recognised that the location of the development occurs between a transition of the Esplanade Precincts (up to 16 storeys permitted) and the Beach Road Hastings East Precinct (six storeys permitted). Amenity impacts of the development on adjoining land has been considered as part of the assessment with the proposal deemed to have minimal adverse amenity impacts on adjoining properties over that of a compliant building envelope. The proposal has utilised curved built form and articulation in the form of screens, balconies and architectural features to reduce bulk and scale impacts whilst providing visual interest, passive surveillance and amenity to the streetscape.
(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 amenity impacts of the development have been considered as part of the City's assessment. The proposal's architectural style and choice of materials will ensure the proposal is both in keeping with the character of the locality, whilst also elevating the standard of development within the immediate area. The environmental impacts of the development have been addressed by the provided Sustainability Strategy Report prepared by NDY Group which includes details on how the development will provide for an efficient and sustainable development in terms of energy and water use. In relation to social impacts, the development will be required to provide a minimum of eight dwellings as affordable housing via condition-setting and will provided a total 67 multiple dwellings

Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
	within the locality. The built form provides for places for gatherings and casual seating whilst a 2m wide awning will ensure the proposal provides public benefit.
(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 proposal has been accompanied by a Sustainability Strategy Report prepared by NDY Group which outlines strategy's to minimize impacts on the natural environment and water resources through the use of efficient utilities and fixtures and the provision of low-water use and native plants.
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	The proposal has been accompanied by a Landscaping Plan prepared by Plan E Landscape Architects. The landscaping plan has been conditioned to provide additional details on the specific species to be utilised in the development but will in principle provide a high level of deep soil area and a total of 28 small trees and 2 medium trees.. No existing trees on site will be preserved as part of the development, however it is considered by the City that no significant tree could be realistically retained given the scale of development and noting the 80% site coverage is permitted under the SDG.
(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;	No significant risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk is considered for the subject site.
(r) the suitability of the land for the development taking into account the possible risk to human health or safety;	No significant risk to human health or safety is considered to arise from the proposed development noting that the development is consistent with vehicle and pedestrian access provisions, will be built to accommodate universal access from the pedestrian pathway and will be provided with sufficient acoustic protection through condition setting.
(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 proposal's site access has been received by the City and is supported against the R-Codes and relevant Australian Standards. The proposal includes provision for on-site residential and commercial waste collection. The City has confirmed that on-site waste collection is possible on the basis that a 3.6m high clearance is provided to the servicing bay. This has been provided by the applicant and will form part of condition setting. The proposal is therefore deemed to provide suitable access and egress from the site as well as sufficient clearance for the manoeuvring and loading / unloading of a City waste vehicle.

Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
(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 proposal has been accompanied by a Transport Impact Statement prepared by Shawmac Consulting. The TIS advises that a total weekday AM Peak of 32 trips and 44 trips during the PM Peak hour. The TIS has been reviewed by the City and the development has not been deemed to result in a significant amount of additional traffic into the local road network.
(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;	Public transport services will not be significantly impacted by the proposal, noting that the existing Public Transport Authority Bus Stop adjoining the site will not be moved as part of the proposal. The subject site is within 200m of high frequency bus stops on West Coast Highway, ensuring occupants will have good access to public transport. In relation to public utility services, the development does not prevent these aspects such as water, electricity, gas and internet from being connected to the site. Each unit has been provided with sufficient individual storage area in accordance with the SDG. Waste collection has been sufficiently addressed through the provision of a waste store which is capable of supporting the size and number of bins required by the City's waste collection service, as well as private commercial waste requirements. Access for pedestrians and cyclists has been considered in the development with a 2m wide awning protecting the existing pedestrian path in front of the development. The proposal includes a wide pedestrian entrance which leads to the sites main bicycle bay area which provides a bicycle bay per unit. The commercial tenancy has provided end of trip facilities in the form of bathrooms and change rooms, whilst private residents would be expected to use their own shower facilities. Access for older people and people with disability has been addressed through the provision of universal access standards to the access points of the development.
(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 City notes that a Public Transport Authority Bus Stop abuts Lot 44 (House Number 26 Brighton Road), however this will not be significantly impacted by the proposal as it will remain in its existing location. No other community service or benefit will be significantly impacted by the proposed development.
(w) the history of the site where the development is to be located;	The history of the subject site has been considered to have no significant impact on the development. No heritage considerations apply to the site which is currently occupied by a Single House and associated structures on each site.
(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular	The local community have been consulted on the development application as part of the City's 36 day public consultation. The City has considered all submissions as part of it's assessment and

Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
individuals;	have deemed that the proposal adequately manages traffic and waste impacts through the provision of safe vehicle access and sufficient on-site parking bays. Built form impacts have been assessed to have an overall minor amenity impact on the locality, with the benefits of the proposal to the community seen to outweigh any negatives. The proposal has been assessed against the planning framework and is deemed to be in accordance with the existing and desired future streetscape.
(y) any submissions received on the application;	The City has considered all responses provided as part of the 36-day consultation period. Additionally, the responses were provided to the applicant to provide comment on. Everyone who provided a submission on the proposal will be invited to make a deputation at the DAP meeting.
(za) the comments or submissions received from any authority consulted under clause 66;	Comments provided by the Water Corporation and Main Roads WA have been included as part of condition-setting.
(zb) any other planning consideration the local government considers appropriate.	N/A

Attachment 7 - City of Stirling Design Review Panel (DRP) Report (Dated 4 Decemeber 2025)

Design Review Report – Item 1

Local government:	City of Stirling	
Item no.:	Item 1 – DA25/1357 – 24 & 26 Brighton Road, Scarborough - Development Assessment Panel – Form 1 – 67 Multiple Dwellings	
Chairperson:	Munira Mackay	
Panel members:	Brett Wood-Gush Tony Blackwell Simon Venturi Jackson Liew	Urban Design Landscape Architecture Architecture Architecture
Local government officers:	Ryan Munyard Shaun Wheatland Sam Michie Simone Palmer	Coordinator Planning Coordinator Planning Senior Planning Officer DRP Support Officer
Observers	Anthony Petrovski	Planning Officer
Date:	4 December 2025	Time: 2pm
Venue:	City of Stirling – Executive Conference Room	

Proponent/s		
	Petar Mrdja Laurie Scanlan Alice Ardit Andra Biondi Andrew Baranowski	Urbanista Town Planning *(Applicant)* Scanlan Architects Scanlan Architects Urbanista Town Planning Plan E
	Owners	Equity Land Management Pty Ltd

Observer/s

Briefings		
Development assessment overview	Sam Michie	Senior Planning Officer
Technical issues	Sam Michie	Senior Planning Officer
Design Review		
Proposed development	Item 1 – DA25/1357 – 24 & 26 Brighton Road, Scarborough - Development Assessment Panel – Form 1 – 67 Multiple Dwellings	
Property address	24 & 26 Brighton Road, Scarborough	
Background		
Proposal		
Applicant or applicant's representative address to the design review panel	Alice Ardit Andrew Baranowski	Scanlan Architects Plan E
Key issues / recommendations	The DRP thanks the Applicant for the presentation, that outlines responses to the recommendations from DR1, as well as the submission of updated plans and reports for review at DR2.	

	The DRP appreciates the proposal's many strengths, the latest improvements and rationales for several of the innovative design decisions. The DRP's comments highlight areas to address in SPP7.0 *Design of the Built Environment*, and specifically Design Principles 2: Landscape Quality, 4: Functionality and Build Quality, 5: Sustainability, 6: Amenity and 7: Legibility; these areas should be satisfied for the proposal to be considered for Design Excellence. The DRP's key concerns and recommendations are: - Consider landscape quality improvements to the location of soft landscape and selection of appropriate plant species given the limited access of direct daylight and impact of overshadowing on Levels 1 (atrium) and 3 (communal open space) respectively. - Consider functionality improvements by reducing the Brighton Road crossover width to maximise footpath connectivity; more access of daylight and an aspect for residents via the alcoves on each floor of both towers that currently accommodate the a/c condenser units (and that possibly could be relocated to the roof); and on Level 1, integrate the planter design with the columns that are in the walkway. - Consider sustainability improvements by using the Green Star Buildings holistic tool for self-certification of the proposed equivalent 7.5 Stars NatHERS rating and provide firm commitments on initiatives for assessment by the City. Also, consider raising the commercial floor-to-floor height to 4m to 4.5m to future proof this space for other uses. - Consider amenity improvements to enhance daylight access (currently via an undesirable "snorkel window"), for the bedroom in apartment Type 5, and a more functional design for the residents' bike store to encourage its use. - Consider legibility improvements on the streetscape to clearly signify a "gateway" to the residential entry pathway and to better define a publicly accessible "pocket park" next to the gym and abutting Brighton Road; and resolve inconsistency in the interior design language that also is affecting sightlines from the entry lobby to the two separate tower lift lobbies. Other areas for consideration include: - Provision of a comprehensive public art strategy; reversion to the clear material for the southern tower's south-western balconies; and identified updates to the landscape report.

	The Applicant is recommended to address the comments and recommendations prior to a final DRP. To view the full Panel Report please refer to attachment: Item 1 - Design Review Report – 4 December 2025.
Chairperson's signature	

Design quality evaluation **Item 1 – DA25/1357 – 24 & 26 Brighton Road, Scarborough - Development Assessment Panel – Form 1 – 67 Multiple Dwellings** **DRP Meeting – Thursday 4 December 2025**		
	S	*Design Principle satisfied*
	P	*Design Principle pending further attention*
	N	*Design Principle not satisfied*
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
	S	1a. This Design Principle is satisfied - the DRP is highly supportive of the proposal's positive response to the local context, streetscape interface and character of Scarborough. 1b. The detailed information provided on the coastal-inspired and durable materials and colours palette for the building is appropriate.
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
	P	2a. The DRP acknowledges the Level 1 central atrium area is an innovative approach to providing an open, expansive circulation space for the residents and to the 'front doors' of their 'townhouses'. However, the atrium includes many shallow depth planters at the northern and southern ends of the space that, notwithstanding the increases in area of the overhead voids, are likely to remain in deep shade and, therefore, would be prone to failure. 2b. The DRP acknowledges the Level 3 residents' landscaped communal open space is an asset for the development and includes small-size, already covered spaces for year round use and social gathering; however, many of the planters that should contribute to the amenity would be overshadowed by the northern tower. 2c. Given the extent of planters on the open decks in overshadowed areas with indirect natural light, the DRP recommends improving the landscape positioning and providing a more appropriate selection of shade tolerant plant species for viability. The aim should be to ensure a high quality and well maintained environment for residents in the long-term. 2d. Consider reviewing the Landscape Report's page on "Compliance Items", including the calculations that appear to indicate a shortfall of "true" deep soil, particularly given the extent of the basement car park. 2e. Consider removing the existing street tree from the calculation on the development's tree provision as it is beyond the Lot's boundary. 2f. Consider reselecting three plants on the schedule that are currently on the Polyphagous Shot-hole Borer list. 2g. The DRP supports the new planter boxes at the rear eastern and western sides of the balconies on Level 1 as these should improve residential amenity and soften the apartment courtyards.
Principle 3 **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
	S	3a. The DRP considers this Principle is largely satisfied. 3b. The proposal demonstrates management through appropriate design in the areas where the Applicant is seeking discretion to vary the specific provisions of the Design Guidelines.
Principle 4 **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*

	P	4a. The Brighton Road crossover still appears excessively wide at over 6m; consider reducing the width where possible to improve the streetscape connectivity for pedestrians on the footpath. 4b. While the DRP acknowledges the information provided on modifications to the dedicated plant alcoves on each floor of the two towers for access for maintenance and proper airflow for effective operation, the DRP also suggests investigating any possibility of relocating the air conditioning condenser units to the roof; the intent should be to release the alcoves for improved access of natural daylight and to achieve a clear aspect for residents from the lobby. 4c. The DRP suggested that as part of the review of the Level 1 atrium landscape design (refer Principle 1 comment 2c), the planters, where possible, could integrate the round columns that are in the walkways. 4d. The DRP supports the inclusion of changing rooms and toilets within the commercial unit (for an anticipated gym).
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
	P	5a. The Applicant's Sustainability Report notes that the proposal has "*increased energy efficiency with a NatHERS area weighted average of 7.5 Stars across the development for all apartments, representing Australian Excellence in line with the Green Building Council of Australia's Green Star Buildings tool*". NatHERS is only one component of a more holistic Green Star rating tool. 5b. The DRP supports a high level NatHERS rating, however, recommends using the Green Star Buildings tool (self-assessed) to demonstrate alignment with a 5 Star Green Star Certified achievement level, and to provide firm commitments for active initiatives implementation (to enable assessment by the City). 5c. The Applicant's Sustainability Report currently details *future* provision of PV panels with an indicative 40kWh system size to be confirmed in detailed design based on energy demand and profile for the development. 5d. The DRP recommends a higher 4m to 4.5m floor-to-floor dimension for the ground floor to future proof the space for other possible uses. 5e. The DRP supports the additional passive shading afforded by new canopies over windows and vertical screens on balconies.
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.*
	P	6a. Refer to Principle 7 for comments on suggested improvements to the amenity of the landscaped area next to the streetscape, gym and residential entry path. 6b. The DRP supports the awning addition over the footpath. 6c. The information provided on winter solstice solar access to the living areas and private open spaces of apartments, including those in the southern tower that's directly behind the northern tower, demonstrates compliance with technical requirements. 6d. The DRP acknowledges the Applicant's rationale that the innovative Level 1 open atrium is a circulation space and not residents' communal open space, and that it also provides residents with front door access to their townhouses (noting no habitable rooms front this space). 6e. The DRP acknowledges the Applicant's rationale that the Level 3 residents' communal open space includes a variety of spaces, including already covered spaces for year round use and small gatherings. The spa and associated outdoor areas are part of the Wellness Centre and have been designed for outdoor exercise and, therefore, to minimise exposure to full sun. 6f. On balance, given the rationales provided for the uses of the above two spaces on Levels 1 and 3 respectively, and while any possible reasonable improvement to increase the access of natural light and air would be welcome, the recommendation remains as noted in Principle 2, which is to improve the landscape positioning with appropriate planting species to ensure long-term viability. 6g. For the Level 1 Type 4 apartments with west facing balconies, the DRP supports the design of the 1.65m height balustrade (solid with a visually permeable portion); this screen design balances requirements for outlook, privacy, and

		functionality. 6h. The DRP supports the enlarged west facing balconies with screens for the apartments on Levels 4 to 8. 6i. The 3-bed apartment (Type 5) on Level 2 relies on an undesirable "snorkel window" for daylight into the bedroom. Consider an alternative design that enables direct access of day light into these habitable rooms. 6j. The residents' bike store is narrow and, as a result, includes awkward, angled racks for storage. Consider a more functional store design that will encourage use of this space and enables bikes to be taken straight out of the racks.
Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
	P	7a. The information provided on integrating lighting, signage and wayfinding with the aesthetic is well considered. 7b. While the dog wash location further southwards on the somewhat constrained residential entry path improves overall legibility within this space, consider how the dog wash may be better integrated with the suggested "architectural gateway" concept at the Brighton Road streetscape (refer comment 7g below). 7c. The DRP supports the amended design for the storerooms that improves legibility and overall functionality. 7d. The DRP accepts the Applicant's rationale on the legibility of the Level 3 lifts and the connection to the central communal open space. 7e. The ground floor residential pathway and entry lobby include a mix of curves and angles that detract from the overall consistency of the interior aesthetic, and, furthermore, cut off sightlines from the entry lobby to the two separate lift lobbies (for the northern and southern towers). 7f. Consider a consistent interior design language (preferably using the attractive curves), and to improve sightlines from the entry lobby to the two separate lift lobbies. 7g. Consider an "architectural gateway" design, instead of a utilitarian gate, for the ground floor secure line. This "gateway" should be legible on the Brighton Road streetscape to better signify the entry to the entry path and residential lobby. 7h. By locating the residents' entry gateway location further southwards, the landscaped area next to the gym also should be better defined and legible as a publicly accessible "pocket park". Consider adding a bench to enhance public use of the "pocket park".
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
	S	8a. The DRP considers this Design Principle is largely satisfied. However, refer to the comments in Principle 7 regarding suggested improvements to the legibility (and safety) of some aspects of the ground floor. 8b. While the DRP supports the new secure line on the pedestrian path leading to the residential lobby, please refer to the comments for improvement in Design Principle 7g and 7h.
Principle 9 **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
	S	9a. The DRP considers this Design Principle is largely satisfied. 9b. The DRP notes the information provided on enabling safe and convenient e-deliveries will be incorporated at the detailed design stage. 9c. Consider provision of a comprehensive public art strategy that identifies locations and forms of public art that will contribute to the development and community in a meaningful way.

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.*
	S	10a. The DRP considers this Design Principle is satisfied. 10b. Detailed information provided on the coastal-inspired and durable materials and colours palette for the building is appropriate. 10c. The information provided on integrating lighting, signage and wayfinding with the aesthetic is well considered. 10d. The DRP supports the relocation of the booster box and meters on the building's eastern side away from the street. 10e. A minor point is that the southern tower's south-western balconies now include a length of solid balustrade on the external corner; this solidity contributes heaviness to the tower's form compared to the more transparent and lighter aesthetic of the previous design. The DRP recommends reverting to the previous clear material.

Design Review progress
Item 1 – DA25/1357 – 24 & 26 Brighton Road, Scarborough - Development Assessment Panel – Form 1 – 67 Multiple Dwellings
DRP Meeting – Thursday 4 December 2025 and 9 October 2025

S	*Design Principle satisfied*
P	*Design Principle pending further attention*
N	*Design Principle not satisfied*

	DR1 9/10/2025	***DR2 4/12/2025***	***DR3***
Principle 1 - **Context and character**	S	S	
Principle 2 - **Landscape quality**	P	P	
Principle 3 - **Built form and scale**	S	S	
Principle 4 - **Functionality and build quality**	P	P	
Principle 5 - **Sustainability**	P	P	
Principle 6 - **Amenity**	P	P	
Principle 7 - **Legibility**	P	P	
Principle 8 - **Safety**	P	S	
Principle 9 - **Community**	S	S	
Principle 10 - **Aesthetics**	S	S	

Recommendations Summary Item 1 – DA25/1357 – 24 & 26 Brighton Road, Scarborough DRP Meeting – Thursday 4 December 2025 and 9 October 2025			
DR1 – DRP Recommendations DRP Meeting – 9/10/2025	**DR1 – Applicant Response DRP Meeting – 9/10/2025**	**DR2 DRP Recommendations DRP Meeting – 4/12/2025**	**DR2 – Applicant Response DRP Meeting – 4/12/2025**
1e. The Panel expressed the importance around the choice of materials and finishes and stated these are crucial given the coastal location. A more detailed material and finishes palette should be presented, with certainty that these materials will be used in the final development.	1e. Materials selected based on construction methodology and suitability for coastal environments. Walls: Rendered or painted CFC, providing high durability, corrosion resistance, and UV stability. Cladding & Screening: Aluminium cladding for screens, designed for long-term performance in salt-laden conditions. Sun Protection: Aluminium slats, engineered for structural integrity, corrosion resistance, and minimal maintenance. Glazing: Probable double or triple glazing, optimised for thermal performance and durability in coastal conditions. Low-maintenance specification prioritised to minimise future upkeep and ensure consistency with the proposal	1. This principle is supported.	
2b. The Panel noted the existing trees have not been protected and the opportunity for larger trees is minimal. The design should consider existing vegetation and its potential for significant replacement. 2c. It was suggested by the Panel the proposal would benefit from an increase on deck tree planting where possible. 2d. The Panel expressed concern around how the landscape will work in exposed areas with significant hard areas and the survival rate of	2b. Site boundary plan provided. 2c. Diagram provided. 2d. Diagram provided. 2e. Diagram provided.	2c. Given the extent of planters on the open decks in overshadowed areas with indirect natural light, the DRP recommends improving the landscape positioning and providing a more appropriate selection of shade tolerant plant species for viability. The aim should be to ensure a high quality and well maintained environment for residents in the long-term. 2d. Consider reviewing the Landscape Report's page on "Compliance Items", including the	

the landscape. Landscape is critical to obtain a successful design outcome. 2e. It was noted by the Panel there are multiple plant species including the Tahitian Lime which are on the Polyphagous Shot-hole borer list. It is suggested an alternative should be provided for these species.		calculations that appear to indicate a shortfall of "true" deep soil, particularly given the extent of the basement car park. 2e. Consider removing the existing street tree from the calculation on the development's tree provision as it is beyond the Lot's boundary. 2f. Consider reselecting three plants on the schedule that are currently on the Polyphagous Shot-hole Borer list.	
3b. It was noted the additional height will be required to be justified by design excellence across all areas. In terms of built form, the project responds well and has not overdeveloped the building envelop. However, there are encroachments, and some minimums have not been achieved. Address these where possible. 3d. The panel debated the extent of glass block, especially up to the street front. It was suggested by the Panel the Applicant should review the approach.	3b. Additional height is only 500mm above the maximum allowable Building sits comfortably within surrounding context and allowable built form parameters Reducing height is possible but would significantly impact lobby and ground-floor tenancy ceiling heights Project responds well in built form and does not overdevelop the envelope 3d. We have addressed the Panel's comments regarding the extent of glass block as follow: Glass blockwork relocated to improve building entry pathway Form offset from boundary/street line Creates opportunity for open public space Enhances pedestrian access and street interface Provides informal gathering space for gym members before/after classes, supporting social interaction and activation of the ground floor and laneway	3a. The DRP considers this Principle is largely satisfied. 3b. The proposal demonstrates management through appropriate design in the areas where the Applicant is seeking discretion to vary the specific provisions of the Design Guidelines.	
4e. The Panel made comment the tower condensers are located in a dedicated plant alcove. It is	4e. Proposed frosted glass door and aluminium frame with aluminium louvers to maintain natural light	4a. The Brighton Road crossover still appears excessively wide at over 6m; consider reducing the width	

important to verify access and ensure proper airflow, maintaining effective separation of hot and cold air to optimise performance. 4f. It was stated by the Panel it should be confirmed the spa/pool is well located for exposure to sunlight and appropriately sized to avoid excessive maintenance costs. 4g. The Panel suggested where stores are in courtyards, consider double doors or roller doors from the terrace to maximise access. 4i. It was suggested by the Panel where possible to locate the columns in the atrium in planters rather than walkways 4j It was noted by the Panel there are no toilet facilities noted on the plans in the gym. It was recommended to look at the fit-out early in the process.	but minimise noise and heat exchange. Relocated plant room screening for external fixing and increased alcove size. Relocated plant room screening for external fixing and increased alcove size. Vertical aluminium slats allow flexibility to adjust gaps for airflow Ensures natural air flow for optimal performance Preliminary mechanical consultant review confirms solution is feasible, low-maintenance, and cost-effectiveVertical aluminium slats allow flexibility to adjust gaps for airflow Ensures natural air flow for optimal performance Preliminary mechanical consultant review confirms solution is feasible, low-maintenance, and cost-effective 4f. Spa is a hot spa, part of the wellness centre for residents, not a pool Designed considering Australian weather to minimize full sun exposure Current orientation considered adequate for sunlight balance Canopy for sun protection has been discussed but is not currently proposed Appropriately sized to avoid excessive maintenance costs. 4g. Store room size increased following Panel comments and client discussions Door width increased to 1020x 2400mm to improve access Single door retained to maximise flexibility for residents' use of the	where possible to improve the streetscape connectivity for pedestrians on the footpath. 4b. While the DRP acknowledges the information provided on modifications to the dedicated plant alcoves on each floor of the two towers for access for maintenance and proper airflow for effective operation, the DRP also suggests investigating any possibility of relocating the air conditioning condenser units to the roof; the intent should be to release the alcoves for improved access of natural daylight and to achieve a clear aspect for residents from the lobby. 4c. The DRP suggested that as part of the review of the Level 1 atrium landscape design (refer Principle 1 comment 2c), the planters, where possible, could integrate the round columns that are in the walkways.	

	balconies Allows adaptable use and furnishing of the space. 4j. Space has already generated interest from boutique gym operators Current plans allow for male and female facilities Details will be further developed once the operator is confirmed.		
5b. It is recommended by the Panel to pursue sustainability alongside Green Star certification to help justify the additional building height. 5c. An extensive sustainability strategy has been provided. It was recommended by the Panel to enhance sustainability commitments where possible. It was mentioned conduit-only for future EV charging and some of the other commitments seem under-whelming. 5d. It was suggested the size of photovoltaic cells should be reconsidered to accommodate the demand of the proposal. 5e. Comment was made it is essential to shade walls and windows from harsh east and west sunlight.	5e. New west-facing balconies introduced Canopies added above each window Vertical screens installed to enhance passive design performance.	5b. The DRP supports a high level NatHERS rating, however, recommends using the Green Star Buildings tool (self-assessed) to demonstrate alignment with a 5 Star Green Star Certified achievement level, and to provide firm commitments for active initiatives implementation (to enable assessment by the City). 5c. The Applicant's Sustainability Report currently details future provision of PV panels with an indicative 40kWh system size to be confirmed in detailed design based on energy demand and profile for the development. 5d. The DRP recommends a higher 4m to 4.5m floor-to-floor dimension for the ground floor to future proof the space for other possible uses.	
6b. Comment was made by the Panel the ground-floor commercial tenancy is expected to accommodate gym facilities; however, an alfresco area could also be appropriate and could assist with activating both the street and the pedestrian laneway leading to the lobby. 6c. The Panel recommended including an awning over the	6b. Views provided in the presentation. 6c. Awning added to provide improved weather protection Horizontal lines and articulation enhance streetscape quality Enhanced pedestrian amenity, making the building more usable and inviting for the community Weather-protected areas Seating integrated as part of addressing point 3d and 6b	6a. Refer to Principle 7 for comments on suggested improvements to the amenity of the landscaped area next to the streetscape, gym and residential entry path. 6f. On balance, given the rationales provided for the uses of the above two spaces on Levels 1 and 3 respectively, and while any possible reasonable improvement to increase the access of natural light and air would be welcome,	

footpath. While the recessed tenancy offers some weather protection, the space is primarily occupied by planters and landscaping. Additional design articulation is recommended to optimise both streetscape quality and functional use. Also, consider further integrating bench seating into the street edge. 6d. It was stated by the Panel the minimum solar access of 2 hours between 9 am and 3 pm on 21st June should be demonstrated (if not already), ideally through modelling, to show that the southern tower is not adversely affected by overshadowing from the northern tower. 6e. The podium roof top space currently experiences limited solar access during winter, which may affect usability and amenity. Design strategies to enhance winter sunlight penetration could be explored to improve the quality of these spaces. 6f. Concern was expressed by the Panel around the central podium internal courtyard as it currently experiences limited solar access. Most sunlight reaches the voids between the two towers, while the north and south ends are largely enclosed and shaded. It is recommended to explore design opportunities to open up both ends. 6g. The limited outlook from some balconies is not supported (Type 4). It is essential to provide a good outlook while managing privacy.	6d. Solar access advice note provided. 6e. Podium common areas designed for small gatherings and social connection Spaces are primarily undercover, including wellness centre, dining, and entertainment areas Ensures usable and comfortable spaces year-round, regardless of weather or limited winter sun We believe no additional sunlight-focused interventions are required, as the undercover design maintains amenity and functionality. 6f. Void size increased to allow more sunlight into the central podium internal courtyard, addressing concerns about limited solar access Ceiling finishes being explored (e.g., reflective product - Barrisol Mirror or similar) to enhance light exposure in shaded areas Double-volume space will improve daylight penetration throughout the courtyard Lighting consultant to be engaged to maximize artificial light 6g. Balconies larger than recommended for all apartments, enhancing outlook and usability. West-facing apartments and townhouses have limited views due to adjacent 9-storey Sundance building (site constraint) Privacy maintained with a 1650mm balustrade, allowing comfortable use of the balcony space Overall design balances outlook, privacy, and functionality, addressing the Panel's concerns.	the recommendation remains as noted in Principle 2, which is to improve the landscape positioning with appropriate planting species to ensure long-term viability. 6i. The 3-bed apartment (Type 5) on Level 2 relies on an undesirable "snorkel window" for daylight into the bedroom. Consider an alternative design that enables direct access of day light into these habitable rooms. 6j. The residents' bike store is narrow and, as a result, includes awkward, angled racks for storage. Consider a more functional store design that will encourage use of this space and enables bikes to be taken straight out of the racks.	

7b. There is a serious issue with the legibility and directness in relation to access to the lifts of both towers. It is circuitous and indirect and needs to be addressed and resolved. 7c. The dog wash is a good addition to the proposal and is supported although in its current location it reduces sightlines and requires relocation. 7d. The Panel expressed concern around the arrangement of the stores and store access passageways. They appear confusing and require refinement to be successful.	7b. Purposeful journey from street to lift lobbies, not just a corridor - Art-Gallery- like environment. Generous, navigable spaces (average width 3.6 x 3,5m high ceilings) with direct access to functional areas (bins, parking, storage rooms). Articulated design with landscape, lighting, and high ceilings to enhance legibility and user experience. Wayfinding enhanced via signage, landscape cues, and art installations. Generous spaces and strategic signage, landscaping, and lighting guide users, creating a direct and legible path from street to lifts while maintaining an engaging experience. Multi-functional space doubling as an art-gallery-like experience. 7c. Dog wash relocated to improve sightlines and visibility Now has direct street access, enhancing usability for all users New location maximizes functionality while maintaining integration with the proposal. 7d. Store room layout amended to address Panel concerns Now has improved natural light and direct natural airflow Enhances usability, ventilation, and overall functionality	7b. While the dog wash location further southwards on the somewhat constrained residential entry path improves overall legibility within this space, consider how the dog wash may be better integrated with the suggested "architectural gateway" concept at the Brighton Road streetscape (refer comment 7g below). 7f. Consider a consistent interior design language (preferably using the attractive curves), and to improve sightlines from the entry lobby to the two separate lift lobbies. 7g. Consider an "architectural gateway" design, instead of a utilitarian gate, for the ground floor secure line. This "gateway" should be legible on the Brighton Road streetscape to better signify the entry to the entry path and residential lobby. 7h. By locating the residents' entry gateway location further southwards, the landscaped area next to the gym also should be better defined and legible as a publicly accessible "pocket park". Consider adding a bench to enhance public use of the "pocket park".	
8b. The long open entry passage with a hidden building entry needs further consideration. The Panel suggested a gate closer to the street may need to be planned in, and bringing the entry into view may be an option. 8c. It was recommended by the Panel	8b. Low see-through entry gate added to improve security and privacy Gate retains visual wayfinding and enhances views along the promenade leading to apartment entries 8c. We believe that, at the podium	8a. The DRP considers this Design Principle is largely satisfied. However, refer to the comments in Principle 7 regarding suggested improvements to the legibility (and safety) of some aspects of the ground floor. 8b. While the DRP supports the new	

access to lifts and apartments around the lift well, on the podium level, should be more open with better sightlines.	level, the path to the lift is easy to navigate. The pathway is reinforced with landscape elements and the bridge connections, help guide movement and maintain visual connectivity.	secure line on the pedestrian path leading to the residential lobby, please refer to the comments for improvement in Design Principle 7g and 7h.	
9c. It was suggested the consideration of e-deliveries should be resolved in the detail design.	9c. E-deliveries considered in detailed design to ensure safe and convenient access Keypad access to designated delivery area enables contact-free deliveries without impacting other residents Refrigerated cubicles being investigated for temperaturecontrolled storage of smaller items System designed to be rentable or managed via resident/strata app, providing flexibility and usability.	9c. Consider provision of a comprehensive public art strategy that identifies locations and forms of public art that will contribute to the development and community in a meaningful way.	
10b. Comment was made by the Panel the overall aesthetic outcome is closely linked to the choice of materials and finishes. Selecting durable and robust materials not only enhances the visual quality of the building but also contributes to longevity and reduced maintenance requirements, particularly in exposed or high-traffic areas. Provide materials and finishes selection to support design excellence. 10c. It was noted by the Panel lighting, signage and wayfinding should be carefully considered and integrated into the design from an early stage. Poorly integrated lighting and signage can become visually distracting and detract from the overall architectural composition. Thoughtful design of these elements	10b. Material schedule was provided. 10c. Diagram and pictures provided. Wayfinding, signage, and lighting are treated as fundamental design elements, fully integrated from the outset alongside material selections to achieve high-quality design. Preliminary lighting concepts are already embedded in the project, ensuring these elements enhance both functionality and the overall architectural composition.	10e. A minor point is that the southern tower's south-western balconies now include a length of solid balustrade on the external corner; this solidity contributes heaviness to the tower's form compared to the more transparent and lighter aesthetic of the previous design. The DRP recommends reverting to the previous clear material.	

will support both functionality and the building's aesthetic coherence.			

Attachment 8a - Architectural Plans (Received 18 March 2026)

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PROPOSED NEW RESIDENCES
DEVELOPMENT APPLICATION

SHEET NUMBER	DRAWING SERIES	SHEET NAME	REVISION
A0000	GENERAL	TITLE SHEET	DA4
A1100	SITE	SITE SURVEY	DA4
A1101	SITE	LOCATION PLAN	DA4
A1102	SITE	SITE PLAN	DA5
A1103	SITE	DEMOLITION PLAN	DA4
A1104	SITE	PLOT RATIO	DA3
A2100	GA PLANS	LEVEL B2	DA4
A2101	GA PLANS	LEVEL B1	DA4
A2102	GA PLANS	LEVEL GROUND	DA5
A2103	GA PLANS	LEVEL 1	DA4
A2104	GA PLANS	LEVEL 2	DA4
A2105	GA PLANS	LEVEL 3	DA5
A2106	GA PLANS	LEVEL 4	DA4
A2107	GA PLANS	LEVEL 5	DA4
A2108	GA PLANS	LEVEL 6	DA4
A2109	GA PLANS	LEVEL 7	DA4
A2110	GA PLANS	LEVEL 8	DA4
A2111	GA PLANS	LEVEL ROOF	DA4
A3100	GA ELEVATIONS	NORTH	DA4
A3101	GA ELEVATIONS	SOUTH	DA4
A3102	GA ELEVATIONS	EAST	DA4
A3103	GA ELEVATIONS	WEST	DA4
A4100	GA SECTIONS	SECTION A	DA4
A4101	GA SECTIONS	SECTION B	DA4
A4102	GA SECTIONS	SECTION C	DA4
A4103	GA SECTIONS	SECTIONS D	DA4
A4104	GA SECTIONS	SECTION E	DA4
A4105	GA SECTIONS	SECTION F	DA2
A4106	GA SECTIONS	SECTIONS	DA4
A4107	GA SECTIONS	BOUNDARY WALLS	DA4
A4108	GA SECTIONS	BOUNDARY WALLS	DA1
A4109	GA SECTIONS	BALCONY PRIVACY	DA1
A6801	SITE	SHADOW DIAGRAMS	DA3
A6802	SITE	SHADOW DIAGRAMS	DA3
A6821	DIAGRAMS	CONE OF VISION	DA4
A6822	DIAGRAMS	CONE OF VISION	DA4
A6823	DIAGRAMS	CONE OF VISION	DA4



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DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

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QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GENERAL
TITLE SHEET

NORTH

JOB No. 2508
DATE CREATED 2022
SCALE @ A1
DRAWN BY SX
REVIEWED BY AA

DRAWING NO A0000
STATUS DEVELOPMENT APPLICATION
ISSUE DA4

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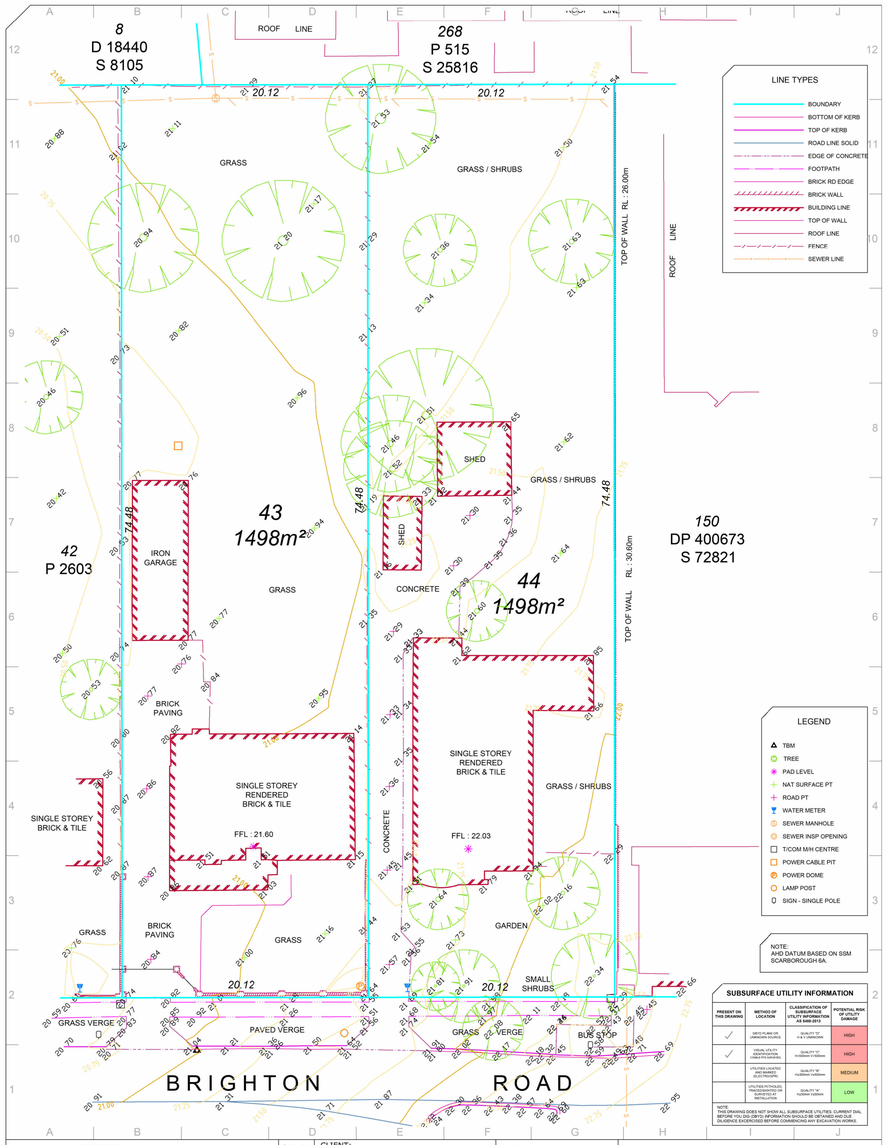

RM SURVEYS
PHONE: 08 9457 7900 EMAIL: INFO@RMSURVEYS.COM.AU WEBSITE: RMSURVEYS.COM.AU

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SURVEYOR	MD
SURVEY DATE	23/09/2025
VERTICAL DATUM	AHD
HORIZONTAL DATUM	PCG94

REV	DESCRIPTION	DRN	CKD	APP	DATE
0	INITIAL ISSUE	AC	AK	BB	24/09/2025

FEATURE AND CONTOUR SURVEY
LOTS 43 & 44 on PLAN 2603
#24 & 26 BRIGHTON ROAD
SCARBOROUGH

JOB No.	DRAWING No.	REV
ELM-BRIG	ELM-BRIG-DW-001	0

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION
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SK03	18/02/2026	ISSUED FOR INFORMATION
SK04	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

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PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
SITE
SITE SURVEY

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SX
REVIEWED BY	AA

DRAWING NO A1100
STATUS DEVELOPMENT APPLICATION
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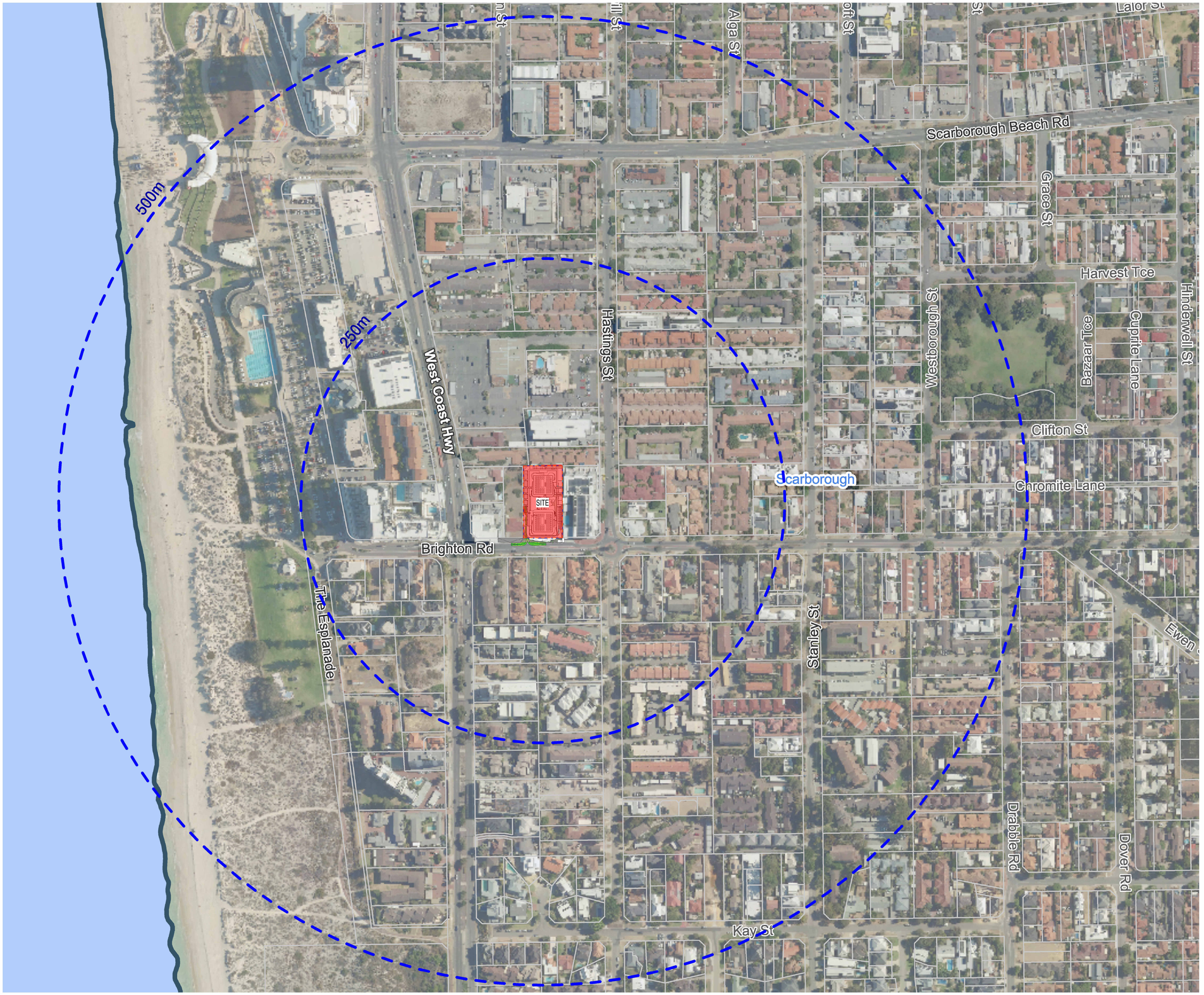

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24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
SITE

LOCATION PLAN

NORTH

JOB No.	2508
DATE CREATED	2022
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DRAWN BY	SX
REVIEWED BY	AA

DRAWING NO
A1101

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DEVELOPMENT APPLICATION

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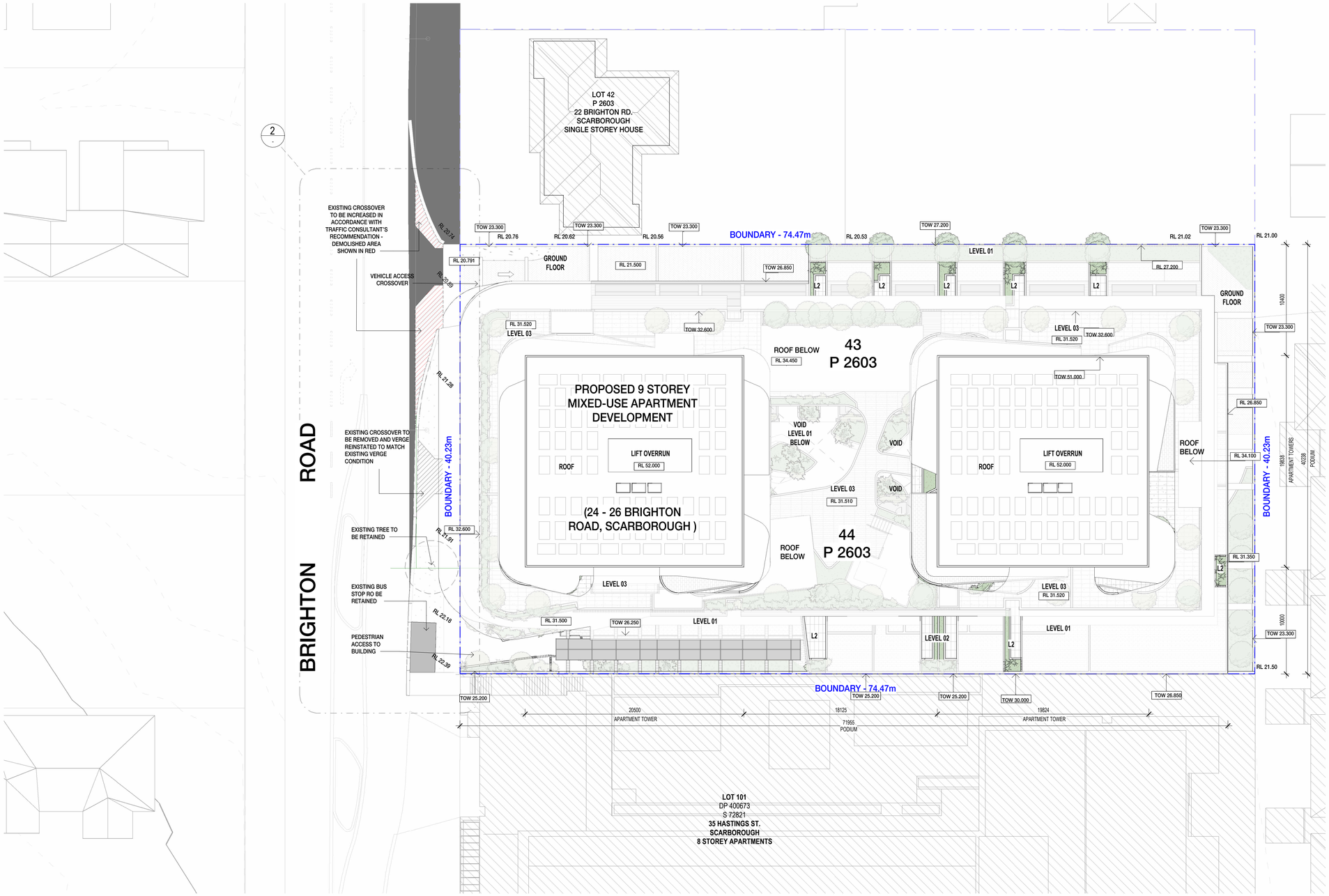

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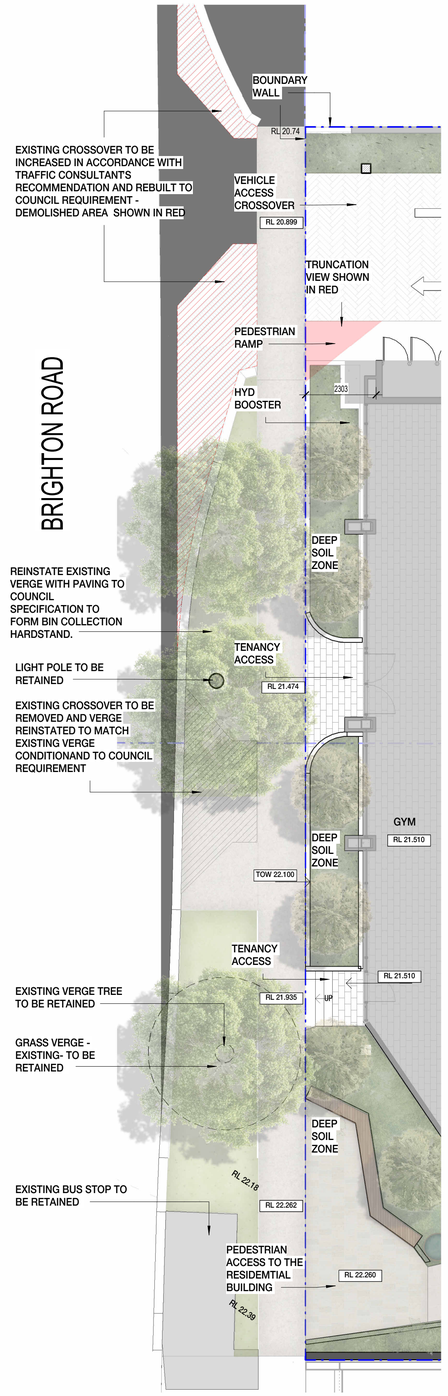

2 VERGE INFRASTRUCTURE
SCALE 1 : 100

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DA4	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
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SK04	19/02/2026	ISSUED FOR INFORMATION
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SCARBOROUGH WA 6019

TITLE: SITE
SITE PLAN

NORTH

JOB No.	2508
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EXISTING STRUCTURES TO BE DEMOLISHED

EXISTING BUILDINGS ON LOTS 43 & 44, INCLUSIVE OF FOOTINGS, ARE TO BE COMPLETELY REMOVED. SOAKWELLS, LEACH DRAINS, SEPTIC TANKS AND WASTE WATER DISPOSAL SYSTEMS, SHALL BE REMOVED AND THE LANDS LEVELED .

1 **LOT 43 BUILDING & SHED FACING ONTO BRIGHTON RD**

EXISTING BUILDING STRUCTURE TO BE DEMOLISHED .
ALL DEMOLITION DEBRIS AND THE LIKE TO BE REMOVED FROM SITE. THESE STRUCTURES, INCLUSIVE OF FOOTING, ARE TO BE COMPLETELY REMOVED .
DEMOLITION TO BE DONE WITH CAUTION. ALL DUE CARE & ATTENTION TO BE PAID TO THE EXISTING BRIGHTON ROAD STREET FOOTPATH IN FRONT OF THE SITE. CONTRACTOR IS RESPONSIBLE TO MAKE GOOD ANY DAMAGE AT THEIR EXPENSE. ALL PRECAUTIONS TO BE TAKEN TO PROTECT MEMBERS OF THE PUBLIC.

2 **LOT 44 EXISTING STRUCTURES TO BE DEMOLISHED**

EXISTING BUILDINGS ON LOTS 43 & 44, INCLUSIVE OF FOOTINGS, ARE TO BE COMPLETELY REMOVED. SOAKWELLS, LEACH DRAINS, SEPTIC TANKS AND WASTE WATER DISPOSAL SYSTEMS, SHALL BE REMOVED AND THE LANDS LEVELED .
LOT 44 BUILDING & SHEDS FACING ONTO BRIGHTON RD
EXISTING BUILDING & SHED TO BE DEMOLISHED .
ALL DEMOLITION DEBRIS AND THE LIKE TO BE REMOVED FROM SITE. THESE STRUCTURES , INCLUSIVE OF FOOTINGS , ARE TO BE COMPLETELY REMOVED .
DEMOLITION TO BE DONE WITH CAUTION TO AVOID CAUSING ANY POTENTIAL DAMAGE TO EXISTING NEIGHBOURING BUILDINGS.
ALL DUE CARE & ATTENTION TO BE PAID TO THE EXISTING BRIGHTON ROAD STREET FOOTPATH IN FRONT OF THE SITE. CONTRACTOR IS RESPONSIBLE TO MAKE GOOD ANY DAMAGE AT THEIR EXPENSE. ALL PRECAUTIONS TO BE TAKEN TO PROTECT MEMBERS OF THE PUBLIC.

3 **LOT 43,44 EXISTING CROSSOVERS**

EXTENT OF EXISTING CROSSOVER TO BE REMOVED TO SUIT PROPOSED DESIGN. REFER DRAWING A-1102. REINSTATE DEMOLITION AREAS TO SUIT EXISTING FOOTPATH AND VERGE IN LIAISON WITH AUTHORITIES REQUIREMENTS.

4 **EXISTING BUSTOP**

EXISTING BUSTOP TO BE RETAINED.

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SK03	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

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SCARBOROUGH WA 6019

TITLE: SITE
DEMOLITION PLAN

NORTH

JOB No.	2508
DATE CREATED	2022
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STATUS	DEVELOPMENT APPLICATION
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GROUND LEVEL PLOT RATIO			
LEVEL	ROOM TYPES	COUNT	PLOT RATIO
GROUND			
	Area	1	431.86 m²
TOTAL ROOM TYPES: 1			431.86 m²

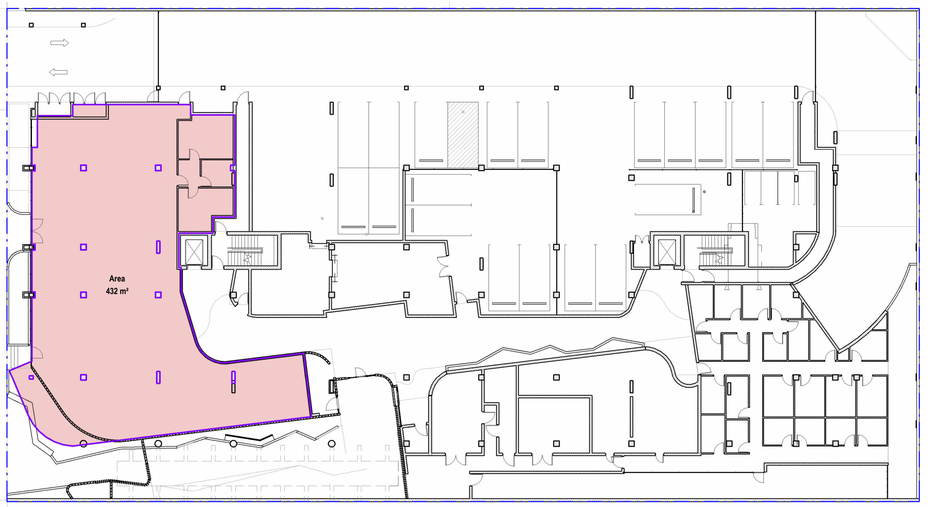
LEVEL 1 - 2 PLOT RATIO			
LEVEL	ROOM TYPES	COUNT	PLOT RATIO
LEVEL 1			
	TYPE 1	1	44.06 m²
	TYPE 2	2	67.39 m²
	TYPE 3	1	42.55 m²
	TYPE 4	10	507.70 m²
	TYPE 5	4	269.33 m²
	TYPE 6	1	40.11 m²
	TYPE 7	1	37.60 m²
	TYPE 9	1	52.24 m²
	TYPE 10	1	56.37 m²
	TYPE 11	2	107.03 m²
LEVEL 2			
	TYPE 1	1	42.89 m²
	TYPE 2	2	68.54 m²
	TYPE 3	1	41.72 m²
	TYPE 4	10	450.45 m²
	TYPE 5	4	237.75 m²
	TYPE 6	1	43.43 m²
	TYPE 7	1	41.88 m²
	TYPE 9	1	50.85 m²
	TYPE 10	1	55.41 m²
	TYPE 11	2	104.06 m²
TOTAL ROOM TYPES: 48			2361.36 m²

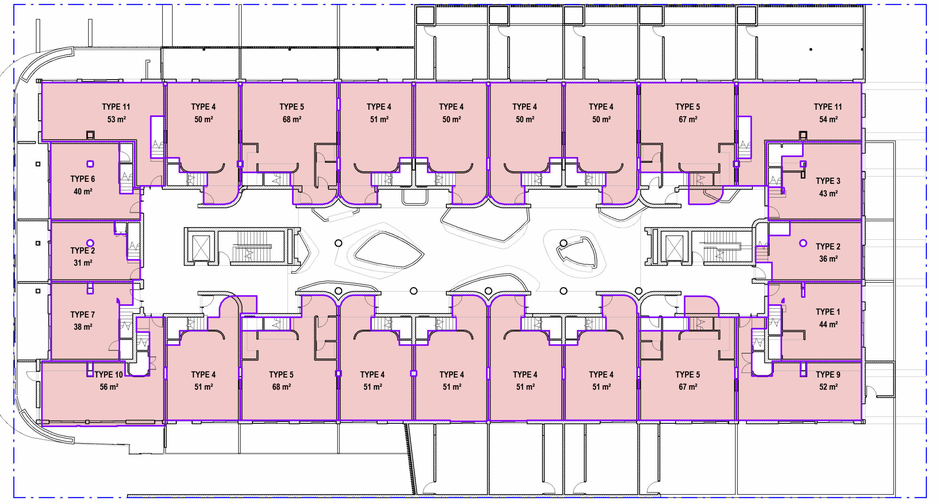
3 LEVEL PLOT RATIO			
LEVEL	ROOM TYPES	COUNT	PLOT RATIO
LEVEL 3			
	Type B	1	75.80 m²
	Type C	1	102.55 m²
	Type D	1	100.69 m²
	Type F	1	54.26 m²
	Type G	1	81.43 m²
	Type H	1	101.15 m²
	Type I	1	59.06 m²
TOTAL ROOM TYPES: 7			574.93 m²

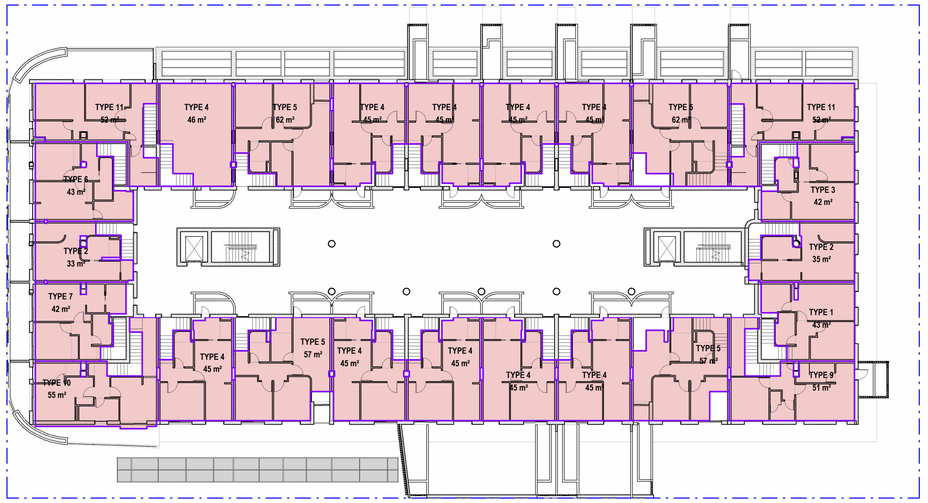
4-7 TYPICAL LEVEL PLOT RATIO			
LEVEL	ROOM TYPES	COUNT	PLOT RATIO
LEVEL 4			
	Type A	2	163.29 m²
	Type B	2	151.61 m²
	Type C	1	102.55 m²
	Type D	1	100.69 m²
	Type E	1	52.30 m²
	Type F	1	54.26 m²
TOTAL ROOM TYPES: 8			624.70 m²

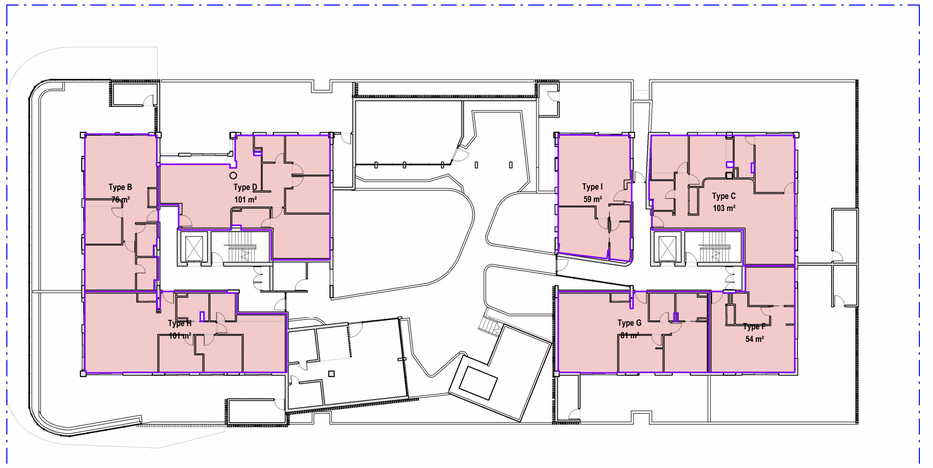
LEVEL 8 PLOT RATIO			
LEVEL	ROOM TYPES	COUNT	PLOT RATIO
LEVEL 8			
	PH 01	1	172.04 m²
	PH 01 - B	1	162.89 m²
	PH 02	1	153.59 m²
	PH 02 - B	1	146.76 m²
TOTAL ROOM TYPES: 4			635.28 m²

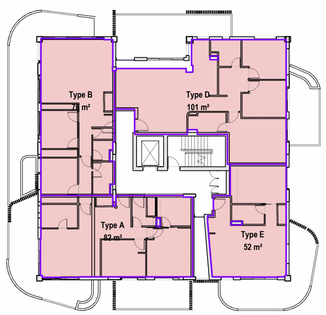
TOTAL PLOT RATIO	
LEVELS	PLOT RATIO
GROUND	431.86 m²
LEVEL 1 - 2	2361.36 m²
LEVEL 3	574.93 m²
LEVEL 4-7	2497.89 m²
LEVEL 8	635.28 m²
TOTAL: 92	6501.31 m²

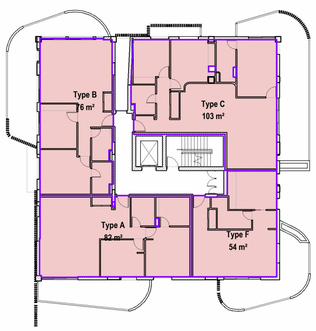


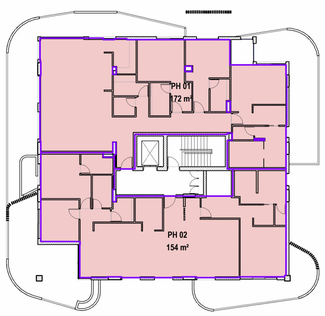


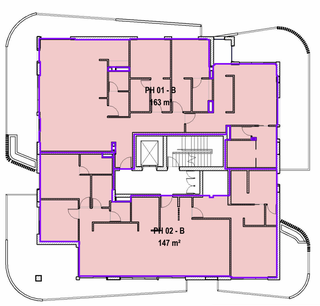












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SK03	19/02/2026	ISSUED FOR INFORMATION
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CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
SITE
PLOT RATIO

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 250
DRAWN BY	SX
REVIEWED BY	AA

DRAWING NO A1104
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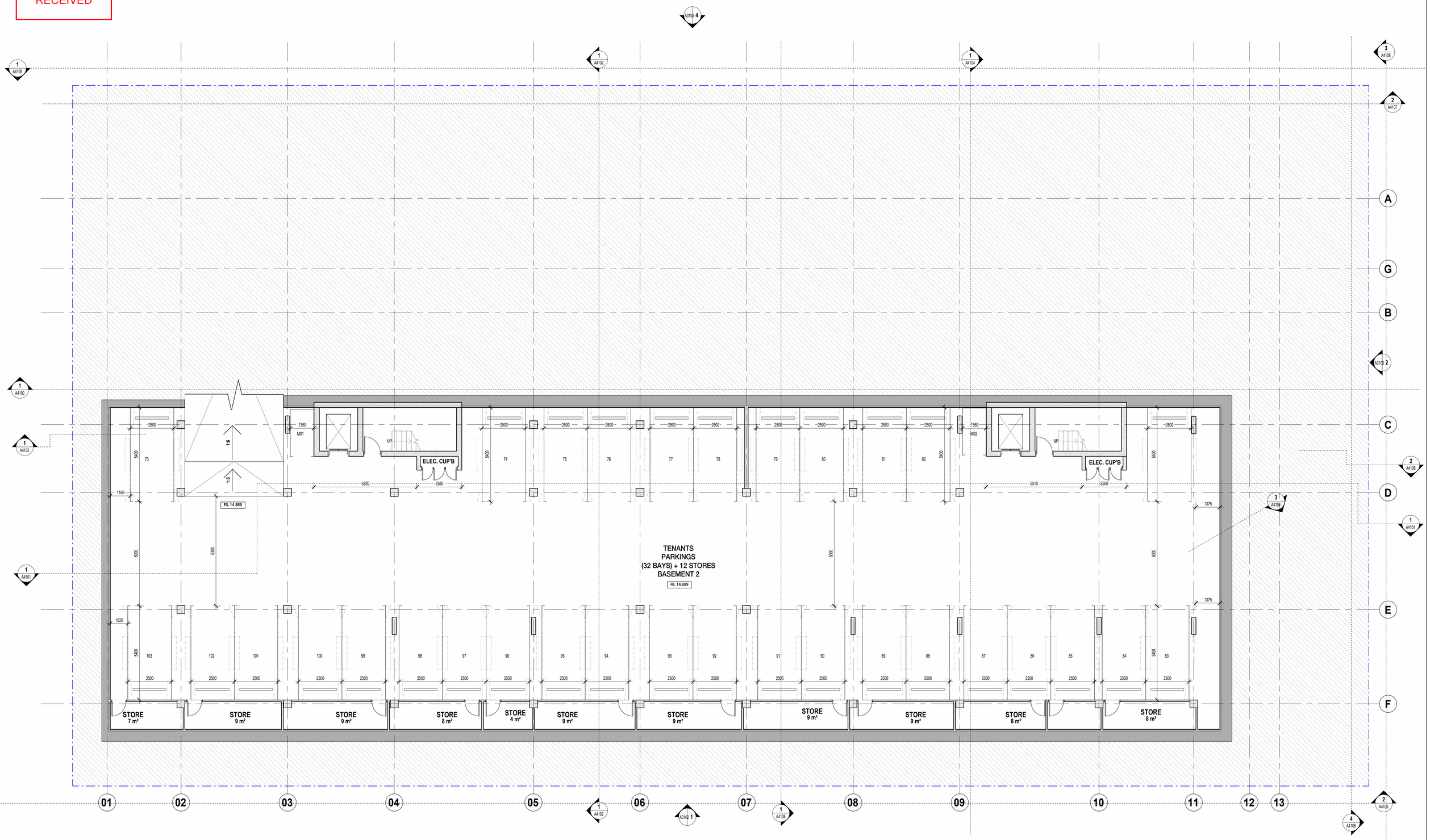

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SK03	19/11/2025	ISSUED FOR INFORMATION
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SK05	18/02/2026	ISSUED FOR INFORMATION
SK06	19/02/2026	ISSUED FOR INFORMATION
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SCANLAN ARCHITECTS

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PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS

LEVEL B2

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SX
REVIEWED BY	AA

DRAWING NO
A2100

STATUS
DEVELOPMENT APPLICATION

ISSUE
DA4

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City of Stirling
3 March 2026
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B1 - LOWER
RL 16.490

B1 - UPPER
RL 18.350

TENANTS
PARKINGS
(72 BAYS + 16 STORES)

BOLLARD

ELEC. CUP'B

DEEP SOIL ZONE

SEWER LINE

RAMP 1:8

Room 7 m²

STORE 7 m²
STORE 10 m²
STORE 9 m²
STORE 8 m²
STORE 5 m²
STORE 9 m²
STORE 10 m²
STORE 10 m²
STORE 9 m²
STORE 8 m²
STORE 4 m²
STORE 9 m²
STORE 6 m²
STORE 6 m²
STORE 7 m²

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA2	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK01	5/11/2025	ISSUED FOR INFORMATION
SK02	17/11/2025	ISSUED FOR INFORMATION
SK03	19/11/2025	ISSUED FOR INFORMATION
DA3	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK04	13/02/2026	ISSUED FOR INFORMATION
SK05	18/02/2026	ISSUED FOR INFORMATION
SK06	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

SCANLAN ARCHITECTS

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS

LEVEL B1

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SX
REVIEWED BY	AA

DRAWING NO A2101

STATUS DEVELOPMENT APPLICATION

ISSUE DA4

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City of Stirling
3 March 2026
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BRIGHTON ROAD

PROPOSED CROSSOVER

LOW LANDSCAPE

LINE OF CANOPY ABOVE

ROLLER GATE TO PRIVATE CAR PARK. GATE TO STAY OPEN DURING BUSINESS HOURS

VEHICLES ACCESS

LINE OF THE BUILDING ABOVE SHOWN DASHED

HYD BOOSTER

GAS METER / WATER METER

4 COMMERCIAL BIKE RACKS

DEEP SOIL ZONE

FEMALE TOILETS & CHANGE ROOM

UAT

MALE TOILETS & CHANGE ROOM

ESCAPE PATH 01

GYM
367 m²

STAIRS

LIFT LOBBY

ELEC. CUP'B

BULK BIN 5.2m²

10.2m COLLECTION VEHICLE

COMMERCIAL VISITORS PARKING C02

COMMERCIAL VISITORS PARKING C03

COMMERCIAL TENANCY PARKING 5 CAR BAYS C05

ELETRICAL VEHICLE CHARGING STATION

STAFF PARKING C01

STAFF PARKING C04

LOADING BAY

BIN STORE RES.
51 m²

BULK BIN 6.5m

1:20 RAMP

ROLLER GATE TO PRIVATE CAR PARK

APARTMENT PARKING
4 CAR BAYS

VISITOR PARKING
10 CAR BAYS

V1 V2 V3 V4 V5 V6 V7 V8 V9 V10

SHARE SCOOTERS ZONE

M07 M08 M09 M09

ROLLER GATE TO PRIVATE PARKING

APARTMENT'S MOTORCYCLE AND BIKE AREA

10 BIKE RACKS

ELEC. CUP'B

ESCAPE PATH 02

LIFT LOBBY

DEEP SOIL ZONE

SEWER LINE

RAMP FROM CARPARK 1:8

LINE OF THE BUILDING ABOVE SHOWN DASHED

CONCRETE HARD-STAND FOR BINS COLLECTION

EXISTING FOOTPATH

LOBBY

DELIVERY /PICK-UP

LETTERBOX

SUBSTATION

SWITCH ROOM

FIRE PUMP ROOM

TANK 01

TANK 02

STORE 4 m²

STORE 5 m²

STORE 6 m²

STORE 8 m²

APARTMENT's BICYCLE RACKS - 67

LINE OF CANOPY ABOVE

PEDESTRIAN PATH

ENTRY GATE

1:21

DOG WASH

EXISTING BUS STOP

01 02 03 04 05 06 07 08 09 10 11 12 13

A B C D E F G

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
SK02	17/11/2025	ISSUED FOR INFORMATION
SK03	19/11/2025	ISSUED FOR INFORMATION
DA4	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK04	13/02/2026	ISSUED FOR INFORMATION
SK05	16/02/2026	ISSUED FOR INFORMATION
SK06	18/02/2026	ISSUED FOR INFORMATION
SK07	19/02/2026	ISSUED FOR INFORMATION
DA5	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION
DA6	12/03/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS

LEVEL GROUND

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SX
REVIEWED BY	AA

DRAWING NO
A2102

STATUS
DEVELOPMENT APPLICATION

ISSUE
DA6

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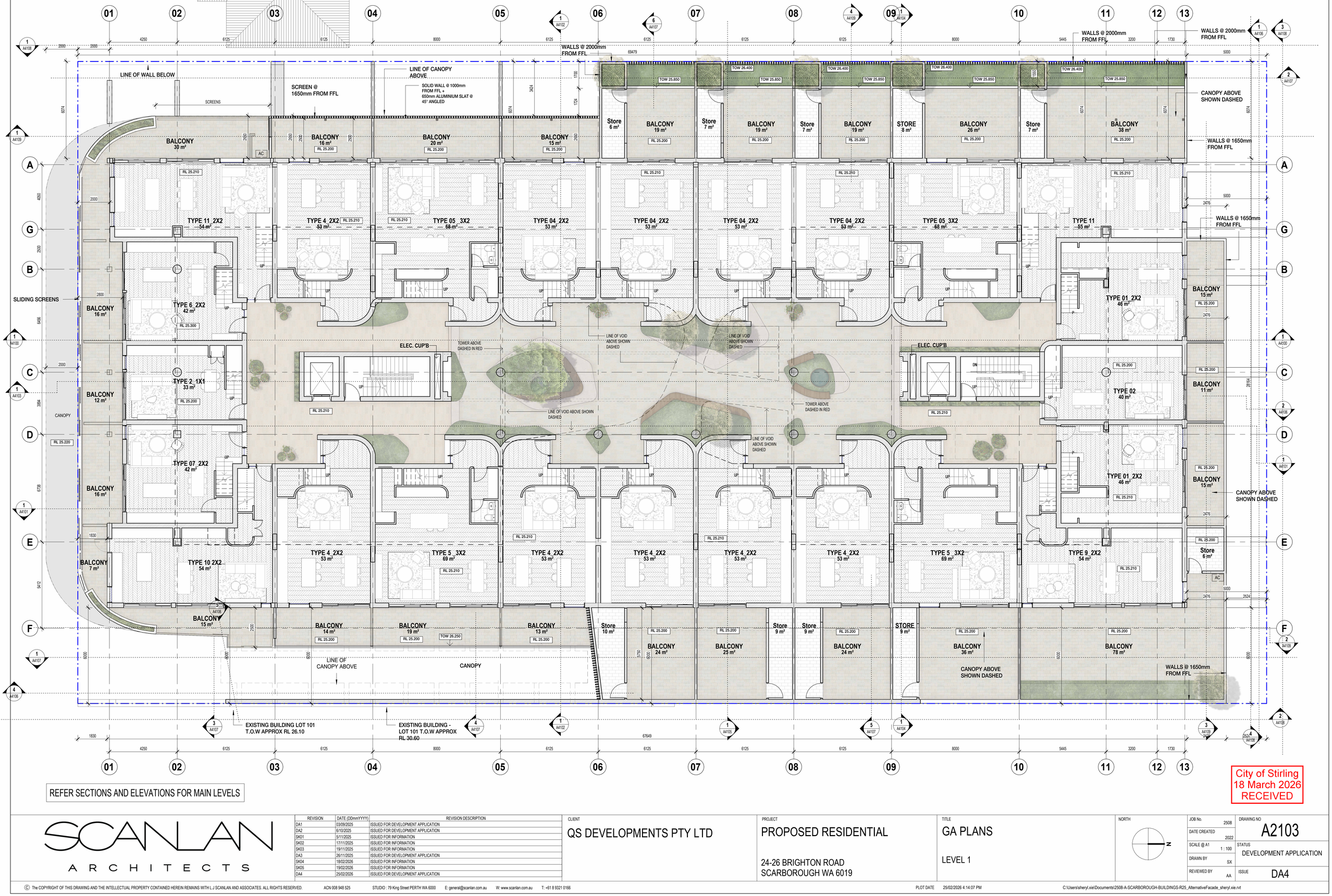

REFER SECTIONS AND ELEVATIONS FOR MAIN LEVELS

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SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION
DA2	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK01	5/11/2025	ISSUED FOR INFORMATION
SK02	17/11/2025	ISSUED FOR INFORMATION
SK03	19/11/2025	ISSUED FOR INFORMATION
DA3	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK04	18/02/2026	ISSUED FOR INFORMATION
SK05	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT: QS DEVELOPMENTS PTY LTD

PROJECT: PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE: GA PLANS
LEVEL 1

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
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REVIEWED BY	AA

DRAWING NO: A2103
STATUS: DEVELOPMENT APPLICATION
ISSUE: DA4

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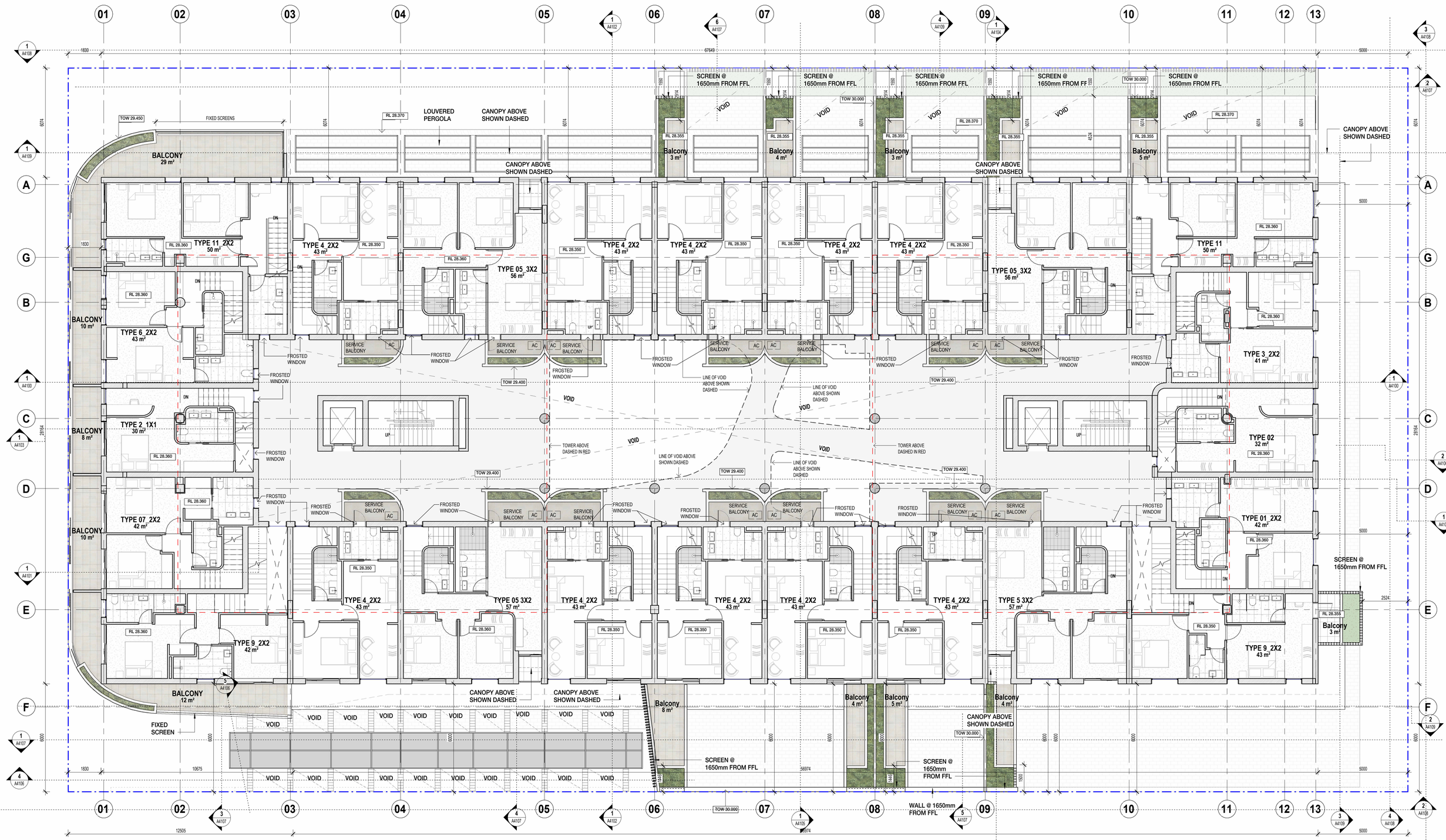

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SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
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SK03	19/11/2025	ISSUED FOR INFORMATION
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SK05	18/02/2026	ISSUED FOR INFORMATION
SK06	19/02/2026	ISSUED FOR INFORMATION
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CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS
LEVEL 2

NORTH

JOB No.	2508
DATE CREATED	2022
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DRAWING NO
A2104

STATUS
DEVELOPMENT APPLICATION

ISSUE
DA4

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SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA3	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK01	5/11/2025	ISSUED FOR INFORMATION
SK02	17/11/2025	ISSUED FOR INFORMATION
SK03	19/11/2025	ISSUED FOR INFORMATION
DA4	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK04	13/02/2026	ISSUED FOR INFORMATION
SK05	18/02/2026	ISSUED FOR INFORMATION
SK06	19/02/2026	ISSUED FOR INFORMATION
DA5	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS

LEVEL 3

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SX
REVIEWED BY	AA

DRAWING NO
A2105

STATUS
DEVELOPMENT APPLICATION

ISSUE
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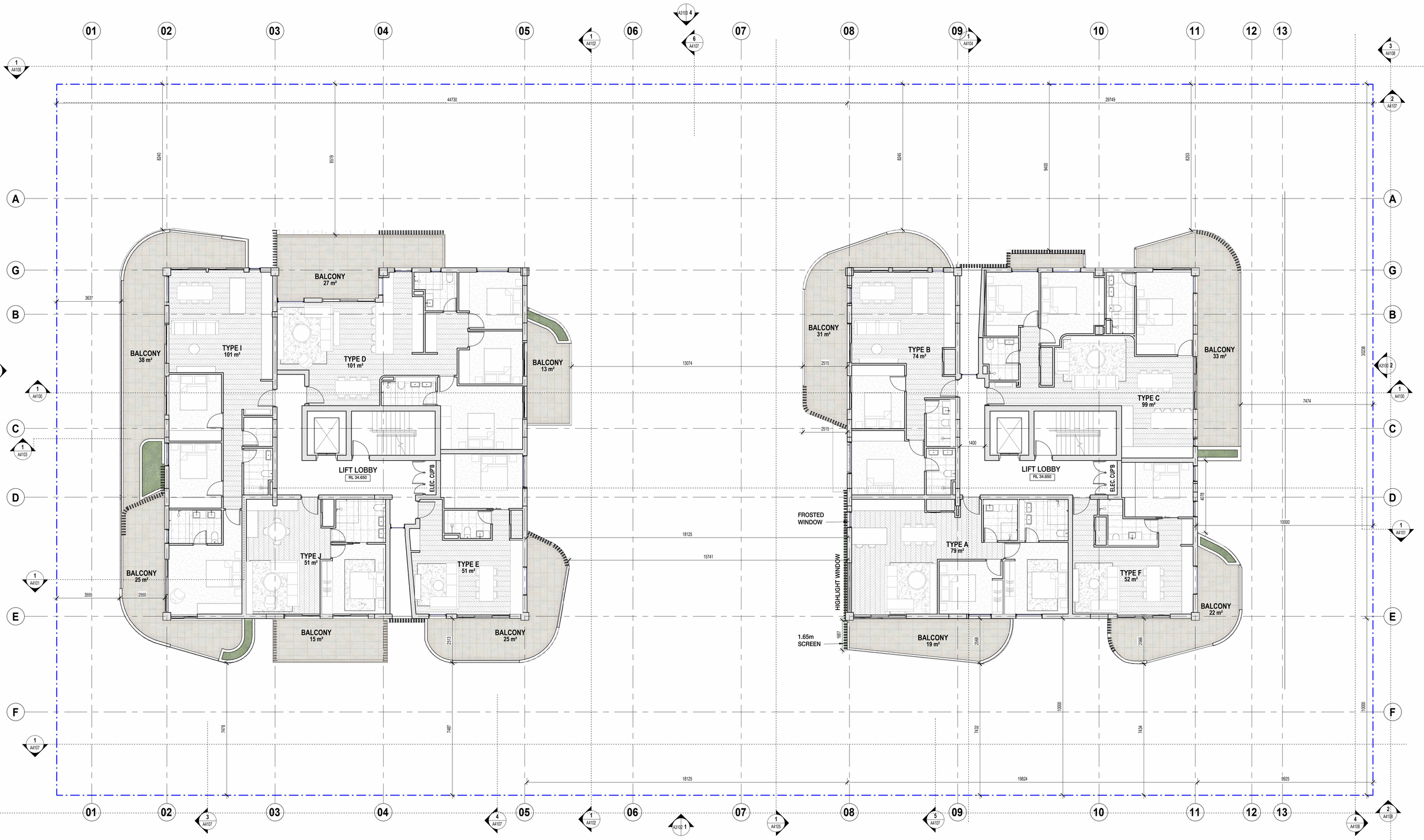

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REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA2	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK01	5/11/2025	ISSUED FOR INFORMATION
SK02	17/11/2025	ISSUED FOR INFORMATION
SK03	19/11/2025	ISSUED FOR INFORMATION
DA3	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK04	13/02/2026	ISSUED FOR INFORMATION
SK05	18/02/2026	ISSUED FOR INFORMATION
SK06	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS

LEVEL 4

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SX
REVIEWED BY	AA

DRAWING NO
A2106

STATUS
DEVELOPMENT APPLICATION

ISSUE
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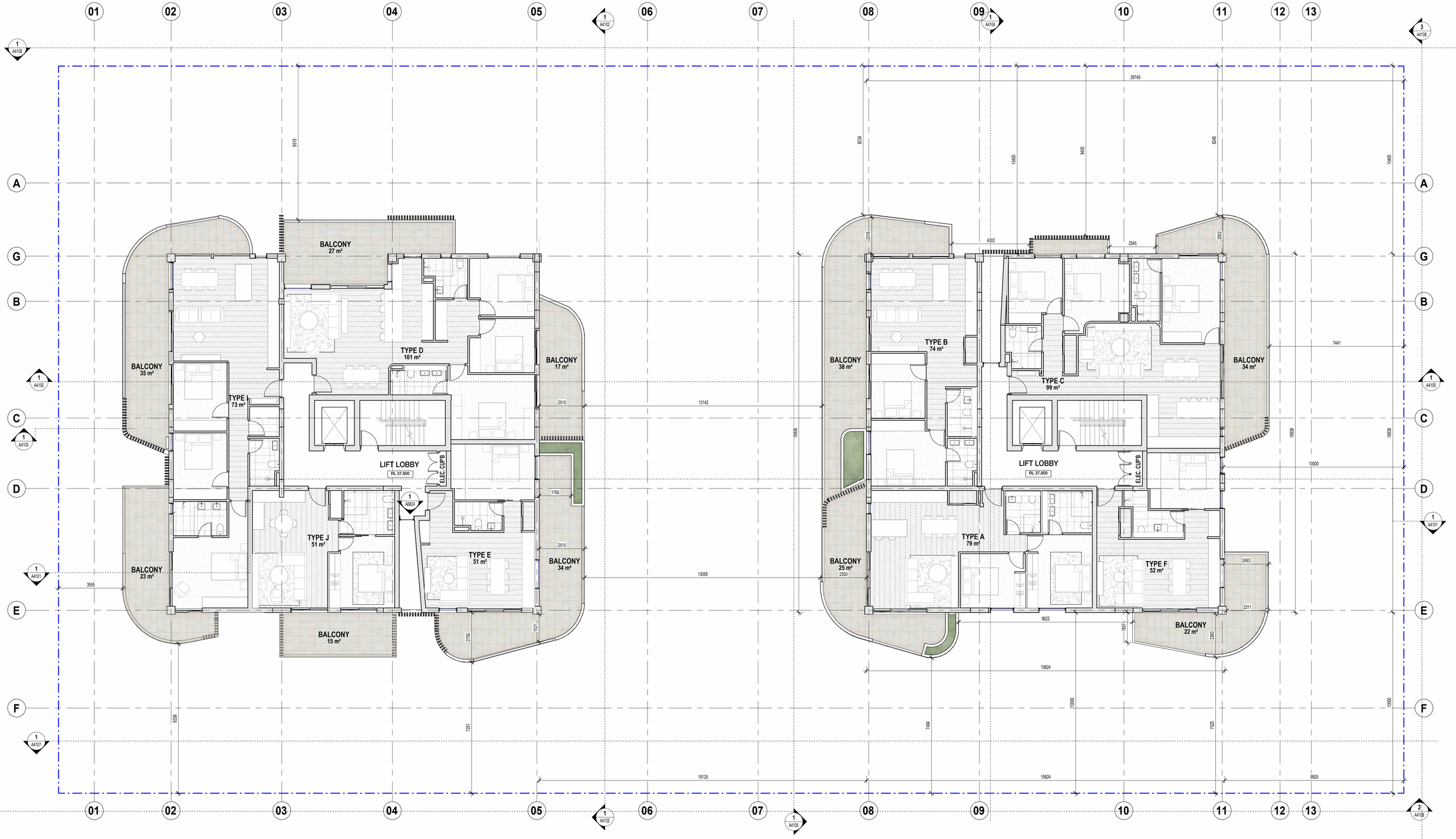

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REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA2	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK01	5/11/2025	ISSUED FOR INFORMATION
SK02	17/11/2025	ISSUED FOR INFORMATION
SK03	19/11/2025	ISSUED FOR INFORMATION
DA3	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK04	13/02/2026	ISSUED FOR INFORMATION
SK05	18/02/2026	ISSUED FOR INFORMATION
SK06	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

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PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS
LEVEL 5

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
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REVIEWED BY	AA

DRAWING NO
A2107

STATUS
DEVELOPMENT APPLICATION

ISSUE
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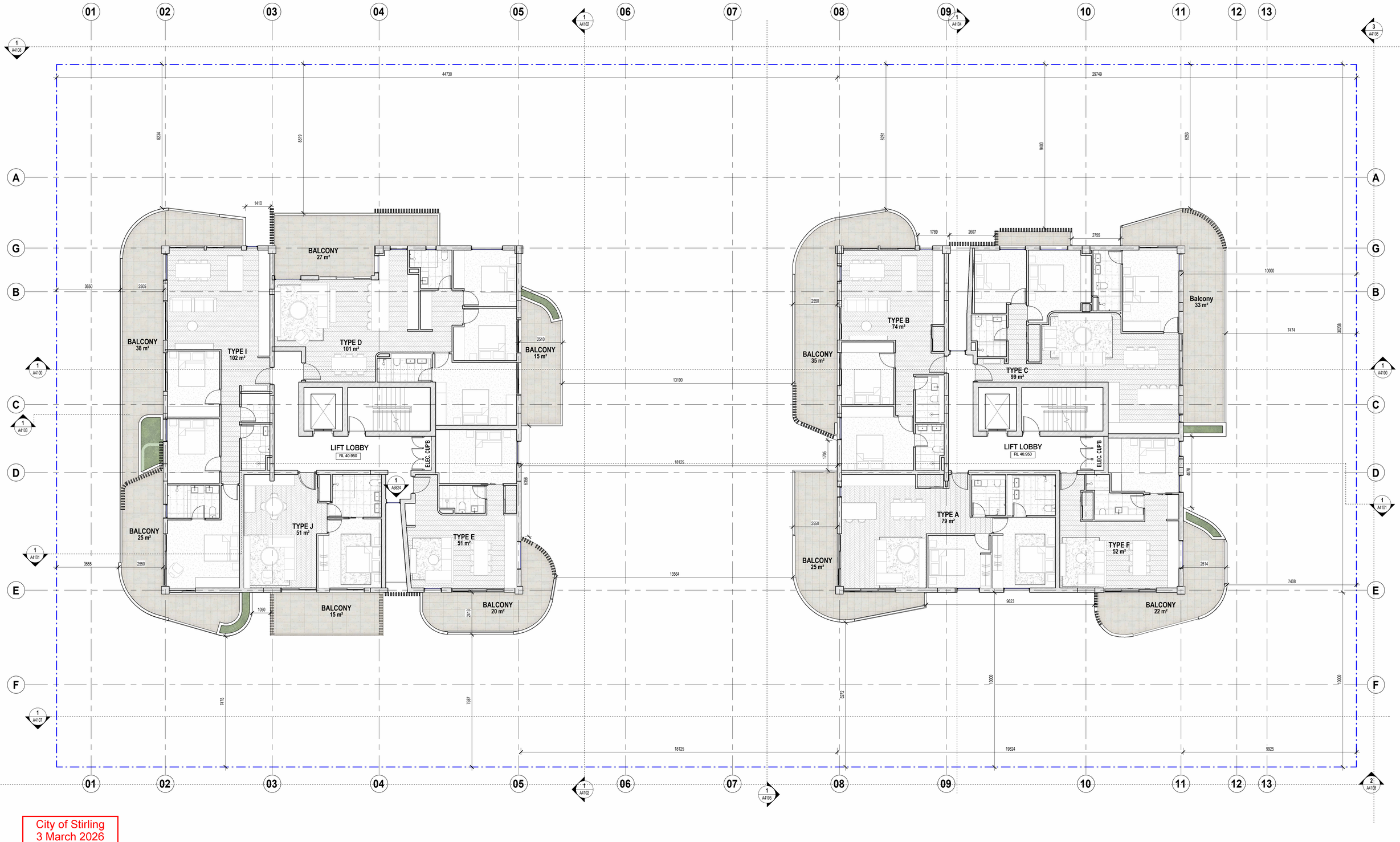

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SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA2	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK01	5/11/2025	ISSUED FOR INFORMATION
SK02	17/11/2025	ISSUED FOR INFORMATION
SK03	19/11/2025	ISSUED FOR INFORMATION
DA3	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK04	13/02/2026	ISSUED FOR INFORMATION
SK05	18/02/2026	ISSUED FOR INFORMATION
SK06	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

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PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS

LEVEL 6

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SX
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DRAWING NO
A2108

STATUS
DEVELOPMENT APPLICATION

ISSUE
DA4

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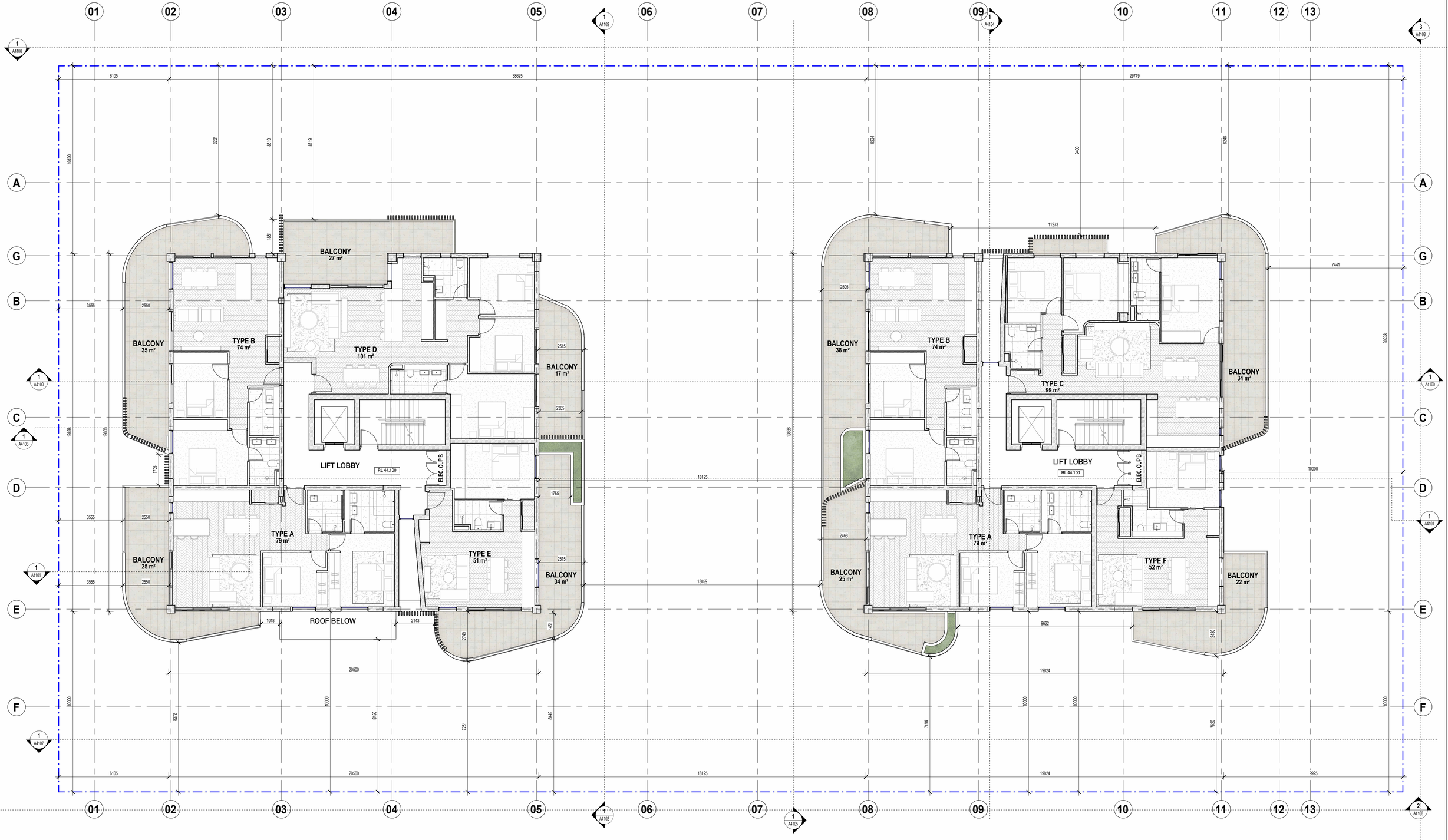

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SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA2	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK01	5/11/2025	ISSUED FOR INFORMATION
SK02	17/11/2025	ISSUED FOR INFORMATION
SK03	19/11/2025	ISSUED FOR INFORMATION
DA3	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK04	13/02/2026	ISSUED FOR INFORMATION
SK05	18/02/2026	ISSUED FOR INFORMATION
SK06	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS

LEVEL 7

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SX
REVIEWED BY	AA

DRAWING NO
A2109

STATUS
DEVELOPMENT APPLICATION

ISSUE
DA4

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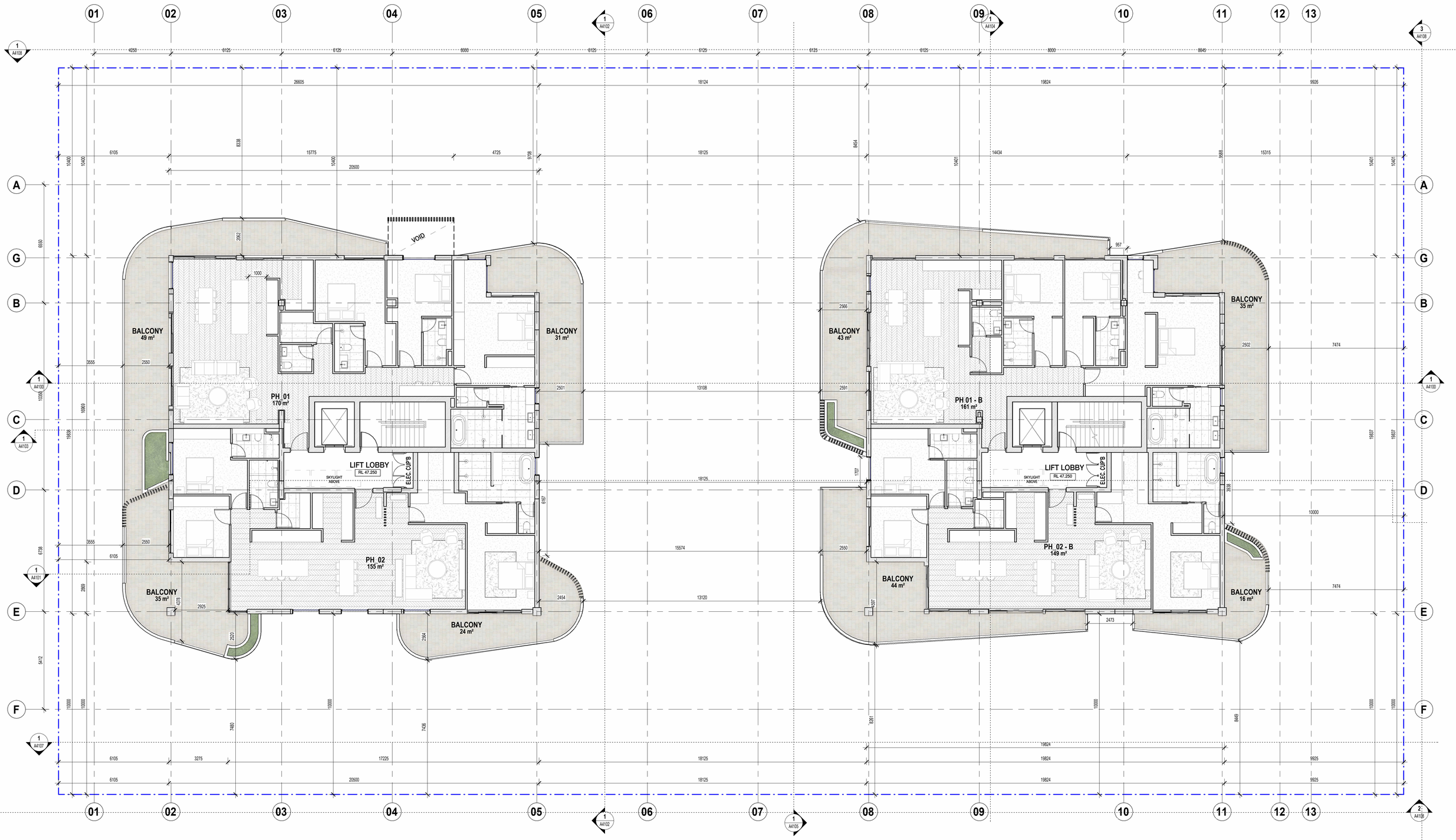

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City of Stirling
3 March 2026
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SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA2	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK01	5/11/2025	ISSUED FOR INFORMATION
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DA3	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
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SK05	18/02/2026	ISSUED FOR INFORMATION
SK06	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
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PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS
LEVEL 8

NORTH

JOB No. 2508
DATE CREATED 2022
SCALE @ A1 1 : 100
DRAWN BY SX
REVIEWED BY AA
DRAWING NO A2110
STATUS DEVELOPMENT APPLICATION
ISSUE DA4

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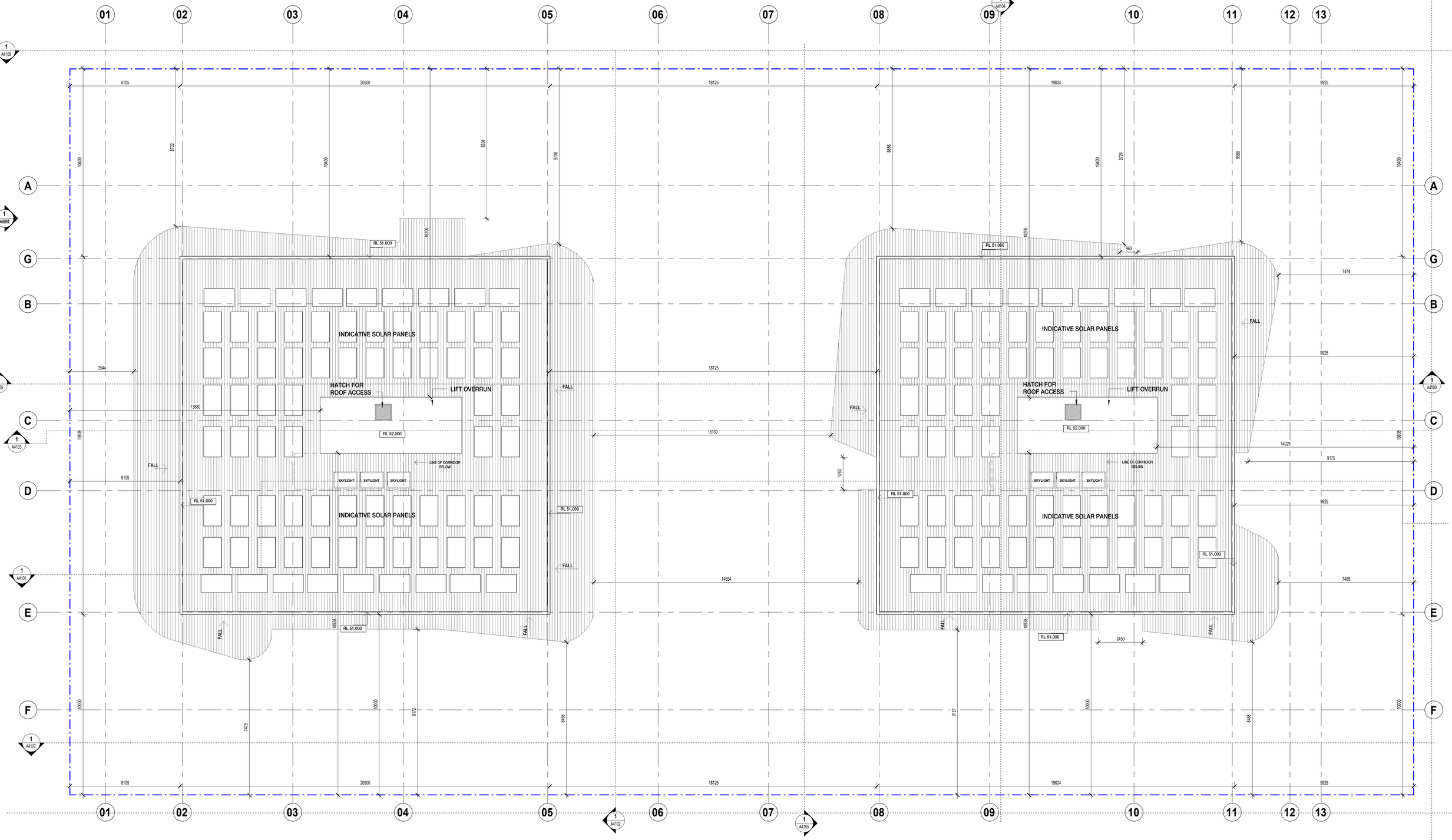

NOTE: SOLAR PANALS QUANTITIES AS PER ESD REQUIREMENT

City of Stirling
3 March 2026
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SCANLAN ARCHITECTS

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CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA PLANS
LEVEL ROOF

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SX
REVIEWED BY	AA

DRAWING NO A2111
STATUS DEVELOPMENT APPLICATION
ISSUE DA4

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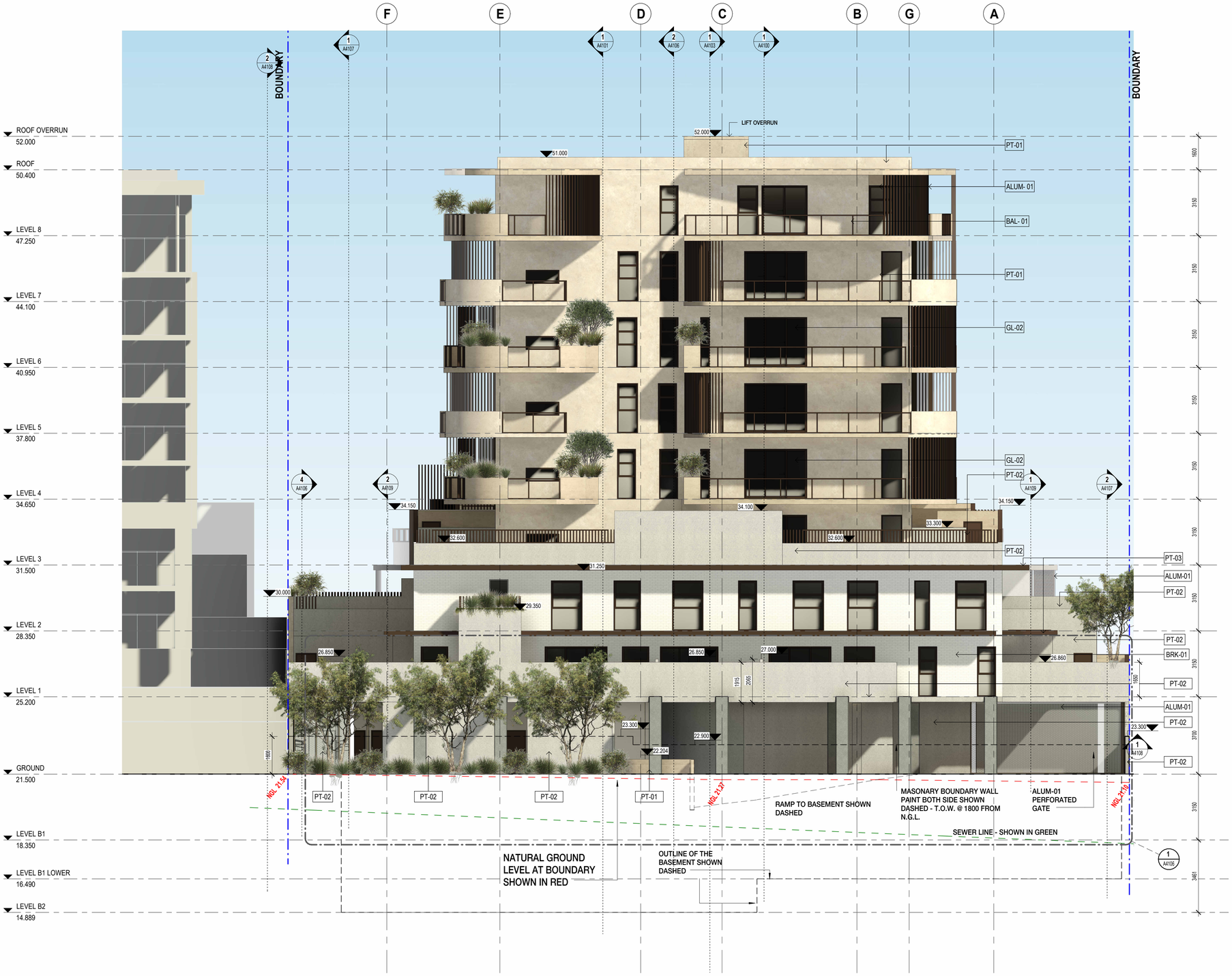

MATERIAL SCHEDULE	
GL-01	CLEAR GLAZING - AS PER ESD REQUIREMENTS
GL-02	ALUMINIUM FRAME: DURATEC - NATURAL BRONZE + CLEAR GLASS
GL-03	OBECO - SATINE FROSTED GLASS BLOCK -190X190X100 Fire Rated -/120/120
ALUM -01	ALUMINIUM SLATS 125x55mm DULUX DURATEC - NATURAL BRONZE
PT-01	CFC SHEET CEMINTEL PANEL - 3000x1200mm - PAINTED IN DULUX- SMOOTH BEECH
PT-02	CFC SHEET CEMINTEL PANEL - 3000x1200mm - PAINTED IN DULUX- PARCHMENT
PT-03	RENDERED AND PAINTED - DULUX - NUTMEG HUSK
SCR-01	PERFORATED SLIDING SCREEN IN - ALUM 01_ METRIX TARTAN M12/8-14 50% OPEN AREA
SCR-02	BLACK CHAINLINK PANELS
BRK -01	AUSTRAL BRICK - HAMPTON WHITEHAVEN + WHITE MORTAR
BAL -01	FRAMED BALUSTRADE: ALUMINIUM POST IN DURATEC - NATURAL BRONZE + CLEAR GLASS INFILL PANELS
BAL -02	VERTICAL ALUMN. SLATS BALUSTRADE: DULUX DURATEC - NATURAL BRONZE

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION
DA2	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK01	5/11/2025	ISSUED FOR INFORMATION
SK02	17/11/2025	ISSUED FOR INFORMATION
SK03	19/11/2025	ISSUED FOR INFORMATION
DA3	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK04	18/02/2026	ISSUED FOR INFORMATION
SK05	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA ELEVATIONS
NORTH

NORTH

JOB No. 2508
DATE CREATED 2022
SCALE @ A1 1 : 100
DRAWN BY SX
REVIEWED BY AA

DRAWING NO A3100
STATUS DEVELOPMENT APPLICATION
ISSUE DA4

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MATERIAL SCHEDULE	
GL-01	CLEAR GLAZING - AS PER ESD REQUIREMENTS
GL-02	ALUMINIUM FRAME: DURATEC - NATURAL BRONZE + CLEAR GLASS
GL-03	OBECO - SATINE FROSTED GLASS BLOCK -190X190X100 Fire Rated -/120/120
ALUM -01	ALUMINIUM SLATS 125x55mm DULUX DURATEC - NATURAL BRONZE
PT-01	CFC SHEET CEMINTEL PANEL - 3000x1200mm - PAINTED IN DULUX-SMOOTH BEECH
PT-02	CFC SHEET CEMINTEL PANEL - 3000x1200mm - PAINTED IN DULUX-PARCHMENT
PT-03	RENDERED AND PAINTED - DULUX - NUTMEG HUSK
SCR-01	PERFORATED SLIDING SCREEN IN - ALUM.01_ METRIX TARTAN M12/8-14 50% OPEN AREA
SCR-02	BLACK CHAINLINK PANELS
BRK -01	AUSTRAL BRICK - HAMPTON WHITEHAVEN + WHITE MORTAR
BAL -01	FRAMED BALUSTRADE: ALUMINIUM POST IN DURATEC - NATURAL BRONZE + CLEAR GLASS INFILL PANELS
BAL -02	VERTICAL ALUMN. SLATS BALUSTRADE: DULUX DURATEC - NATURAL BRONZE

SCANLAN ARCHITECTS

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SK02	17/11/2025	ISSUED FOR INFORMATION
SK03	19/11/2025	ISSUED FOR INFORMATION
DA3	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK04	18/02/2026	ISSUED FOR INFORMATION
SK05	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA ELEVATIONS
SOUTH

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SX
REVIEWED BY	AA

DRAWING NO A3101
STATUS DEVELOPMENT APPLICATION
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3 March 2026
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PLEASE NOTE:
NATURAL GROUND LEVEL AT BOUNDARY SHOWN ON SHEET A4105

MATERIAL SCHEDULE

GL-01	CLEAR GLAZING - AS PER ESD REQUIREMENTS
GL-02	ALUMINIUM FRAME: DURATEC - NATURAL BRONZE + CLEAR GLASS
GL-03	OBECO - SATINE FROSTED GLASS BLOCK -190X190X100 Fire Rated -/120/120
ALUM -01	ALUMINIUM SLATS 125x55mm DULUX DURATEC - NATURAL BRONZE
PT-01	CFC SHEET CEMINTEL PANEL - 3000x1200mm - PAINTED IN DULUX- SMOOTH BEECH
PT-02	CFC SHEET CEMINTEL PANEL - 3000x1200mm - PAINTED IN DULUX- PARCHMENT
PT-03	RENDERED AND PAINTED - DULUX - NUTMEG HUSK
SCR-01	PERFORATED SLIDING SCREEN IN - ALUM 01_ METRIX TARTAN M12/8-14 50% OPEN AREA
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BRK -01	AUSTRAL BRICK - HAMPTON WHITEHAVEN + WHITE MORTAR
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SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
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SK04	18/02/2026	ISSUED FOR INFORMATION
SK05	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT: QS DEVELOPMENTS PTY LTD

PROJECT: PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE: GA ELEVATIONS
EAST

NORTH

JOB No. 2508
DATE CREATED 2022
SCALE @ A1 1 : 100
DRAWN BY SX
REVIEWED BY AA

DRAWING NO A3102
STATUS DEVELOPMENT APPLICATION
ISSUE DA4

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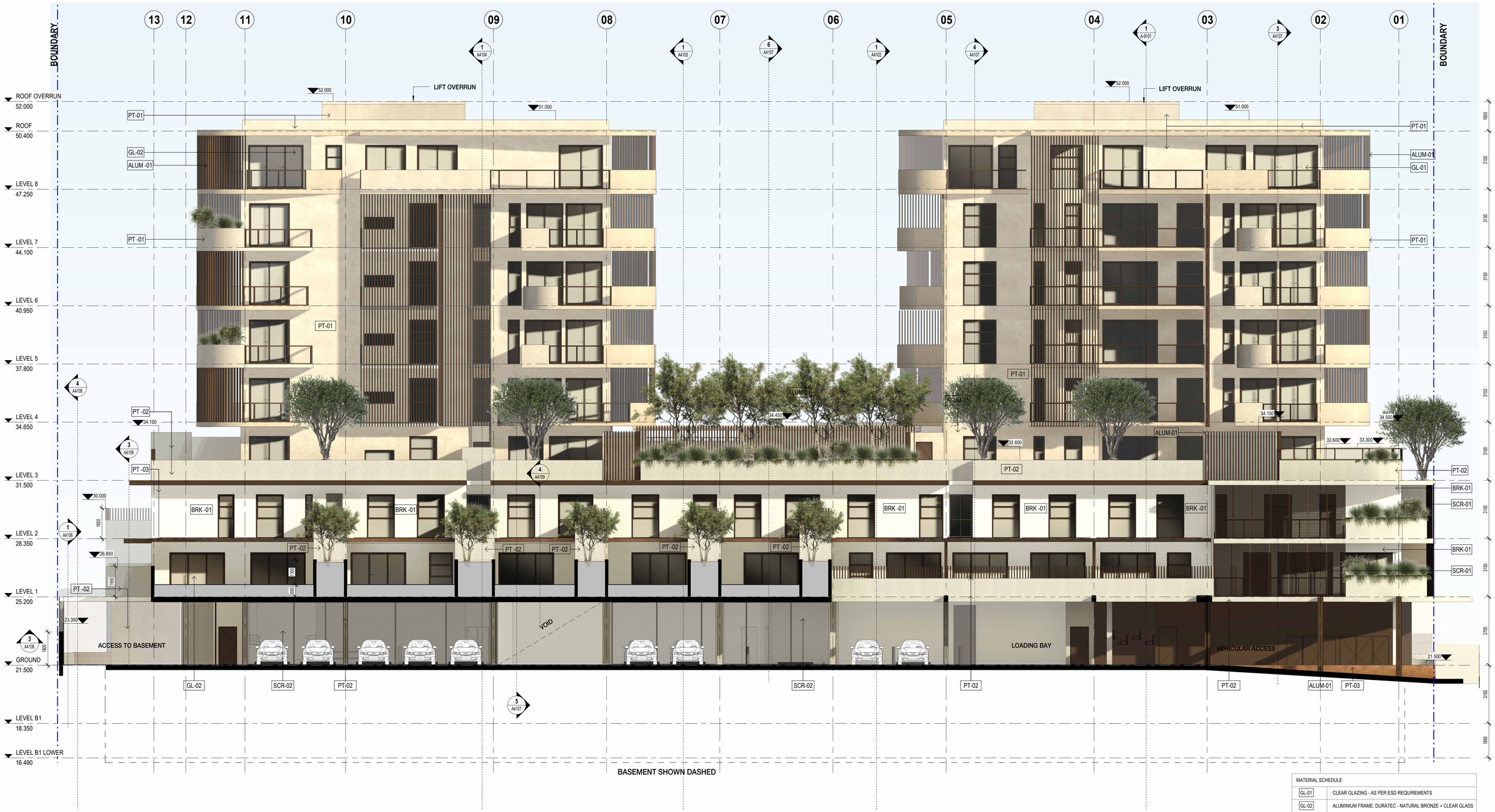

BASEMENT SHOWN DASHED

MATERIAL SCHEDULE	
GL-01	CLEAR GLAZING - AS PER ESD REQUIREMENTS
GL-02	ALUMINIUM FRAME: DURATEC - NATURAL BRONZE + CLEAR GLASS
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BRK -01	AUSTRAL BRICK - HAMPTON WHITEHAVEN + WHITE MORTAR
BAL -01	FRAMED BALUSTRADE: ALUMINIUM POST IN DURATEC - NATURAL BRONZE + CLEAR GLASS INFILL PANELS
BAL -02	VERTICAL ALUMN. SLATS BALUSTRADE: DULUX DURATEC - NATURAL BRONZE

PLEASE NOTE:
NATURAL GROUND LEVEL AT BOUNDARY SHOWN ON SHEET A4105

City of Stirling
3 March 2026
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SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION
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SK01	5/11/2025	ISSUED FOR INFORMATION
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SK03	19/11/2025	ISSUED FOR INFORMATION
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SK04	18/02/2026	ISSUED FOR INFORMATION
SK05	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA ELEVATIONS
WEST

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SX
REVIEWED BY	AA
DRAWING NO	A3103
STATUS	DEVELOPMENT APPLICATION
ISSUE	DA4

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3 March 2026
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BOUNDARY LINE
BOUNDARY LINE
01
02
03
04
05
06
07
08
09
10
11
12
13
1 A-9101
1 A4102
6 A4107
1 A4105
4 A4109
1 A4104
3 A4108
ROOF OVERRUN
52.000
ROOF
50.400
LEVEL 8
47.250
LEVEL 7
44.100
LEVEL 6
40.950
LEVEL 5
37.800
LEVEL 4
34.650
LEVEL 3
31.500
LEVEL 2
28.350
LEVEL 1
25.200
GROUND
21.500
LEVEL B1
18.350
LEVEL B1 LOWER
16.490
LEVEL B2
14.889
2600
2600
3420
51.000
50.450
50.500
51.000
34.450
33.850
34.100
32.600
32.550
31.500
28.350
26.850
25.220
25.200
23.300
1080
2050
1140
1600
1600
1600

City of Stirling
3 March 2026
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REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
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SK03	19/11/2025	ISSUED FOR INFORMATION
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SK05	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

SCANLAN ARCHITECTS

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PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA SECTIONS
SECTION B

NORTH

JOB No. 2508
DATE CREATED 2022
SCALE @ A1 1 : 100
DRAWN BY SX
REVIEWED BY AA

DRAWING NO A4101
STATUS DEVELOPMENT APPLICATION
ISSUE DA4

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City of Stirling
3 March 2026
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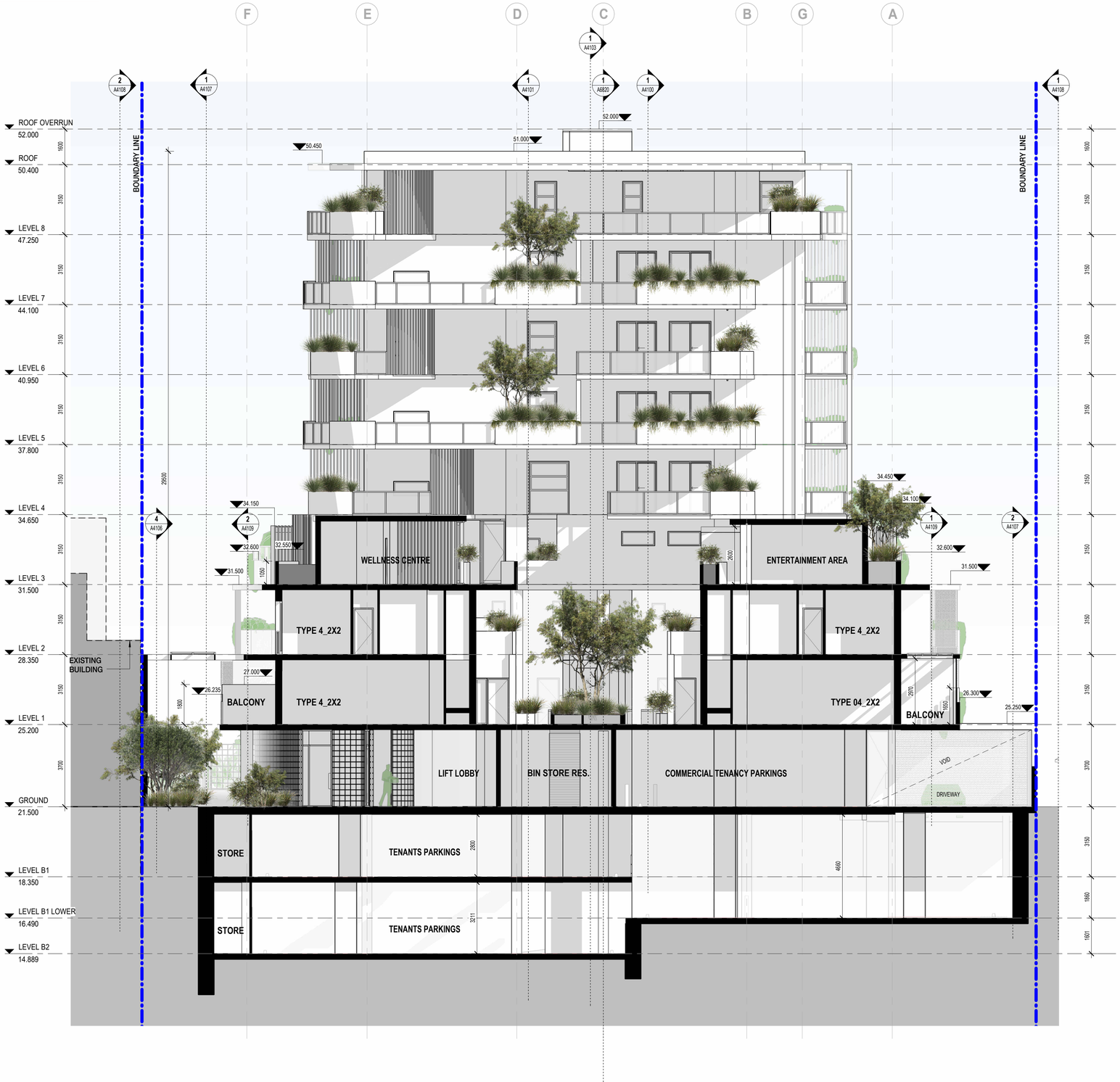

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION
DA2	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK01	5/11/2025	ISSUED FOR INFORMATION
SK02	17/11/2025	ISSUED FOR INFORMATION
SK03	19/11/2025	ISSUED FOR INFORMATION
DA3	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK04	18/02/2026	ISSUED FOR INFORMATION
SK05	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

SCANLAN ARCHITECTS

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA SECTIONS
SECTION C

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SX
REVIEWED BY	AA

DRAWING NO
A4102

STATUS
DEVELOPMENT APPLICATION

ISSUE
DA4

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3 March 2026
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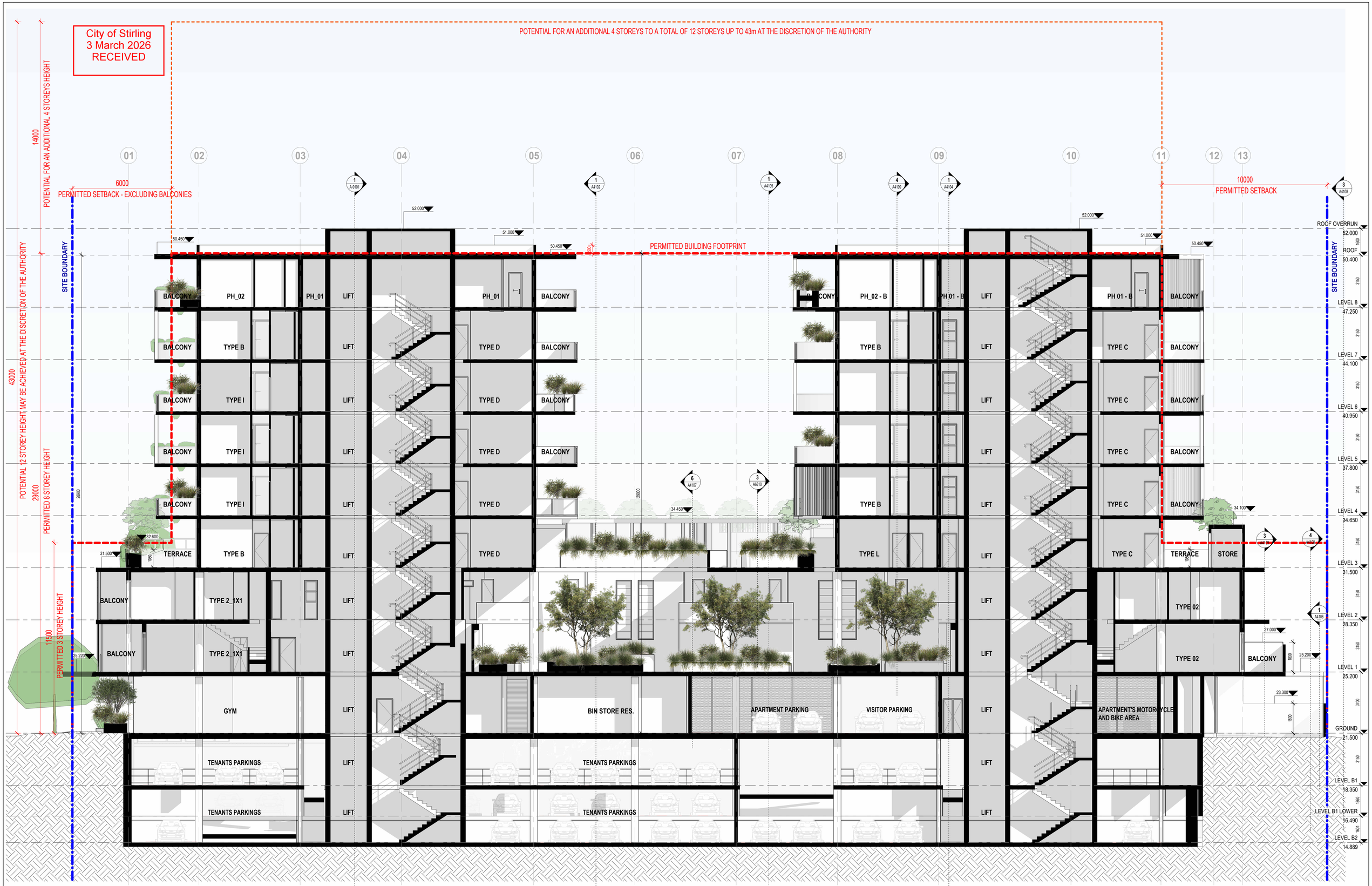

SCANLAN
ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION
DA2	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK01	5/11/2025	ISSUED FOR INFORMATION
SK02	17/11/2025	ISSUED FOR INFORMATION
SK03	19/11/2025	ISSUED FOR INFORMATION
DA3	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK04	18/02/2026	ISSUED FOR INFORMATION
SK05	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

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PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA SECTIONS
SECTIONS D

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SX
REVIEWED BY	AA
DRAWING NO	A4103
STATUS	DEVELOPMENT APPLICATION
ISSUE	DA4

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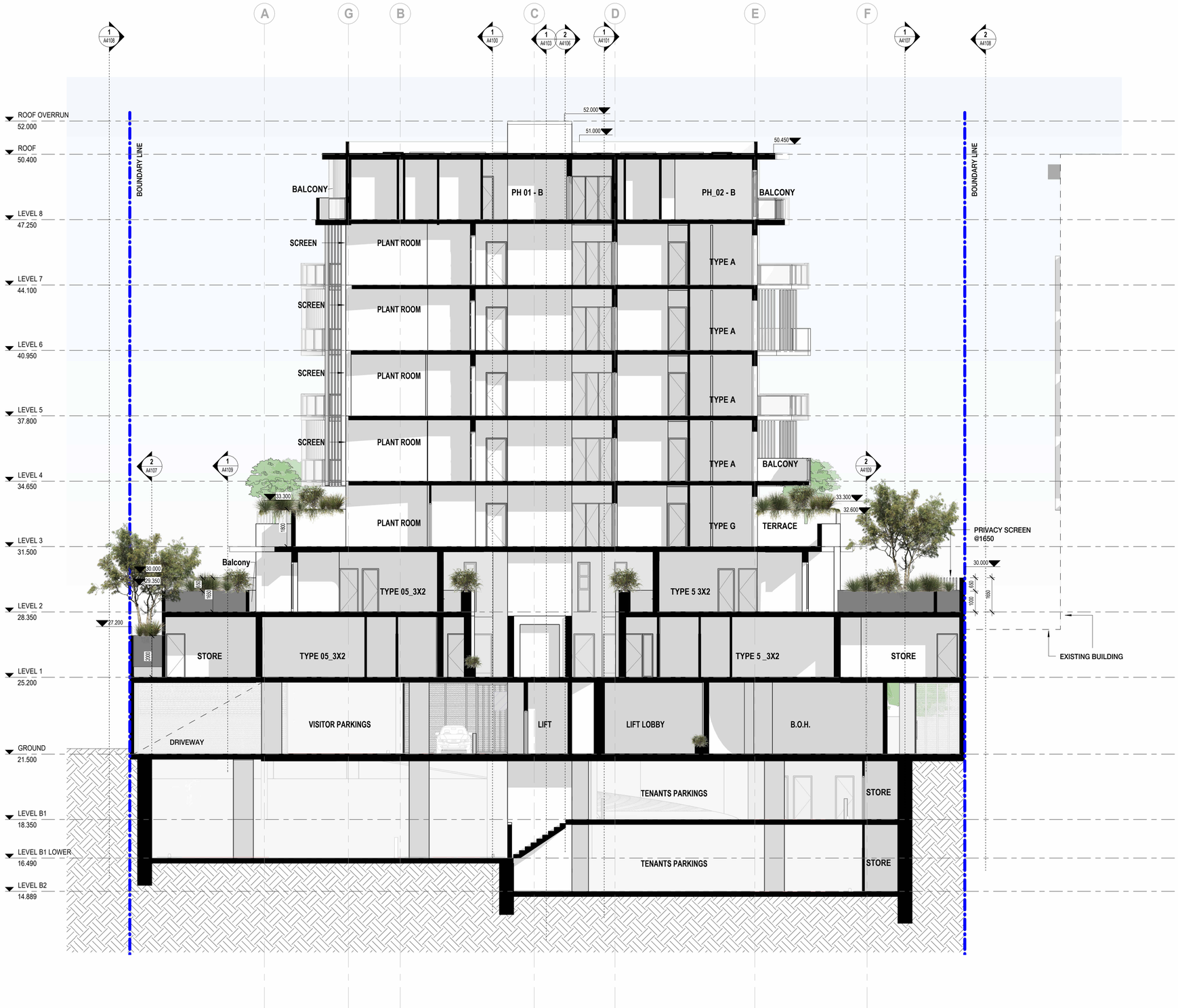

SCANLAN ARCHITECTS

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SK03	19/11/2025	ISSUED FOR INFORMATION
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SK04	18/02/2026	ISSUED FOR INFORMATION
SK05	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA SECTIONS
SECTION E

NORTH

JOB No. 2508
DATE CREATED 2022
SCALE @ A1 1 : 100
DRAWN BY SX
REVIEWED BY AA

DRAWING NO A4104
STATUS DEVELOPMENT APPLICATION
ISSUE DA4

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18 March 2026
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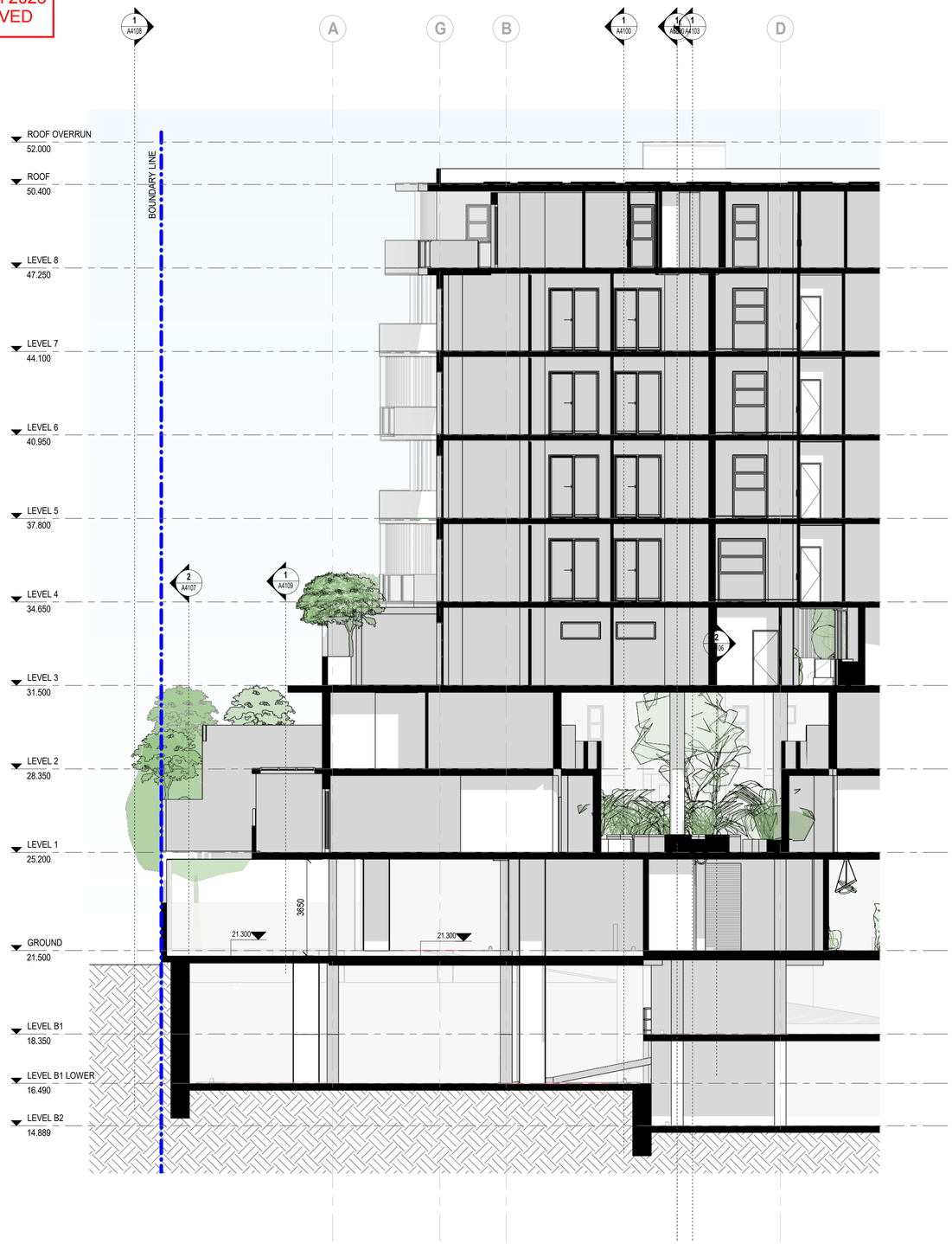

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	12/03/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA SECTIONS
LOADING AREA

NORTH

JOB No.	2508
DATE CREATED	2022
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REVIEWED BY	AA

DRAWING NO
A4110

STATUS
DEVELOPMENT APPLICATION

ISSUE
DA1

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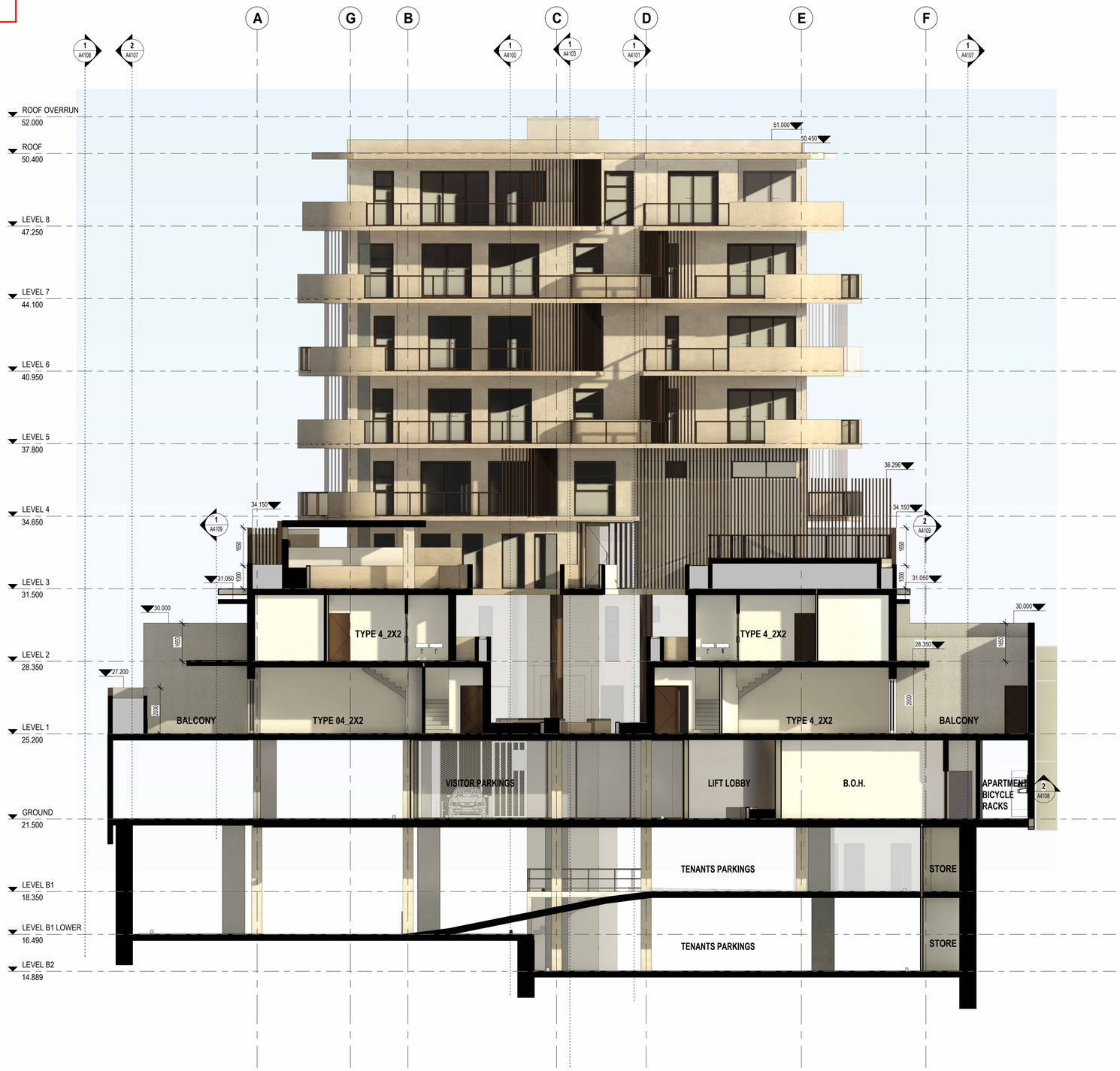

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SK01	18/02/2026	ISSUED FOR INFORMATION
SK02	19/02/2026	ISSUED FOR INFORMATION
DA2	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA SECTIONS
SECTION F

NORTH

JOB No. 2508
DATE CREATED 2022
SCALE @ A1 1 : 100
DRAWN BY SX
REVIEWED BY AA

DRAWING NO A4105
STATUS DEVELOPMENT APPLICATION
ISSUE DA2

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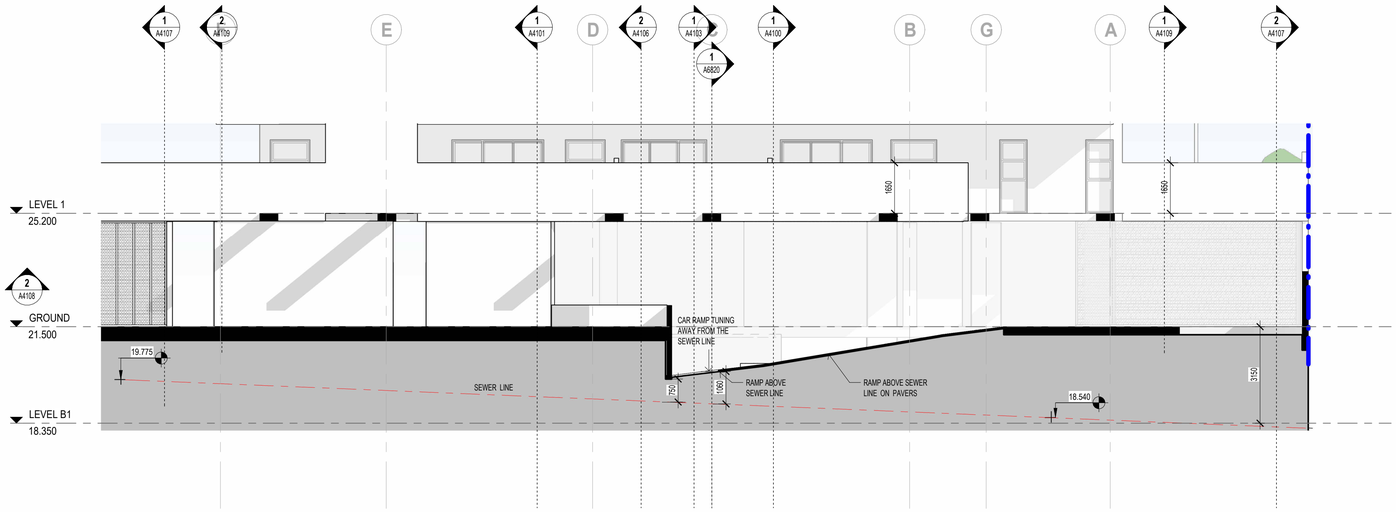
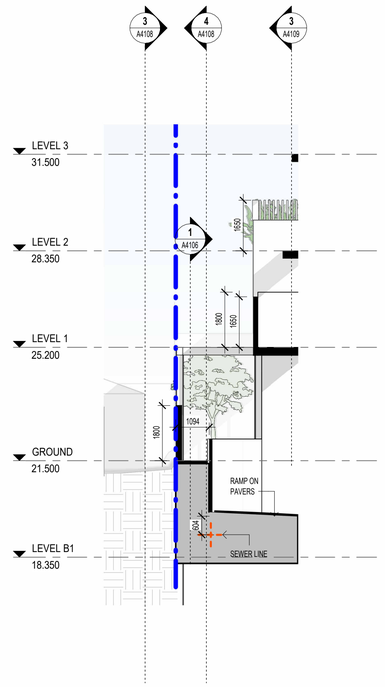


1 Sewer Sec. A
SCALE 1 : 100



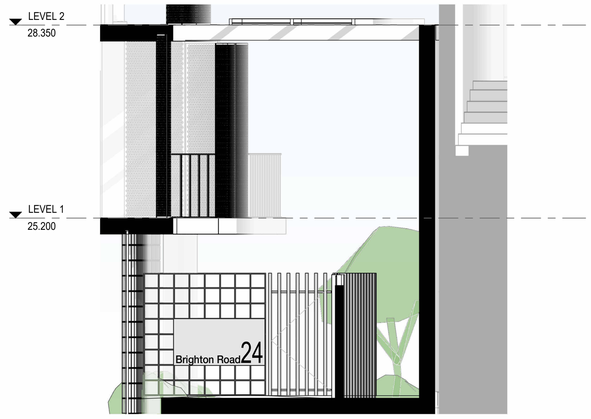
2 Sewer Sec. B
SCALE 1 : 100



3 Ramp Head Clearance
SCALE 1 : 100



4 PEDESTRIAN RAMP
SCALE 1 : 100



5 Pedestrian Entry
SCALE 1 : 50

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION
DA2	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK01	5/11/2025	ISSUED FOR INFORMATION
SK02	17/11/2025	ISSUED FOR INFORMATION
SK03	19/11/2025	ISSUED FOR INFORMATION
DA3	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK04	18/02/2026	ISSUED FOR INFORMATION
SK05	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA SECTIONS
SECTIONS

NORTH

JOB No. 2508
DATE CREATED 2022
SCALE @ A1 As indicated
DRAWN BY SX
REVIEWED BY AA

DRAWING NO A4106
STATUS DEVELOPMENT APPLICATION
ISSUE DA4

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PLOT DATE 25/02/2026 4:47:18 PM
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City of Stirling
3 March 2026
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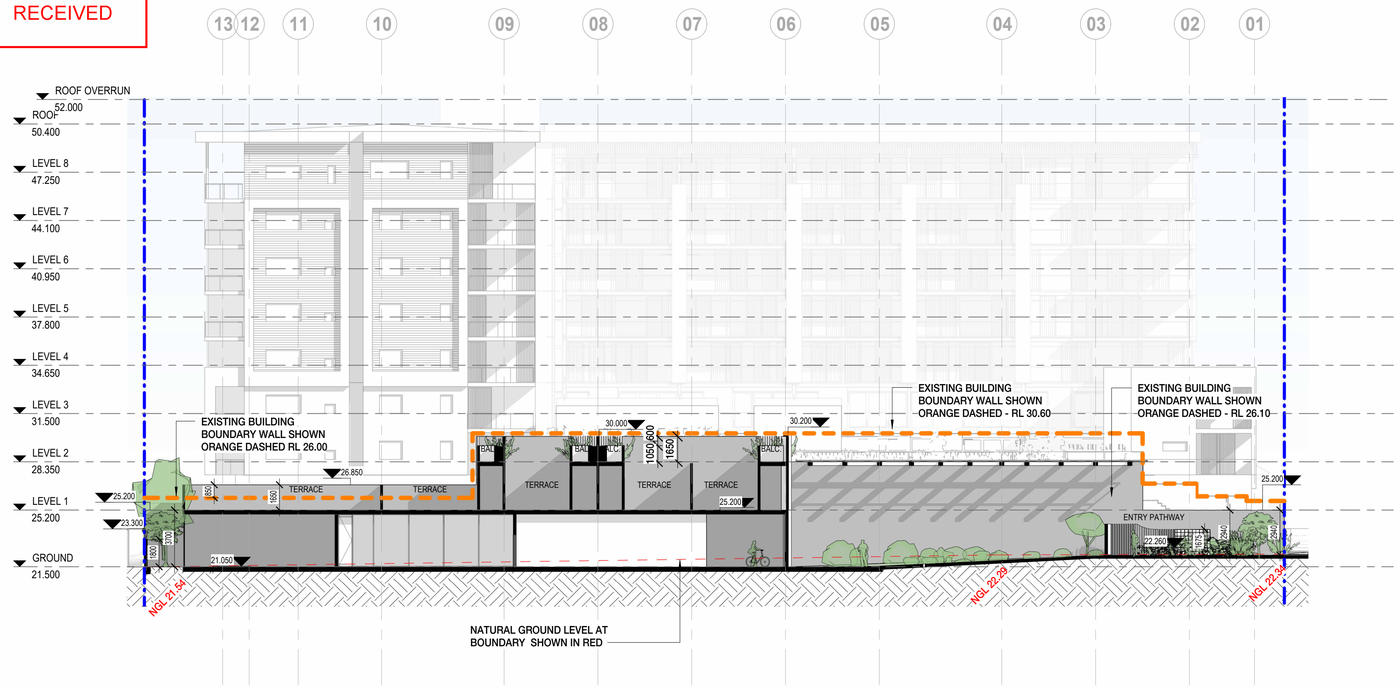
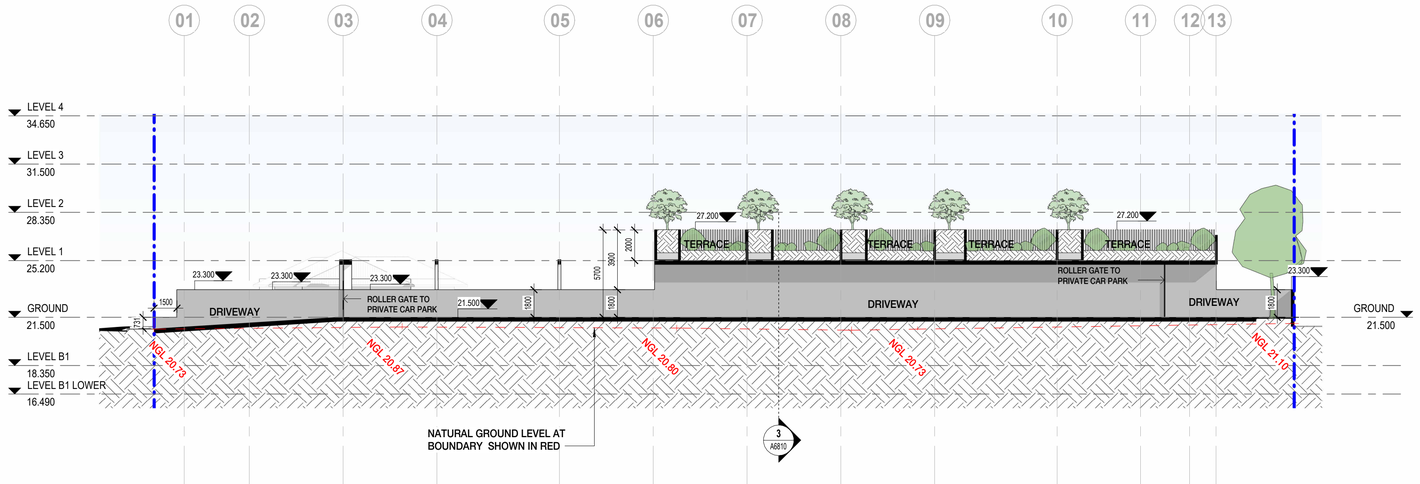
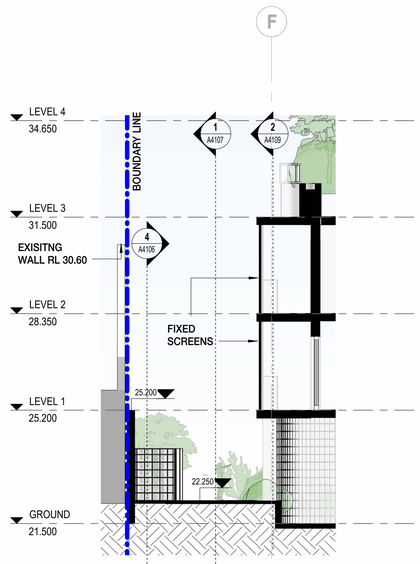


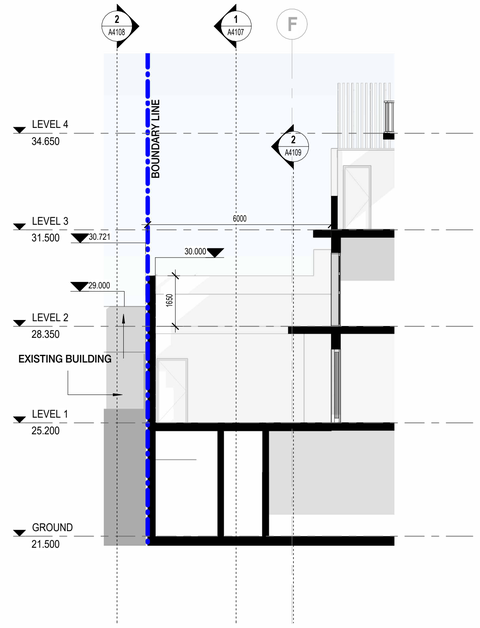
1 East Boundary Walls Within Setback Zone
SCALE 1 : 200



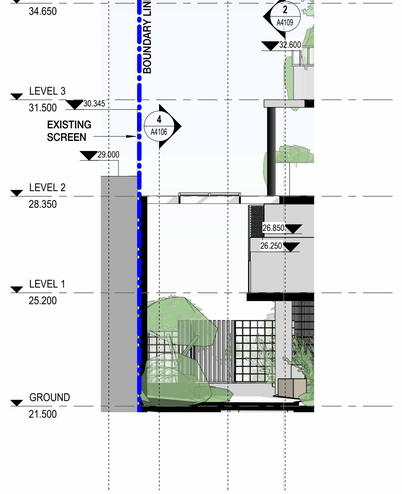
2 West Boundary Wall Within Setback Zone
SCALE 1 : 200



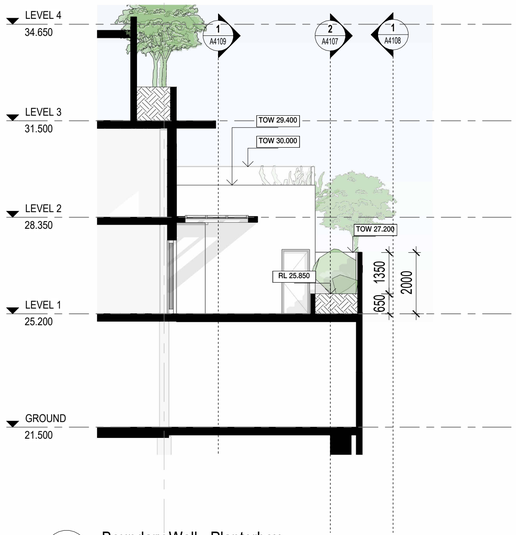
3 Boundary Wall 3
SCALE 1 : 100



5 Boundary Wall 2
SCALE 1 : 100



4 Boundary Wall 01
SCALE 1 : 100



6 Boundary Wall - Planterbox
SCALE 1 : 100

LEGEND

BOUNDARY WALL
EXISTING BUILDING BOUNDARY WALL
NATURAL GROUND LEVEL AT BOUNDARY

BOUNDARY WALL MATERIAL:

RENDERED + PAINT ON VISIBLE NEIGHBOR SIDE

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION
DA2	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK01	5/11/2025	ISSUED FOR INFORMATION
SK02	17/11/2025	ISSUED FOR INFORMATION
SK03	19/11/2025	ISSUED FOR INFORMATION
DA3	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK04	18/02/2026	ISSUED FOR INFORMATION
SK05	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA SECTIONS
BOUNDARY WALLS

NORTH

JOB No. 2508
DRAWING NO A4107
DATE CREATED 2022
SCALE @ A1 As indicated
STATUS DEVELOPMENT APPLICATION
DRAWN BY SX
REVIEWED BY AA
ISSUE DA4

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3 March 2026
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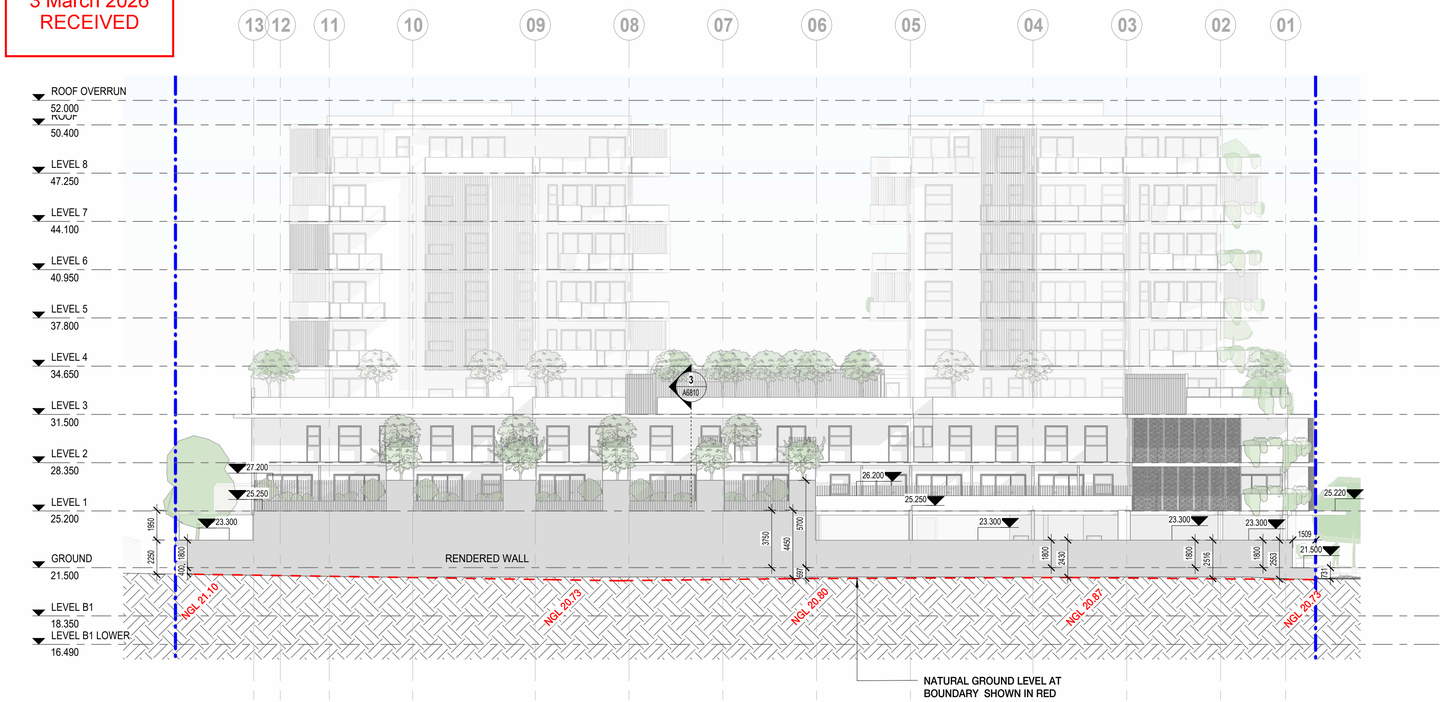
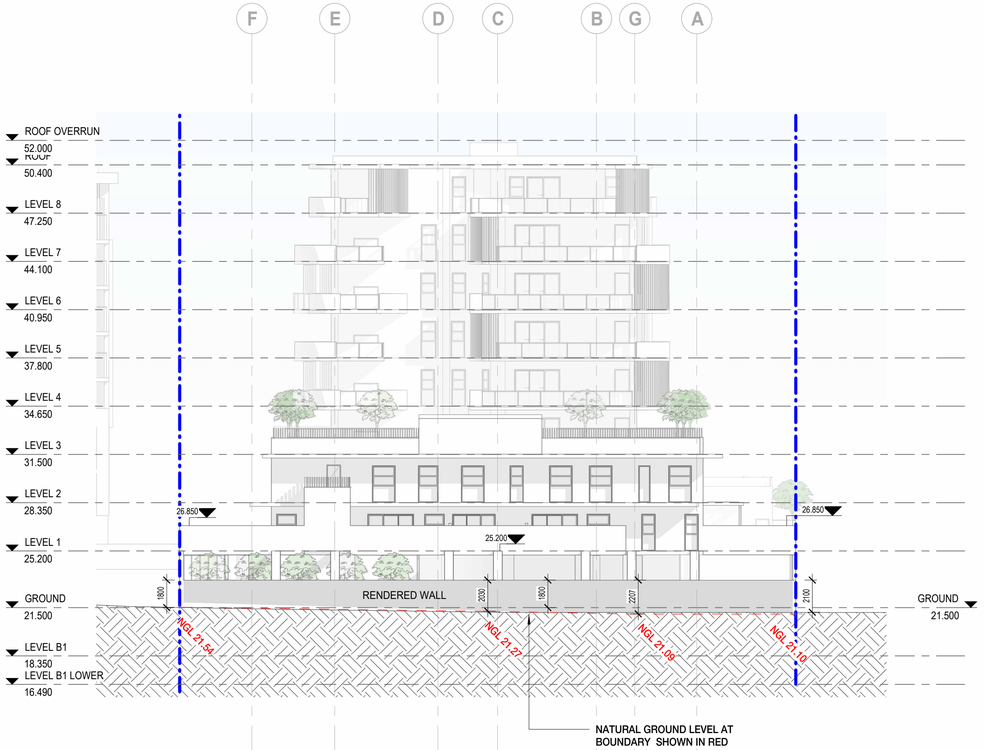
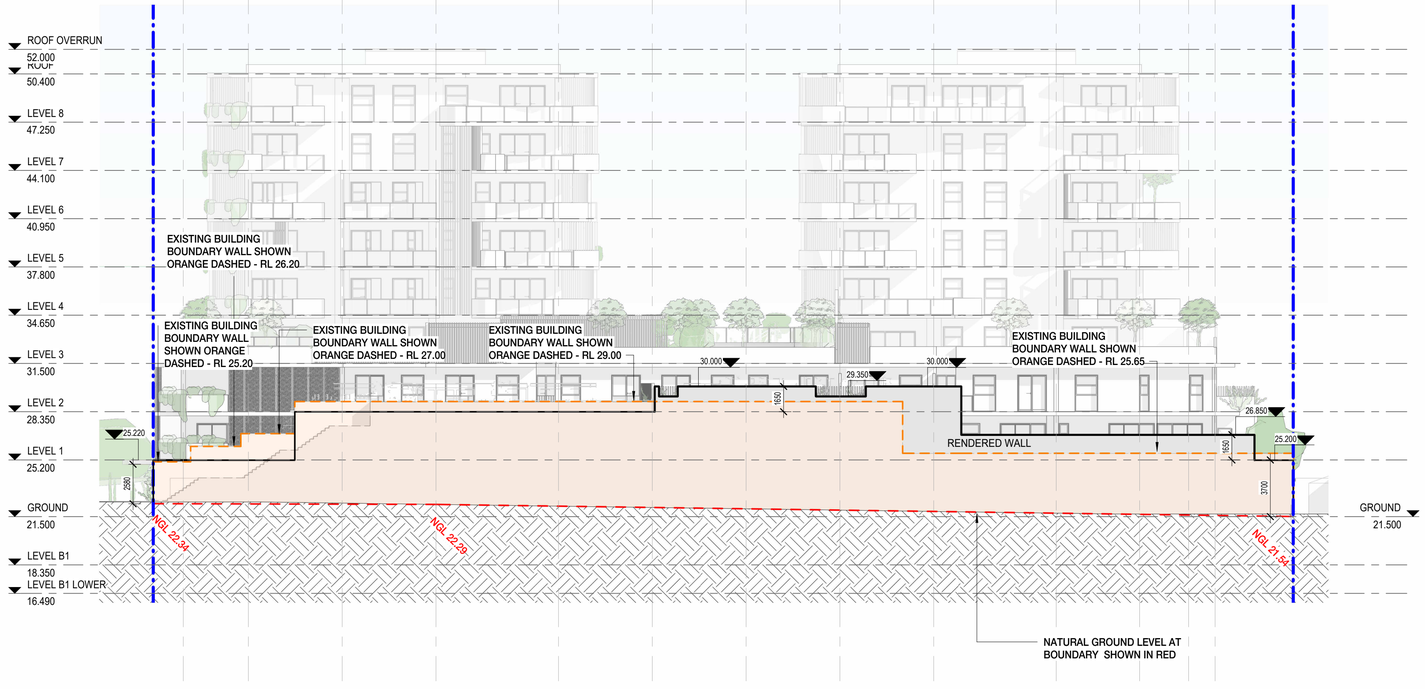


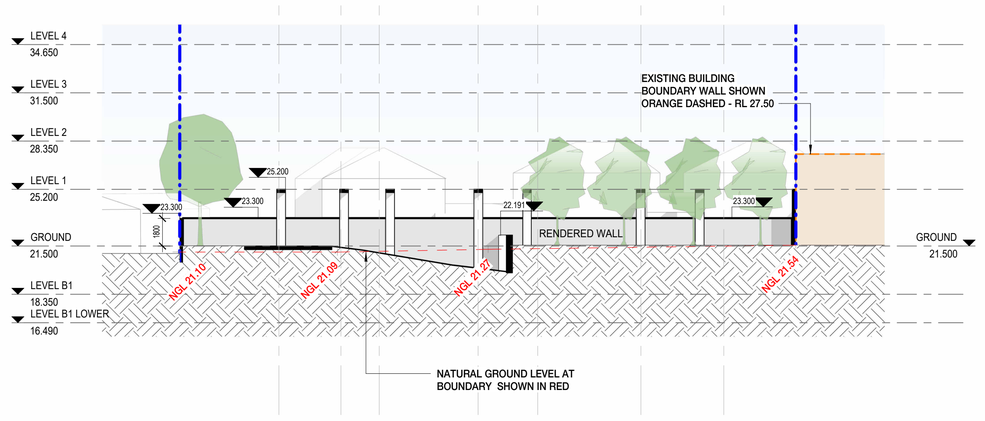
1 West Boundary Wall Elevation From Adjoining Property
SCALE 1 : 200



3 North Boundary Wall Elevation From Adjoining Property
SCALE 1 : 200



2 East Boundary Wall Elevation From Adjoining Property
SCALE 1 : 200



4 North Boundary Wall Within Setback Zone
SCALE 1 : 200

BOUNDARY WALL MATERIAL:

RENDERED + PAINT ON VISIBLE NEIGHBOR SIDE

LEGEND

- BOUNDARY WALL
- EXISTING BUILDING (CUT)
- EXISTING BUILDING BOUNDARY WALL
- NATURAL GROUND LEVEL AT BOUNDARY

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
SK01	18/02/2026	ISSUED FOR INFORMATION
SK02	19/02/2026	ISSUED FOR INFORMATION
DA1	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT: QS DEVELOPMENTS PTY LTD

PROJECT: PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE: GA SECTIONS
BOUNDARY WALLS

NORTH

JOB No. 2508
DATE CREATED 2022
SCALE @ A1 As indicated
DRAWN BY SX
REVIEWED BY AA

DRAWING NO A4108
STATUS DEVELOPMENT APPLICATION
ISSUE DA1

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3 March 2026
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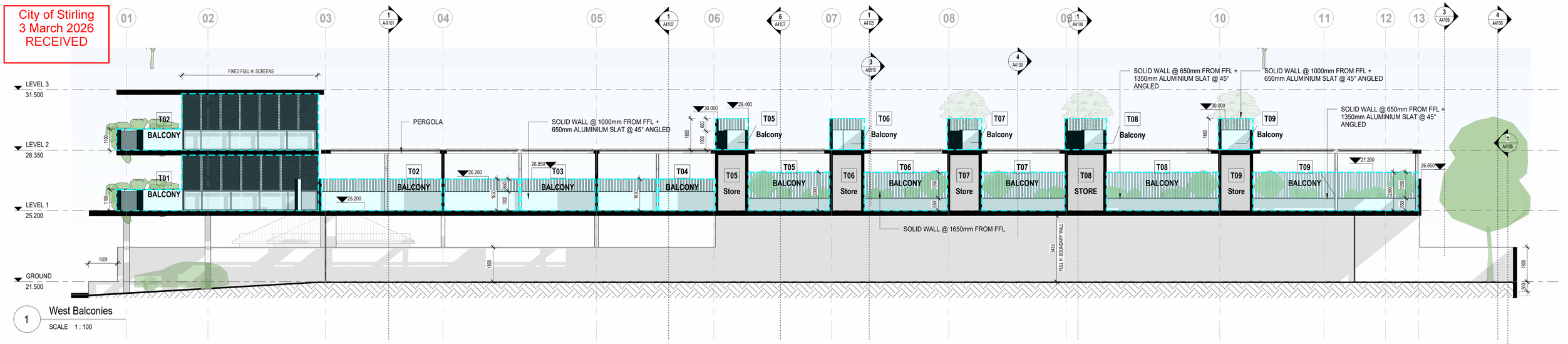
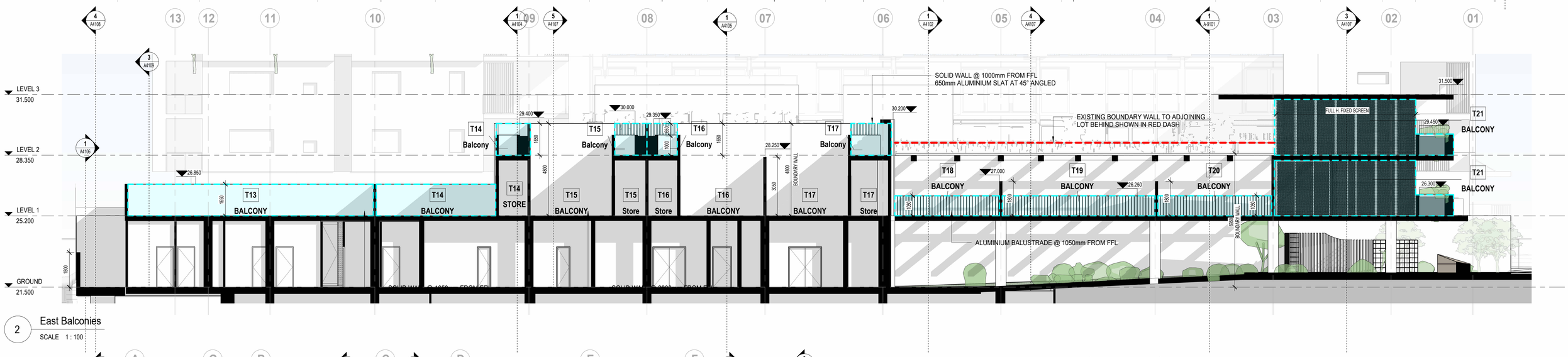
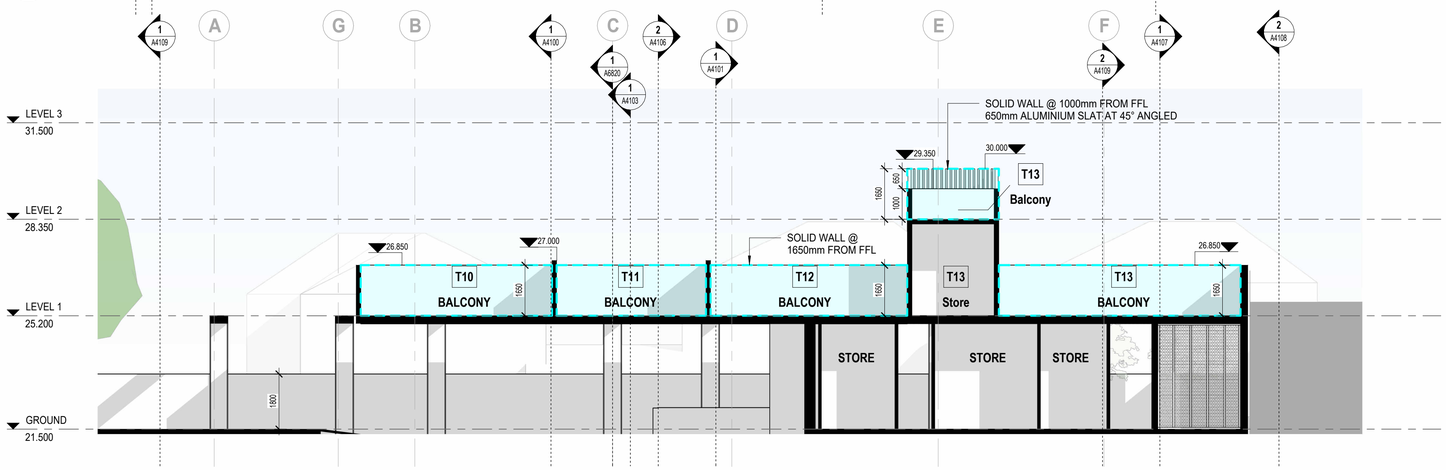


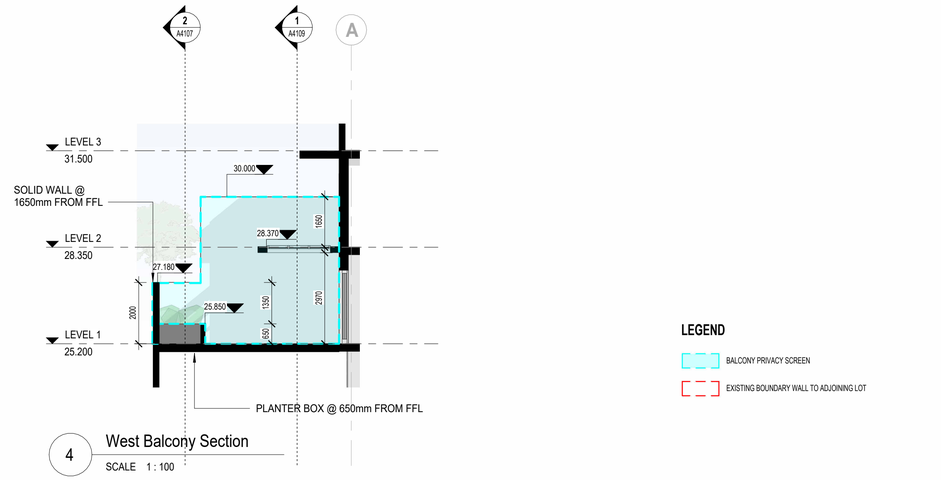
1 West Balconies
SCALE 1 : 100



2 East Balconies
SCALE 1 : 100



3 North Balconies
SCALE 1 : 100



4 West Balcony Section
SCALE 1 : 100

LEGEND

- BALCONY PRIVACY SCREEN
- EXISTING BOUNDARY WALL TO ADJOINING LOT

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
SK01	18/02/2026	ISSUED FOR INFORMATION
SK02	19/02/2026	ISSUED FOR INFORMATION
DA1	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
GA SECTIONS
BALCONY PRIVACY

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	YY
REVIEWED BY	AA
DRAWING NO	A4109
STATUS	DEVELOPMENT APPLICATION
ISSUE	DA1

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City of Stirling
3 March 2026
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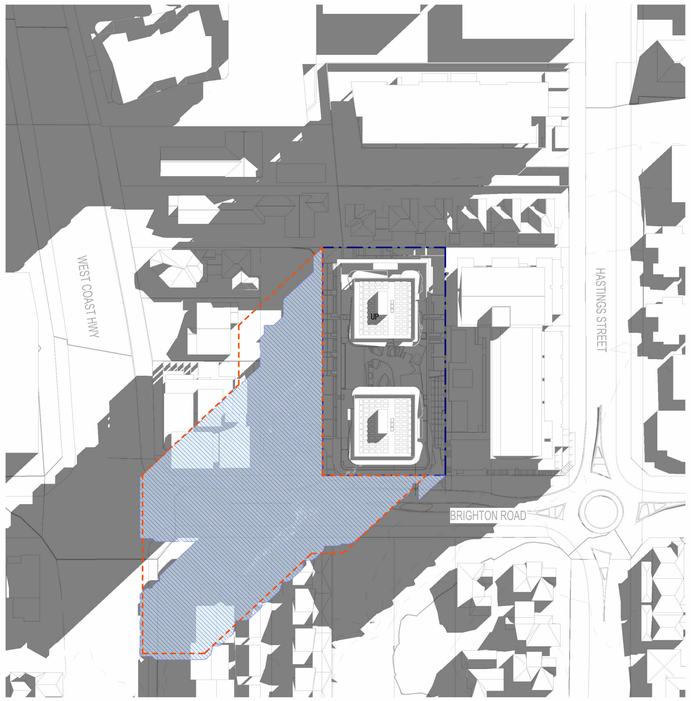
LEGEND

COMPLIANT MASSING OVERSHADOWING

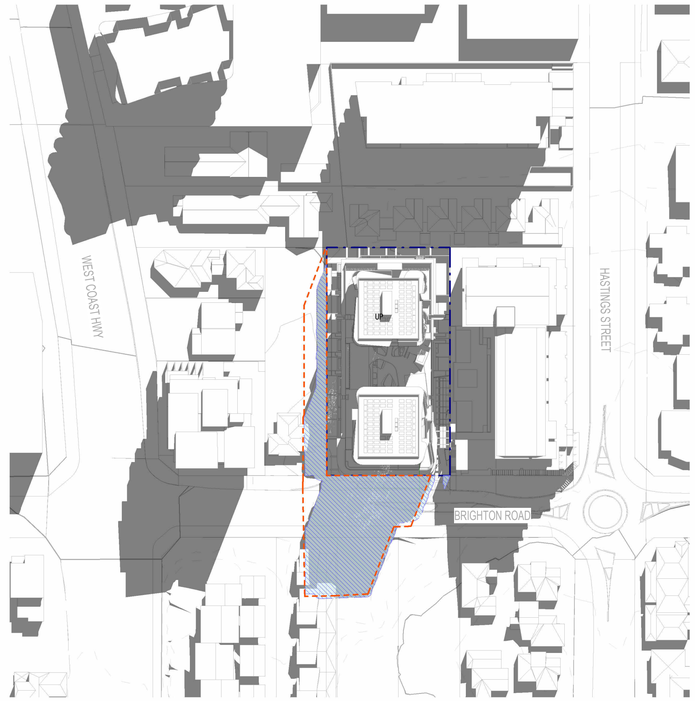
PROPOSED DESIGN OVERSHADOWING



21st JUNE - 9am



21st JUNE - 10am



21st JUNE - 11am

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
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DA1	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
DA2	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK02	18/02/2026	ISSUED FOR INFORMATION
SK03	19/02/2026	ISSUED FOR INFORMATION
DA3	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
SITE

SHADOW DIAGRAMS

NORTH

JOB No. 2508	DRAWING NO A6801
DATE CREATED 2022	
SCALE @ A1 1 : 1000	STATUS DEVELOPMENT APPLICATION
DRAWN BY SX	
REVIEWED BY AA	ISSUE DA3

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3 March 2026
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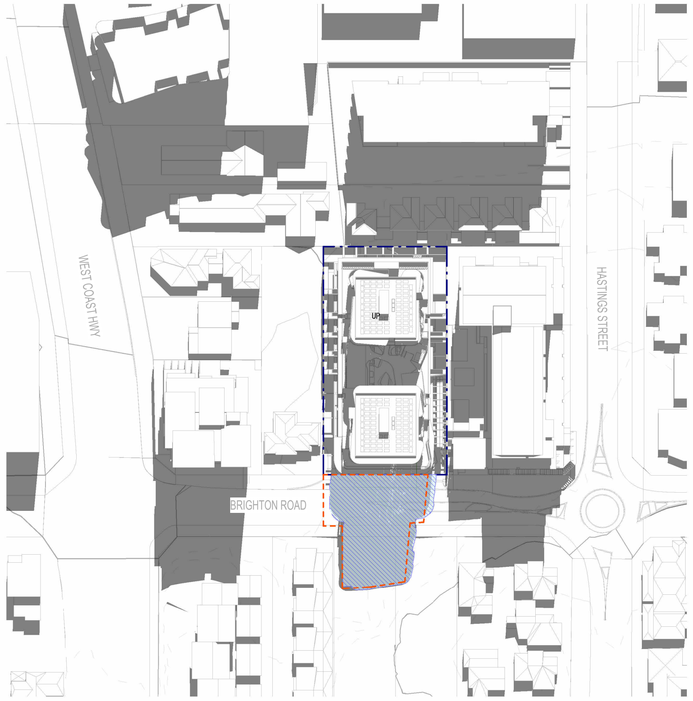
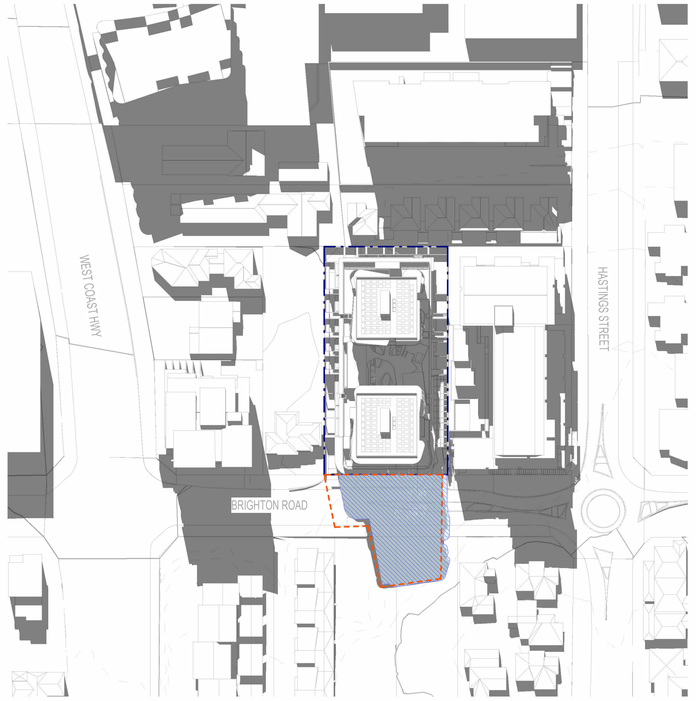


21st JUNE - 12pm

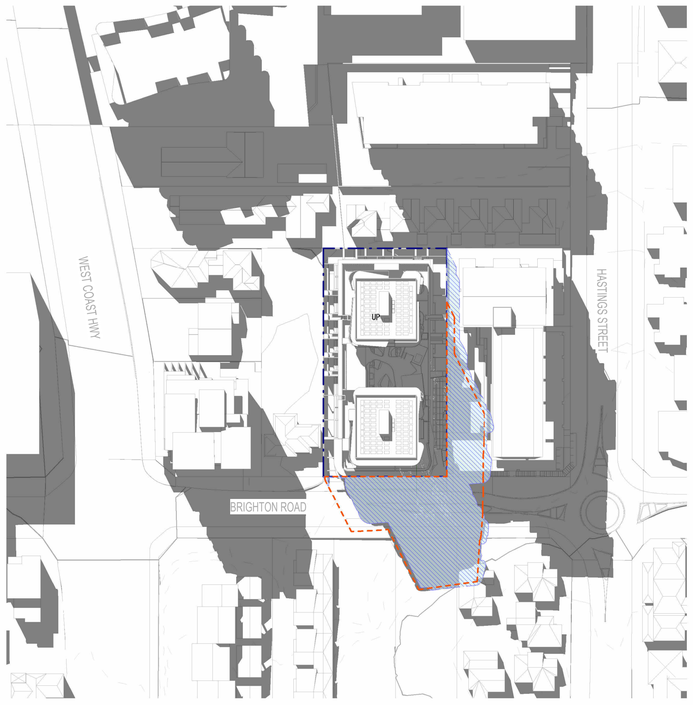


21st JUNE - 1pm

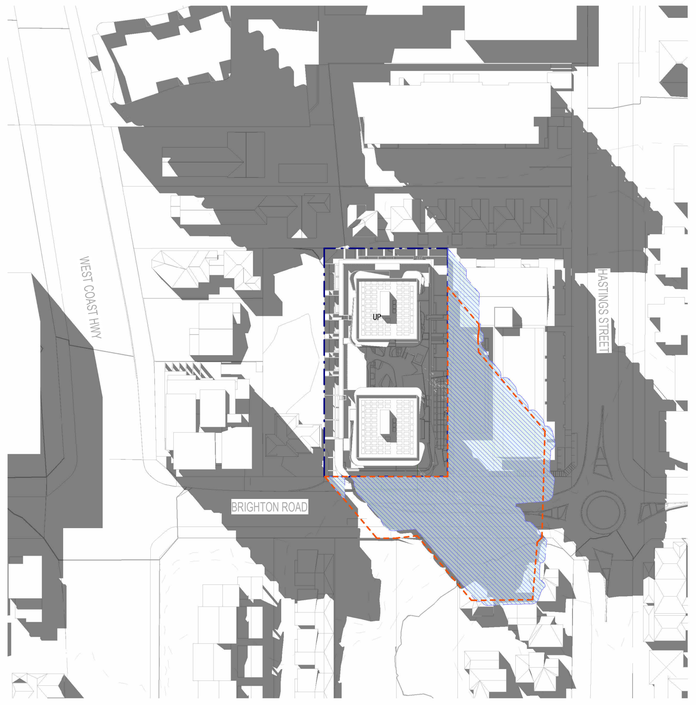
LEGEND

COMPLIANT MASSING OVERSHADOWING

PROPOSED DESIGN OVERSHADOWING



21st JUNE - 2pm



21st JUNE - 3pm

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
DA2	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK01	18/02/2026	ISSUED FOR INFORMATION
SK02	19/02/2026	ISSUED FOR INFORMATION
DA3	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
SITE

SHADOW DIAGRAMS

NORTH

JOB No. 2508
DATE CREATED 2022
SCALE @ A1 1 : 1000
DRAWN BY SX
REVIEWED BY AA

DRAWING NO A6802
STATUS DEVELOPMENT APPLICATION
ISSUE DA3

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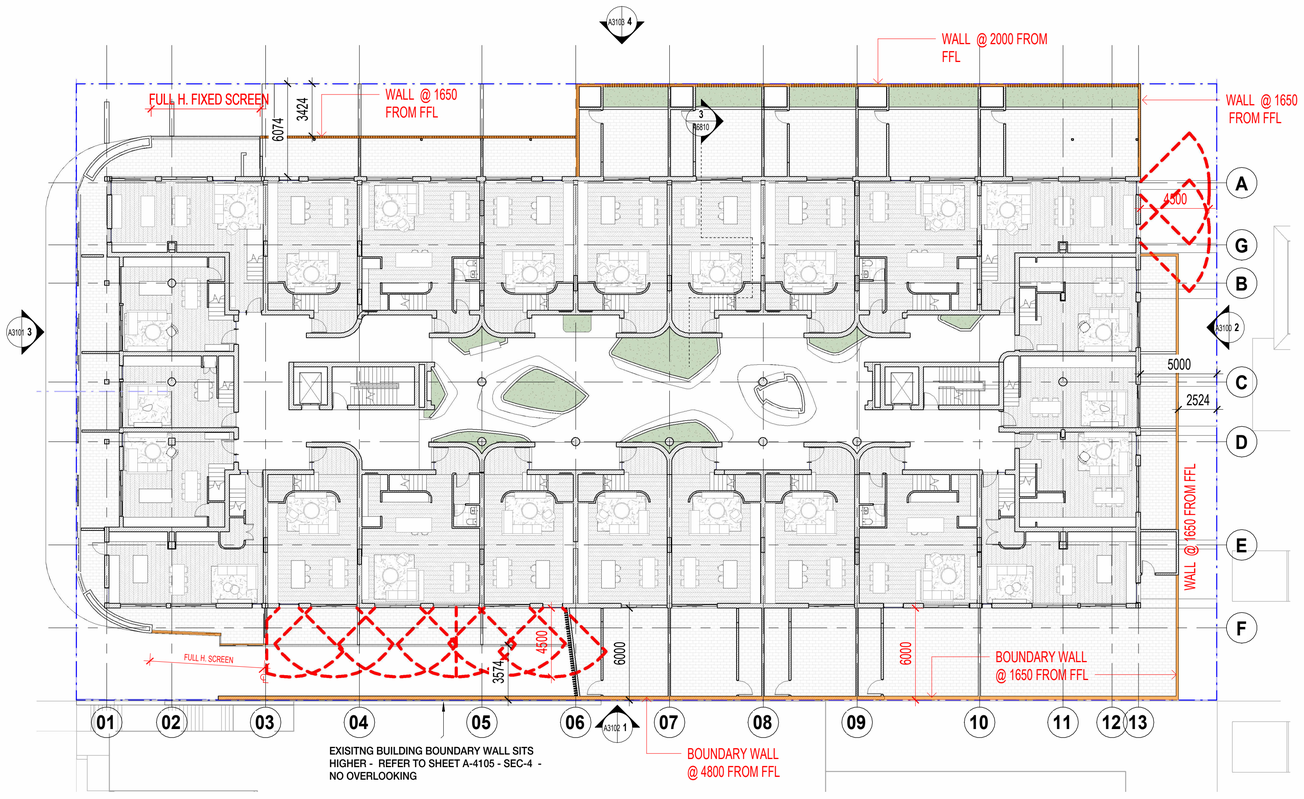
WALLS @ MIN. 1650mm OR ABOVE, FROM FFL - NO OVERLOOKING.



SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION
DA2	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
DA3	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK01	18/02/2026	ISSUED FOR INFORMATION
SK02	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
DIAGRAMS
CONE OF VISION

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	As indicated
DRAWN BY	SX
REVIEWED BY	AA

DRAWING NO
A6821

STATUS
DEVELOPMENT APPLICATION

ISSUE
DA4

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3 March 2026
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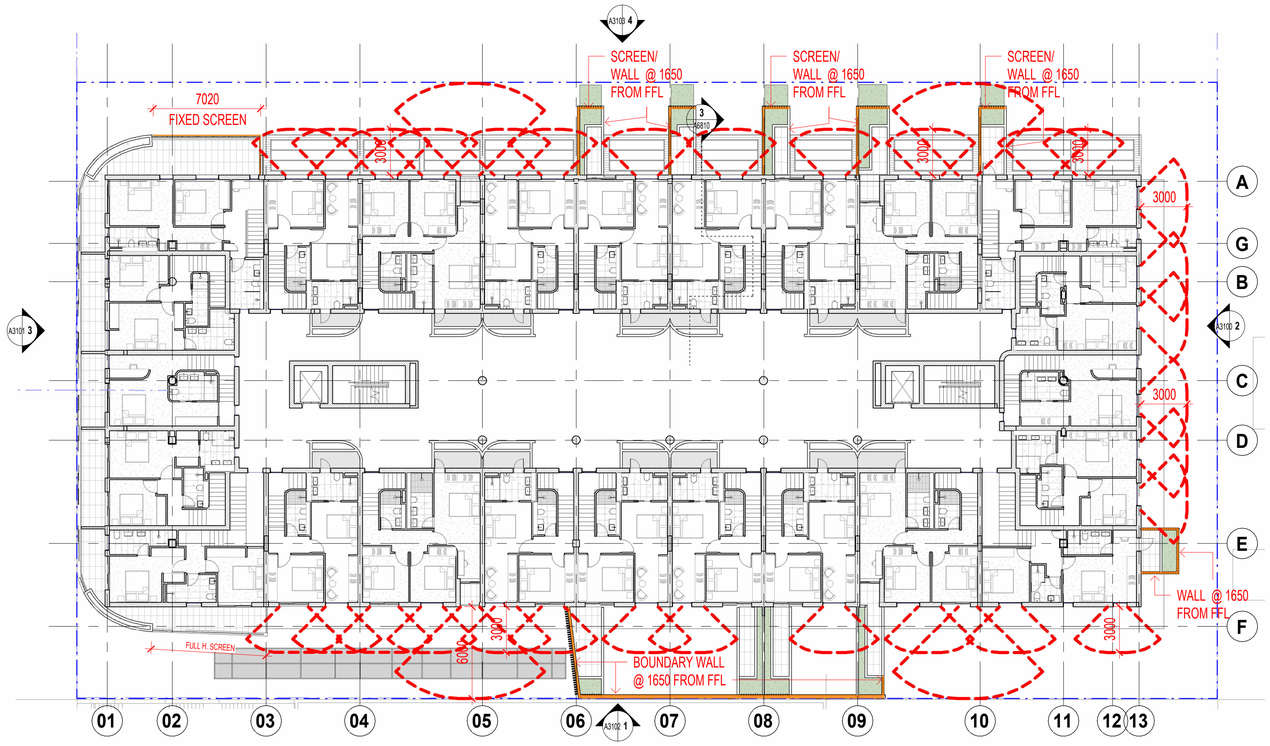

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SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION
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DA3	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
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SK02	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
DIAGRAMS

CONE OF VISION

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	As indicated
DRAWN BY	SX
REVIEWED BY	AA

DRAWING NO
A6822

STATUS
DEVELOPMENT APPLICATION

ISSUE
DA4

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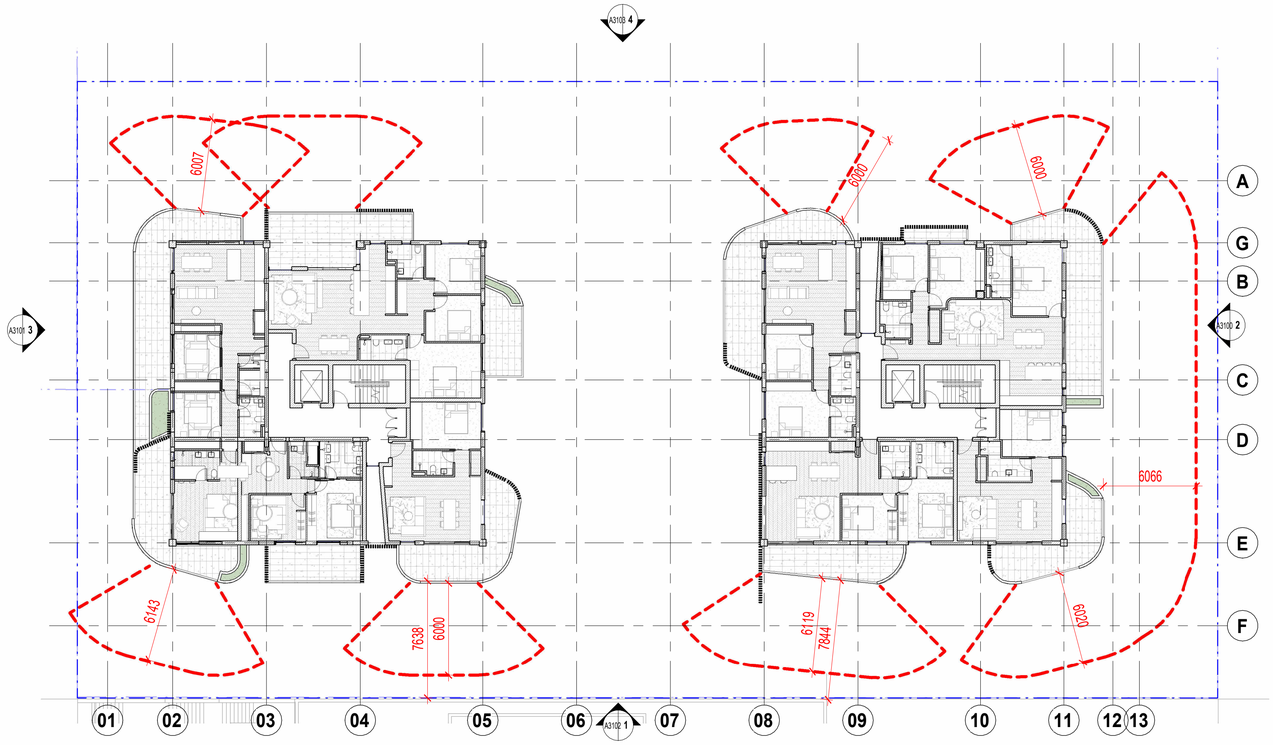

WALLS @ MIN. 1650mm OR ABOVE, FROM FFL - NO OVERLOOKING.



SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
DA1	03/09/2025	ISSUED FOR DEVELOPMENT APPLICATION
DA2	6/10/2025	ISSUED FOR DEVELOPMENT APPLICATION
DA3	26/11/2025	ISSUED FOR DEVELOPMENT APPLICATION
SK01	18/02/2026	ISSUED FOR INFORMATION
SK02	19/02/2026	ISSUED FOR INFORMATION
DA4	25/02/2026	ISSUED FOR DEVELOPMENT APPLICATION

CLIENT
QS DEVELOPMENTS PTY LTD

PROJECT
PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE
DIAGRAMS
CONE OF VISION

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	As indicated
DRAWN BY	SX
REVIEWED BY	AA

DRAWING NO A6823
STATUS DEVELOPMENT APPLICATION
ISSUE DA4

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Attachment 8b - Applicant's Response to City's Request for Further Information (Received 3 March 2026)

27 February 2026

Sam Michie
Senior Planning Officer
City of Stirling
25 Cederic Street
STIRLING WA 6021

Dear Sam,

NO. 24-26 BRIGHTON ROAD, SCARBOROUGH

PLANNING SUBMISSION – RESPONSE TO REQUEST FOR FURTHER INFORMATION

Urbanista Town Planning has prepared the following submission in response to the City's Request for Further Information (RFI) dated 28 January 2026 for a proposed mixed-use development comprising 67 (sixty-seven) multiple dwellings and ground floor commercial tenancy at No.24-26 Brighton Rd, Scarborough.

Included with the planning submission is a set of amended architectural plans, a response to the Design Review Panel's (DRP) comments, further technical reports and reply to the comments received during the public consultation period.

Urbanista is confident that the additional information provided with this submission appropriately responds to the City's request for additional information. Accordingly, we look forward to the City's support of the development and recommendation of approval to the Development Assessment Panel (DAP).

The following attachments support the planning submission:

- Revised Architectural Plans from Scanlan Architects - **(Attachment 1)**
- DRP 2 Response prepared by Scanlan Architects - **(Attachment 2)**
- Revised Landscape Plans from Plan E - **(Attachment 3)**
- Acoustic comments from George Watts - **(Attachment 4)**
- Sustainability Strategy Report from NDY - **(Attachment 5)**
- Community Consultation Response **(Attachment 6)**

A summary of the key changes made to the proposal is provided on the following pages of this report, supported by further planning justification.

1. SUMMARY OF KEY DESIGN CHANGES

Built Form & Site Planning

- Hardstand area within the adjacent verge added to facilitate waste collection and improve serviceability.
- Bin store revised to accommodate increased bin numbers, ensuring operational flexibility.
- Driveway/crossover setback increased to 1.5m from the adjoining neighbour boundary to improve interface outcomes.
- Additional boundary wall elevations and sections provided (Sheets A4106, A4107, A4108, A4109), detailing:
    - Masonry boundary walls
    - Stepped wall heights responding to natural ground levels (NGL)
    - Walls located within setback zones
    - Integration with terraces and driveways
    - Rendered and painted finish to neighbour-facing walls

Pedestrian Access & Public Interface

- Pedestrian interface redesigned (Sheet A4106) to provide:
    - 1:21 compliant accessible ramp
    - Continuous accessible path from Brighton Road to lobby
    - Gradual level transition at south-eastern entry (RL 22.250 to RL 21.500)

Rooftop & Services Rationalisation

- Skylights added to each tower roof to introduce natural light into lift lobby areas.
- A/C plant room relocated from upper levels to basement and ground floor storage areas to allow:
    - Introduction of light portals
    - Natural ventilation to internal corridors
    - Reduction in perceived rooftop bulk and visual clutter

Privacy & Amenity Enhancements

- Balcony privacy screening amended (Sheets A4016, A4017, A4108, A4109, A6821, A6822), including:
    - Screening added to balconies within 6m of boundaries
    - Additional screening above 650mm wall for T05–T09 (Level 1 west)
    - Service balconies T05–T09 (Level 2): 1.0m solid wall + 650mm screen
    - Solid screening added to T14, T15 and T17
    - Screening added to T16
    - Overlooking cone-of-vision diagrams provided
    - Glass balustrade added above existing solid balustrade to 1650mm FFL at Level 3

Parking & Transport

- Commercial parking layout amended.
- 5 commercial bays shown
- C01 and C04 allocated as staff (tandem arrangement)
- Wheel stops removed from C02 and C03
- Bicycle parking increased to 67 bays (up from 53), strengthening sustainable transport provision

Landscape Amendments

- A revised Landscape Concept Plan and supporting justification have been prepared and submitted
- Shade-tolerant shrub and groundcover species have been introduced and clearly identified within the planting legend to ensure successful establishment within areas of reduced solar access
- Representative imagery of proposed shade-tolerant species has been included to demonstrate scale, texture and qualitative contribution to communal and streetscape areas.
- The previously nominated *Pyrus* species has been removed and replaced with tree species exhibiting low to negligible susceptibility to Polyphagous Shot-Hole Borer (PSHB), improving long-term resilience and supporting urban canopy objectives

Dwelling Diversity

- Dwelling mix revised to exceed 20% single-bedroom dwellings (without exceeding 40%)



Brighton Rd Streetscape Perspective

2. FURTHER IMPROVEMENTS & AMNEDMENTS

In addition to the revisions described above, the development is improved through the following further detail:

- Design Excellence / Additional Storeys justification provided via Attachment 1 responding to DRP Principles 2, 4, 5, 6 and 7.
- Green Building Policy compliance supported through updated Sustainability Strategy (noted 40kWh system to be included in approval documentation).
- Waste collection frequency justification and bin capacity explanation provided in response (operational clarification).
- Gym and pool/spa acoustic management addressed via updated Acoustic Consultant advice.
- Proposed condition requiring updated Noise Management Plan prior to building permit.
- Public art location identified conceptually within main pedestrian access area, with commitment to prepare Public Art Strategy via condition.
- Stormwater / drainage plan requested to be conditioned (to be prepared prior to building permit).
- Road reserve works (median / right-turn control) to be detailed and submitted prior to building permit (engineering package).
- Wind mitigation justification explaining effectiveness of added balustrade in improving comfort while maintaining façade quality.
- Roller gate operation details provided (electronic control, intercom access, operational management via strata).
- Development and public art contributions.
- Affordable housing compliance demonstrated via spreadsheet confirming revised dwelling mix meets policy.
- Water Corporation and Main Roads comments acknowledged, with compliance to occur at detailed design stage.

PLANNING RESPONSE

BUILDING HEIGHT

RFI COMMENT

The requirements for Additional Storeys has not been satisfied within the City's Design Review Panel has not advised that the development demonstrates design excellence with the following elements receiving 'Pending further attention' grades (see attached DRP Report).

- *Principle 2: Landscape quality*
- *Principle 4: Functionality and build quality*
- *Principle 5: Sustainability*
- *Principle 6: Amenity; and*
- *Principle 7: Legibility*

For the City to determine that design excellence has been achieved, amended plans are to be provided which demonstrates how the above elements have been addressed in accordance with State Planning Policy 7.0 objectives, with due regard given to the comments achieved from the DRP meeting dated 4 December 2025.

Additionally, the Applicant is required to demonstrate how the Green Building policy is achieved to ensure that either the Tier 1 or Tier 2 requirements have been satisfied.

Response A response to Principles 2, 4, 5, 6 and 7 is provided in **Attachment 1** and is supported by a response to the DRP 2 comments in **Attachment 2.**

A revised **Landscape Concept** is provided under **Attachment 3** to address comments raised by the DRP. Finally, a **Sustainability Strategy** has been prepared and is submitted as **Attachment 5.**

WASTE AND ACCESS

RFI COMMENT

The submitted Waste Management Plan (WMP) proposes on-site waste collection which is supported in principle by the City, however the provided loading bay does not provide sufficient height clearance for medium rigid vehicles and larger, which is a minimum of 4.5m as per AS2890. Additionally, this requires an increase in bin numbers to the following numbers;

- *7 x 660 litre general waste bins emptied twice a week*
- *6 x 660 litre recycling bins emptied twice a week*
- *240 litre green waste bins available if required.*

Please note that an amended bin store area may be required because of the revised bin requirements

Response

- The development plans have been amended to incorporate a dedicated hardstand area within the adjacent verge to facilitate efficient and safe waste collection from the front of the development. This ensures service vehicles can operate without obstruction, improves manoeuvrability and formalises the collection point in a manner consistent with the City's operational requirements.
- The bin store layout has been revised to provide additional capacity should increase bin numbers be required in the future (shaded blue below). This amendment introduces operational flexibility, supports long term waste management needs and ensures the development can respond to potential changes in tenancy, usage intensity or collection frequency without further built form modification.

SOUND ATTENUATION

RFI COMMENT

The provided Noise Management Plan (NMP) prepared by Herring Storrer does not include noise from plant and equipment. The City notes that when gym tenancies are incorporated into residential developments, noise issues often arise that cannot be rectified once construction is complete. The same concern applies to pool and spa equipment located near dwellings. Accordingly, detailed information is required for the proposed ground-floor gym tenancy demonstrating how noise and vibration from equipment will be mitigated to acceptable levels to the satisfaction of the City.

Response

A response to the acoustic comments relating to the gym space area and pool and spa is provided by consultant George Watts in **Attachment 4.** A summary of the response is provided below:

Gym space:

- During the design development phase of the project, consideration will be given to the methodology of how potential structure borne noise issues will be addressed. This could be items such as restriction of equipment, restriction of hours of use and matting and/or floating floors.
- At this preliminary stage, the types of equipment and proposed use of the gym space is not known, hence no detailed information can be provided at this stage.
- As the method of how to deal with the above is a combination of structural, operational and costing, we proposed that a condition related to this specific concern (through an updated Noise Management Plan) be included in the development approval.

Pool & Spa:

- During the design development phase of the project, the structural vibration isolation of pumps/motors and pipework will be addressed. The architectural plans indicate that the pool will be "elevated" above the Level 3 podium, hence equipment is likely to be located on that level, below the decking, around the pool.
- This makes the isolation of the equipment a relatively straight forward process compared to other design. The pool itself, located above apartment, would also be recommended to be structurally isolated form the supporting slab to prevent any possibly impact generated noise from "aggressive" pool entry.
- Until the detailed design phase of the project, it is not possible to undertake detailed design but should rather be undertaken alongside structural design requirements. Given this, we are also happy to accept a condition of approval requiring an updated Noise Management Plan prior to the issue of a building permit.

STREETSCAPE

RFI COMMENT

- *The difference between the finished floor level and footpath level shall be a maximum of 0.5m. Where a site has a crossfall in excess of 1 in 7, the difference between finished floor level and the footpath may be increased to a maximum of 0.8m*
- *As the site does not exhibit a crossfall in excess of 1 in 7, a 0.5m difference between finished floor level and the footpath level is permitted.*
- *The proposed floor level at the pedestrian entrance in the south-eastern corner of the lot is to be 21.50 and adjoins the footpath level of 22.37, a difference of 0.87m.*
- *Amended plans are to be provided which demonstrate how the pedestrian entrance will interface with the adjoining footpath with level differences below 0.5m.*

Response Additional drawings have been provided on Sheet **A4106** to illustrate the pedestrian connections to the proposed development. Specifically, the drawings depict the following:

- An accessible pedestrian ramp with a compliant gradient of 1:21 clearly identified on the section drawing.
- A continuous accessible path of travel from the Brighton Road footpath to the apartment lobby entry.
- The interface at the south-eastern pedestrian entrance, which transitions gradually between the footpath level and internal ground floor level rather than presenting a direct vertical level difference.

- The entry point from the street clearly annotated at RL 22.250, with the internal ground level at RL 21.500, demonstrating that the level change is resolved through a compliant ramped solution with sufficient clearance.

Accordingly, the amended plans demonstrate that the pedestrian entrance now appropriately interfaces with the adjoining footpath and satisfies the maximum 0.5m level difference requirement through the provision of a compliant ramped transition.

ACTIVE EDGES & PARKING AND ACCESS

RFI COMMENT

- *The driveway and crossover is to be setback a minimum of 1.15m from the adjoining neighbour fence on the western side of the lot, as the structure is over 750mm high as measured from natural ground level. Amended plans are required to address this matter.*

Response The ground floor plan has been amended to depict a separation distance of 1.5m between the neighbouring lot to the north and the crossover and driveway proposed to service this development (refer to below image).

This redesign now complies with this requirement.

PUBLIC ART

RFI COMMENT

- *The development is required to produce a public art report for assessment at development application stage.*
- *Whilst it is noted that you wish this to be conditioned as part of the approval, some indication of where public art will be provided on site is required to shown as part of amended plans.*

Response The public art concept is proposed within the main pedestrian access area of the development, as discussed in the Architectural Statement. The architect is currently in discussion with several public art companies, with the intent of constructing and installing a public art piece that is not only visible during the daytime and during evening periods to create an opportunity for integrated lighting within the development.

A condition requiring that the preparation and approval of a public art strategy for the development, prior to the issue of a building permit, can be included on the approval.

PODIUMS

RFI COMMENT

- *Where a wall is setback 1 metre or less from the boundary, building facades including parapet walls must be finished to the same standard as the rest of the building. Unless abutting an existing or simultaneously constructed parapet wall, the wall must be appropriately articulated with high quality materials and finishes to provide an attractive outlook from neighbouring sites and/or the public realm.*
- *Insufficient detail has been provided for the parapet walls proposed along the Eastern and Western lot boundaries. A separate elevation plan is to be provided showing the boundary walls as seen from their respective adjoining boundaries and where not abutting an existing boundary wall, are to provide high quality materials and appropriate articulation.*

Response As requested by the City, the additional podium information with respect to the proposed parapet walls along the eastern and western boundaries of the site is provided on Sheets **A4106**, **A4017**, **A4108** and **A4019**. These Sheets depict the proposed details of the boundary wall treatments. These are:

- Masonry boundary walls constructed to the side and rear boundaries.
- Walls stepped in height to respond to natural ground level variations along the boundary.
- Boundary walls within setback zones as identified on east and west boundaries.
- Sections of boundary wall integrated with terrace and driveway levels.
- Portions of wall aligned with, and in some locations adjoining, existing neighbouring boundary walls (existing walls shown dashed for reference).
- Planter box integrated boundary wall treatment in select locations.
- Boundary wall material specified as rendered and painted finish on the visible neighbour side.

Should the City consider that further detail is required, we are happy to accept a condition of development approval requiring this.

BUILDING LAYOUT & ORIENTATION

RFI COMMENT

- *Common internal corridors within Level 8 do not have access to natural light and ventilation, in lieu of the requirements for common corridors to be naturally lit and ventilated.*
- *Further details are required regarding the 'plant rooms' proposed within Level 1 to 7, including an elevation plan which demonstrates how these rooms will operate in terms of allowing natural light and ventilation to the internal corridors.*

Response

- In response to the City's comments, skylights have been incorporated into each tower roof form to introduce natural light into the lift lobby areas. This design refinement improves passive surveillance in the lobby area, enhances resident and amenity and comfort, and reduces reliance on artificial lighting, thereby improving the overall performance and internal amenity of the building. The provision of natural light to these circulation spaces also contributes to a more welcoming and high quality arrival experience for visitors.
- Further to the Design Review Panel's (DRP) feedback, the A/C plant room has been relocated from the upper levels to the basement and ground floor storage area. This strategic relocation allows for the introduction of portals on each level, enabling natural light penetration and cross-ventilation to circulation spaces that would otherwise be fully enclosed. In addition to improving amenity outcomes, this amendment reduces visual bulk at roof level and ensures the architectural expression of the towers remains clean and refined, without the visual clutter typically associated with rooftop plant infrastructure.

Collectively, these design refinements demonstrate a proactive and considered response to both City and DRP feedback. The amendments materially improve internal amenity, environmental performance, and built form outcomes without altering the fundamental design intent of the development.

The proposal now achieves a higher standard of functionality and architectural resolution, reinforcing that the development aligns with the objectives of the planning framework and represents an appropriate and well-considered built form outcome for the site.

OPENINGS

RFI COMMENT

- *Balconies within 6m of side or rear lot boundaries are to be screened to protect the privacy of occupants and the neighbouring site.*
- *A 1.650m high wall is indicated as providing screening on the western side of apartments T05 to T09 on Level 1. Amended elevation plans are to be provided which shows this wall as being sufficiently opaque to act as screening.*
- *Balconies for apartments T18 to T20 are setback less than 6m from the eastern lot boundary with no screening provided.*
- *Service balconies on the upper floors of apartments T05 to T09 are setback less than 6m from the western lot boundary and is not provided with screening to the northern elevation.*
- *Service balconies for apartments T14, T15 and T17 are setback less than 6m from the eastern lot boundary but do not include screening to the northern elevation, whilst the service balcony to T16 has not been screened to the southern elevation.*
- *Amended plans which show adequate screening or justification as to how the overlooking will not result in a loss of privacy for the adjoining site are to be provided.*

Response In response to the City's comments several drawings have been updated. These include Sheets **A4016**, **A4017**, **A4108** and **A4109**. The amended plans demonstrate the following:

- Balconies with less than a 6m setback from side and rear boundaries are now screened to protect privacy.
- As depicted in A4109, balconies T05 to T09 on Level 1 (western side) are provided with screening above the 650mm high solid wall.
- T18 to T20 – the East Balcony elevation depicts the extent of the solid boundary wall adjacent to these apartments (annotated in red). This is also depicted on the Boundary Wall 01 cross-section provided on Sheet A4017. By virtue of this solid wall, screening to these apartment balconies is not necessary.
- Service balconies on the upper floors (Level 2) of apartments T05 to T09 are provided with a solid wall to 1.0m, with 650mm of screening above.
- T14, T15 and T17 – solid screening (depicted in blue) is proposed to ensure visual privacy requirements from these balconies.
- T16 – screening is now provided.

Sheets A6821 and A6822 also depict the extent of overlooking (the cone of vision), from each balcony and the extent of any boundary walls that prevent overlooking. This means that the proposed development meets the provisions for visual privacy and is now compliant with the relevant provisions.

LANDSCAPE DESIGN

RFI COMMENT

- *The City's Parks and Reserves business unit, and DRP have identified that landscaping provided across the Ground Floor and Levels 1 to 3 will be subject to high levels of shade due to the orientation of the lot, the presence of the Northern tower and the enclosed nature of Level 1 space, notwithstanding the provision of enlarged void spaces.*
- *In light of this, the provided landscaping plan should make more specific mention of shade tolerant species which will be able to withstand the proposed level of shade. Alternatively, landscaping spaces should be relocated and/or consolidated to areas of higher sunlight.*
- *No tree or plant species which is identified within the Department of Primary Industries and Regional Development's 'Western Australian Eewallacea fornicates, Polyphagous Shot-Hole Borer (PSHB) Hot List' is to be included within the provided landscaping plans.*
  - Pyrus calleryana 'Callery pear' and Citrus x latifolia 'Tahitian lime' is to be removed from the provided landscaping plan.

Response A revised Landscape Concept Plan and accompanying justification have been prepared in response to the City's assessment comments and are submitted as an attachment to this report.

The updated landscape concept has been refined to strengthen its responsiveness to site conditions, improve long term resilience and better align with the City and the DRP's landscaping objectives. In particular, the following amendments have been incorporated:

- A curated selection of shade-tolerant shrub and groundcover species has been introduced and clearly identified within the planting legend to ensure the landscaping performs effectively within the built form areas of reduced solar access.
- Visual clarification of proposed planting: Images of the nominated shade-tolerant shrubs and groundcovers have been included within the revised concept to provide clarity as to their scale, texture and maturity form, and to demonstrate the qualitative contribution they will make to the streetscape and communal areas.
- Replacement of Pyrus species: The previously nominated *Pyrus* species has been removed and replaced with alternative tree species exhibiting low to negligible susceptibility to Polyphagous Shot-Hole Borer (PSHB), thereby enhancing biosecurity resilience and supporting the City's urban canopy protection objectives.

Overall, the revised landscape concept delivers a more robust, climate-responsive and contextually appropriate planting strategy while maintaining the design intent and amenity outcomes of the original proposal.

CAR PARKING

RFI COMMENT

- *A total of four commercial parking bays are required to be provided on the commercial tenancy having a net leasable area of 368m².*
- *60% of the commercial parking bays (2 parking bays) are to be provided for public use only. Amended plans are to demonstrate the allocation of the commercial parking bays between staff and public. As a tandem parking arrangement has been proposed, parking bays C01 and C04 must be allocated to staff.*
- *Amended plans are to show wheel stops removed from commercial parking bays C02 and C03.*

Response

- The amended plans depict the provision of 5x commercial tenancy parking spaces. It is reasonable to expect that some of these must be provided for staff parking and therefore parking bays C01 and C04 are provided as staff bays, in a tandem arrangement. These staff bays are appropriately located in front of commercial visitor bays on the basis that staff will likely remain at the site for longer periods compared to visitors, thereby minimising the any operational issues with the use of the tandem bays. This arrangement also ensures visitor parking is prioritised for shorter stay users
- Amended plans depict the removal of the wheel stops from commercial parking bays C02 and C03.
- Overall, the amended parking layout represents a well-considered response that improves functionality, safety, and efficiency while maintaining compliance with the applicable parking provisions. The differentiation between staff and visitor parking ensures that parking demand is managed effectively and that visitor access is prioritised.

BICYCLE PARKING

RFI COMMENT

- *A minimum of 1 bicycle bay is to be provided for every multiple dwelling proposed.*
- *As a total of 53 bicycle bays have been provided, a further 14 will be required to be provided through amended plans.*

Response The amended plays now depict a total of 67 bicycle bays provided to be allocated to the apartments in the proposed building.

BUILDING SERVICES

RFI COMMENT

A drainage / stormwater management plan is required to be submitted for assessment by the City.

Response The Applicant acknowledges that this is important to the design however respectfully requests a condition of development approval requiring the preparation and approval of a stormwater management plan prior to the issue of a building permit.

WORKS WITHIN ROAD RESERVE

RFI COMMENT

The submitted Transport Impact Statement dated 21 August 2025 refers to limiting right hand turns into the subject site via Brighton Road in Part 4.1 – Vehicle Access. The enforcement of this is proposed to be via a new 'back to back kerb' and reflective bollards along the central median of Brighton Road across the proposed crossover.

Response A detailed drawing package will be prepared and submitted prior to the issue of a building permit, in support of this access arrangement. We are comfortable with accepting a condition of development approval that requires that the works in the adjoining road reserve be appropriately designed and in accordance with the City's engineering requirements.

SCARBOROUGH DEVELOPMENT CONTRIBUTIONS

RFI COMMENT

In accordance with Schedule 11B – Scarborough Development Contribution Plan of Local Planning Scheme No.3 (LPS3), development contributions are applicable to this site. Based on a maximum building height (base) of eight storeys (up to 29m), a contribution rate of $67.29 per square metre of the subject site applies. This amounts to a total of $201,735.42 to be included as a recommended condition of approval.

Response Noted

ENVIRONMENTAL WIND ASSESSMENT CONCLUSION

RFI COMMENT

Amended plans are to be provided which implement some of the wind mitigation strategies such as canopies extending from the building façade and local wind break features (pergolas, wind break screens, denser landscaping) to the Level 3 outdoor areas. Corner balconies on the tower levels should be provided with higher balustrades to limit amenity impacts from the wind.

Response The drawings have been revised to include glass balustrade atop the existing solid balustrade, reaching 1650mm from FFL, providing a windbreak from the Level 3 outdoor areas. On this basis, it is considered that the amended design improves the functionality and comfort of the outdoor spaces by mitigating wind impacts while maintaining visual permeability and architectural lightness.

Importantly, the transparent nature of the additional balustrade ensures that views, access to natural light, and the overall aesthetic quality of the façade are not compromised. The proposed measure is minor in visual terms yet delivers a significant amenity benefit to occupants, enhancing the usability of the Level 3 outdoor areas throughout the year.

Accordingly, this modification represents a proportionate design revision that improves resident amenity without adversely affecting the building's appearance or compliance with the relevant planning objectives.

ROLLER GATE

RFI COMMENT

Several roller gates are proposed throughout the development to provide security and separation of public and private spaces. Details are to be provided on the operation and use of the roller gates including whether an intercom system will be utilised. This is to be provided through amended plans.

Response Several roller gates are proposed throughout the development to provide security and delineation between public and private areas of the site.

The roller gates will be electronically operated and capable of being controlled remotely via intercom and/or remote control by authorised users. The intercom system will allow visitors to contact individual tenancies or management for access where required.

With respect to the primary roller gate fronting Brighton Road, there is the potential for this gate to remain in the open position during standard business hours to facilitate convenient access and enhance activation of the frontage.

The operational management of this gate, including hours of operation, will be determined and administered by the future strata or building management to ensure appropriate security outcomes are maintained outside of business hours.

DEVELOPMENT CONTRIBUTION POLICY

RFI COMMENT

A development contribution equal to 1% of the estimate construction cost of $350,000 is required and may be recommended as a condition of approval.

Response Addressed above.

AFFORDABLE AND DIVERSE HOUSING

RFI COMMENT

- *At least 20% (13) of the proposed dwellings are to be studio or single bedroom dwellings with a maximum provision of 40% (27).*
- *16.7% (10) of the proposed dwellings are studios or single bedroom dwellings. Consideration should be given to dividing larger 2-to-3-bedroom apartments into studio or single bedroom dwellings to increase the dwelling mix and affordability.*

Response A spreadsheet depicting the associated dwelling mix is provided as an additional attachment and notes the following:

TOTAL PROJECT UNIT:	67
TOTAL 1X1	15
TOTAL 2X2	30
TOTAL 3X2	18
TOTAL PH	4
	67

On this basis, the revised dwelling mix now demonstrates that the development exceeds the requirement for 20 per cent of dwellings to be single bedroom (but does not exceed 40 per cent) and can be supported.

EXTERNAL REFERRALS

RFI COMMENT – WATER CORPORATION

- *This proposal will require approval by Water Corporations building section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued.*
- *Any portion of the proposed development which is in close proximity to the reticulated sewer mains may require structural piles to protect the sewer main in accordance with the Water Corporation's technical guidelines. Piling design for sewer main protection shall be designed by a suitably qualified practicing professional engineer who has appropriate structural engineering experience and is a holder of the Water Corporation's current design standards.*

Response Noted.

RFI COMMENT – MAIN ROADS WESTERN AUSTRALIA

- *The upgrading/widening of West Coast Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.*

Response Noted.

CONCLUSION

The report demonstrates that the City's comments have been carefully considered and resolved. Amended plans and supporting documentation have been provided to address the matters identified and satisfy the element objectives of the applicable planning framework.

Importantly, the revised dwelling mix now exceeds the minimum requirement for studio and single bedroom dwellings under Development Policy No.9 and the commercial and bicycle parking shortfalls have been rectified, boundary treatments and screening have been strengthened, and the pedestrian interface with Brighton Road has been resolved through a compliant accessible ramp solution.

The proposal continues to deliver a high quality, well-designed residential development that responds positively to its coastal Scarborough context. It achieves a contemporary built form outcome, incorporates sustainability initiatives, enhances the public realm through active edges and public art opportunities, and contributes significantly to housing supply and diversity within the Scarborough redevelopment area.

Given the above, it is considered that the proposal satisfies the issues raised, and that compliance with the planning framework has been achieved. We respectfully ask the City view the changes and effort to improve the development positively and to recommend to the DAP that the application be approved.

Should you have any queries in relation to the above information, please contact the undersigned on 08 6444 9171.

Yours Sincerely,



ANDRA BIONDI
Principal Planning Officer
Urbanista Town Planning

Attachment 8c - Applicant's Response to DRP 2 Comments (Received 3 March 2026)

Recommendations Summary Item 1 – DA25/1357 – 24 & 26 Brighton Road, Scarborough DRP Meeting – Thursday 4 December 2025 and 9 October 2025			
DR1 – DRP Recommendations DRP Meeting – 9/10/2025	**DR1 – Applicant Response DRP Meeting – 9/10/2025**	**DR2 DRP Recommendations DRP Meeting – 4/12/2025**	**DR2 – Applicant Response DRP Meeting – 4/12/2025**
1e. The Panel expressed the importance around the choice of materials and finishes and stated these are crucial given the coastal location. A more detailed material and finishes palette should be presented, with certainty that these materials will be used in the final development.	1e. Materials selected based on construction methodology and suitability for coastal environments. Walls: Rendered or painted CFC, providing high durability, corrosion resistance, and UV stability. Cladding & Screening: Aluminium cladding for screens, designed for long-term performance in salt-laden conditions. Sun Protection: Aluminium slats, engineered for structural integrity, corrosion resistance, and minimal maintenance. Glazing: Probable double or triple glazing, optimised for thermal performance and durability in coastal conditions. Low-maintenance specification prioritised to minimise future upkeep and ensure consistency with the proposal	1. This principle is supported.	No further comments.
2b. The Panel noted the existing trees have not been protected and the opportunity for larger trees is minimal. The design should consider existing vegetation and its potential for significant replacement. 2c. It was suggested by the Panel the proposal would benefit from an increase on deck tree planting where possible. 2d. The Panel expressed concern around how the landscape will work in exposed areas with significant hard areas and the survival rate of	2b. Site boundary plan provided. 2c. Diagram provided. 2d. Diagram provided. 2e. Diagram provided.	2c. Given the extent of planters on the open decks in overshadowed areas with indirect natural light, the DRP recommends improving the landscape positioning and providing a more appropriate selection of shade tolerant plant species for viability. The aim should be to ensure a high quality and well maintained environment for residents in the long-term. 2d. Consider reviewing the Landscape Report's page on "Compliance Items", including the	Reference to "Shade-tolerant Shrub and Ground-cover" species within the report legends. Further, we have included images of proposed "Shade-tolerant Shrub and Ground-cover" species in the report to be utilised on this project. We have removed the suggested tree species and replacement with low / negligible PSHB susceptibility tree species.

the landscape. Landscape is critical to obtain a successful design outcome. 2e. It was noted by the Panel there are multiple plant species including the Tahitian Lime which are on the Polyphagous Shot-hole borer list. It is suggested an alternative should be provided for these species.		calculations that appear to indicate a shortfall of "true" deep soil, particularly given the extent of the basement car park. 2e. Consider removing the existing street tree from the calculation on the development's tree provision as it is beyond the Lot's boundary. 2f. Consider reselecting three plants on the schedule that are currently on the Polyphagous Shot-hole Borer list.	
3b. It was noted the additional height will be required to be justified by design excellence across all areas. In terms of built form, the project responds well and has not overdeveloped the building envelop. However, there are encroachments, and some minimums have not been achieved. Address these where possible. 3d. The panel debated the extent of glass block, especially up to the street front. It was suggested by the Panel the Applicant should review the approach.	3b. Additional height is only 500mm above the maximum allowable Building sits comfortably within surrounding context and allowable built form parameters Reducing height is possible but would significantly impact lobby and ground-floor tenancy ceiling heights Project responds well in built form and does not overdevelop the envelope 3d. We have addressed the Panel's comments regarding the extent of glass block as follow: Glass blockwork relocated to improve building entry pathway Form offset from boundary/street line Creates opportunity for open public space Enhances pedestrian access and street interface Provides informal gathering space for gym members before/after classes, supporting social interaction and activation of the ground floor and laneway	3a. The DRP considers this Principle is largely satisfied. 3b. The proposal demonstrates management through appropriate design in the areas where the Applicant is seeking discretion to vary the specific provisions of the Design Guidelines.	3a. No further comments. 3b. While design excellence has not yet been formally granted, the proposal has addressed DRP queries and Council RFIs, demonstrating a high-quality outcome that responsibly manages the discretion sought under the Design Guidelines.
4e. The Panel made comment the tower condensers are located in a dedicated plant alcove. It is	4e. Proposed frosted glass door and aluminium frame with aluminium louvers to maintain natural light	4a. The Brighton Road crossover still appears excessively wide at over 6m; consider reducing the width	4a. The crossover has been designed in accordance with Australian Standards and the recommendations of the traffic

important to verify access and ensure proper airflow, maintaining effective separation of hot and cold air to optimise performance. 4f. It was stated by the Panel it should be confirmed the spa/pool is well located for exposure to sunlight and appropriately sized to avoid excessive maintenance costs. 4g. The Panel suggested where stores are in courtyards, consider double doors or roller doors from the terrace to maximise access. 4i. It was suggested by the Panel where possible to locate the columns in the atrium in planters rather than walkways 4j It was noted by the Panel there are no toilet facilities noted on the plans in the gym. It was recommended to look at the fit-out early in the process.	but minimise noise and heat exchange. Relocated plant room screening for external fixing and increased alcove size. Relocated plant room screening for external fixing and increased alcove size. Vertical aluminium slats allow flexibility to adjust gaps for airflow Ensures natural air flow for optimal performance Preliminary mechanical consultant review confirms solution is feasible, low-maintenance, and cost-effectiveVertical aluminium slats allow flexibility to adjust gaps for airflow Ensures natural air flow for optimal performance Preliminary mechanical consultant review confirms solution is feasible, low-maintenance, and cost-effective 4f. Spa is a hot spa, part of the wellness centre for residents, not a pool Designed considering Australian weather to minimize full sun exposure Current orientation considered adequate for sunlight balance Canopy for sun protection has been discussed but is not currently proposed Appropriately sized to avoid excessive maintenance costs. 4g. Store room size increased following Panel comments and client discussions Door width increased to 1020x 2400mm to improve access Single door retained to maximise flexibility for residents' use of the	where possible to improve the streetscape connectivity for pedestrians on the footpath. 4b. While the DRP acknowledges the information provided on modifications to the dedicated plant alcoves on each floor of the two towers for access for maintenance and proper airflow for effective operation, the DRP also suggests investigating any possibility of relocating the air conditioning condenser units to the roof; the intent should be to release the alcoves for improved access of natural daylight and to achieve a clear aspect for residents from the lobby. 4c. The DRP suggested that as part of the review of the Level 1 atrium landscape design (refer Principle 1 comment 2c), the planters, where possible, could integrate the round columns that are in the walkways.	engineer. It has also been updated following Council's RFI, consistent with Local Planning Policy 6.7 – Parking and Access. 4b. Preliminary investigations locate most AC condensers on the ground floor (storage area) and basement, with only a few on the roof to preserve solar panels. The previous plant rooms have been redesigned to allow natural light and airflow. All details will be confirmed during the detailed design stage with the fire engineers (operable windows on paths of egress) and mechanical engineers 4c. The DRP comments have been implemented in the revised design.

	balconies Allows adaptable use and furnishing of the space. 4j. Space has already generated interest from boutique gym operators Current plans allow for male and female facilities Details will be further developed once the operator is confirmed.		
5b. It is recommended by the Panel to pursue sustainability alongside Green Star certification to help justify the additional building height. 5c. An extensive sustainability strategy has been provided. It was recommended by the Panel to enhance sustainability commitments where possible. It was mentioned conduit-only for future EV charging and some of the other commitments seem under-whelming. 5d. It was suggested the size of photovoltaic cells should be reconsidered to accommodate the demand of the proposal. 5e. Comment was made it is essential to shade walls and windows from harsh east and west sunlight.	5e. New west-facing balconies introduced Canopies added above each window Vertical screens installed to enhance passive design performance.	5b. The DRP supports a high level NatHERS rating, however, recommends using the Green Star Buildings tool (self-assessed) to demonstrate alignment with a 5 Star Green Star Certified achievement level, and to provide firm commitments for active initiatives implementation (to enable assessment by the City). 5c. The Applicant's Sustainability Report currently details future provision of PV panels with an indicative 40kWh system size to be confirmed in detailed design based on energy demand and profile for the development. 5d. The DRP recommends a higher 4m to 4.5m floor-to-floor dimension for the ground floor to future proof the space for other possible uses.	
6b. Comment was made by the Panel the ground-floor commercial tenancy is expected to accommodate gym facilities; however, an alfresco area could also be appropriate and could assist with activating both the street and the pedestrian laneway leading to the lobby. 6c. The Panel recommended including an awning over the	6b. Views provided in the presentation. 6c. Awning added to provide improved weather protection Horizontal lines and articulation enhance streetscape quality Enhanced pedestrian amenity, making the building more usable and inviting for the community Weather-protected areas Seating integrated as part of addressing point 3d and 6b	6a. Refer to Principle 7 for comments on suggested improvements to the amenity of the landscaped area next to the streetscape, gym and residential entry path. 6f. On balance, given the rationales provided for the uses of the above two spaces on Levels 1 and 3 respectively, and while any possible reasonable improvement to increase the access of natural light and air would be welcome,	6a. Noted. 6f. Noted and addressed in the Landscape package.

footpath. While the recessed tenancy offers some weather protection, the space is primarily occupied by planters and landscaping. Additional design articulation is recommended to optimise both streetscape quality and functional use. Also, consider further integrating bench seating into the street edge. 6d. It was stated by the Panel the minimum solar access of 2 hours between 9 am and 3 pm on 21st June should be demonstrated (if not already), ideally through modelling, to show that the southern tower is not adversely affected by overshadowing from the northern tower. 6e. The podium roof top space currently experiences limited solar access during winter, which may affect usability and amenity. Design strategies to enhance winter sunlight penetration could be explored to improve the quality of these spaces. 6f. Concern was expressed by the Panel around the central podium internal courtyard as it currently experiences limited solar access. Most sunlight reaches the voids between the two towers, while the north and south ends are largely enclosed and shaded. It is recommended to explore design opportunities to open up both ends. 6g. The limited outlook from some balconies is not supported (Type 4). It is essential to provide a good outlook while managing privacy.	6d. Solar access advice note provided. 6e. Podium common areas designed for small gatherings and social connection Spaces are primarily undercover, including wellness centre, dining, and entertainment areas Ensures usable and comfortable spaces year-round, regardless of weather or limited winter sun We believe no additional sunlight-focused interventions are required, as the undercover design maintains amenity and functionality. 6f. Void size increased to allow more sunlight into the central podium internal courtyard, addressing concerns about limited solar access Ceiling finishes being explored (e.g., reflective product - Barrisol Mirror or similar) to enhance light exposure in shaded areas Double-volume space will improve daylight penetration throughout the courtyard Lighting consultant to be engaged to maximize artificial light 6g. Balconies larger than recommended for all apartments, enhancing outlook and usability. West-facing apartments and townhouses have limited views due to adjacent 9-storey Sundance building (site constraint) Privacy maintained with a 1650mm balustrade, allowing comfortable use of the balcony space Overall design balances outlook, privacy, and functionality, addressing the Panel's concerns.	the recommendation remains as noted in Principle 2, which is to improve the landscape positioning with appropriate planting species to ensure long-term viability. 6i. The 3-bed apartment (Type 5) on Level 2 relies on an undesirable "snorkel window" for daylight into the bedroom. Consider an alternative design that enables direct access of day light into these habitable rooms. 6j. The residents' bike store is narrow and, as a result, includes awkward, angled racks for storage. Consider a more functional store design that will encourage use of this space and enables bikes to be taken straight out of the racks.	6i. The above floor has been pulled back, resulting in a 1□m canopy above the bedroom windows, which significantly improves natural light and airflow. We do not believe the design necessitates a snorkel window, as the full-height glazing, combined with a 1.3□m wall and integrated study nook, provides a generous outcome in terms of daylight and usability. 6j . We have reconfigured the bike store to allow for more comfortable and convenient bicycle use. The current setup exceeds the minimum required bike spaces. The 45-degree bike racks are designed in accordance with relevant AS standards for usage and dimensional guidelines.

7b. There is a serious issue with the legibility and directness in relation to access to the lifts of both towers. It is circuitous and indirect and needs to be addressed and resolved. 7c. The dog wash is a good addition to the proposal and is supported although in its current location it reduces sightlines and requires relocation. 7d. The Panel expressed concern around the arrangement of the stores and store access passageways. They appear confusing and require refinement to be successful.	7b. Purposeful journey from street to lift lobbies, not just a corridor - Art-Gallery- like environment. Generous, navigable spaces (average width 3.6 x 3,5m high ceilings) with direct access to functional areas (bins, parking, storage rooms). Articulated design with landscape, lighting, and high ceilings to enhance legibility and user experience. Wayfinding enhanced via signage, landscape cues, and art installations. Generous spaces and strategic signage, landscaping, and lighting guide users, creating a direct and legible path from street to lifts while maintaining an engaging experience. Multi-functional space doubling as an art-gallery-like experience. 7c. Dog wash relocated to improve sightlines and visibility Now has direct street access, enhancing usability for all users New location maximizes functionality while maintaining integration with the proposal. 7d. Store room layout amended to address Panel concerns Now has improved natural light and direct natural airflow Enhances usability, ventilation, and overall functionality	7b. While the dog wash location further southwards on the somewhat constrained residential entry path improves overall legibility within this space, consider how the dog wash may be better integrated with the suggested "architectural gateway" concept at the Brighton Road streetscape (refer comment 7g below). 7f. Consider a consistent interior design language (preferably using the attractive curves), and to improve sightlines from the entry lobby to the two separate lift lobbies. 7g. Consider an "architectural gateway" design, instead of a utilitarian gate, for the ground floor secure line. This "gateway" should be legible on the Brighton Road streetscape to better signify the entry to the entry path and residential lobby. 7h. By locating the residents' entry gateway location further southwards, the landscaped area next to the gym also should be better defined and legible as a publicly accessible "pocket park". Consider adding a bench to enhance public use of the "pocket park".	7b . The design of the dog wash has been revised to form an integral part of the gate element. It has also been lowered, enhancing the prominence of the gate as a defining entry feature. The dog wash has been repositioned closer to Brighton Road, increasing its visibility to pedestrian traffic and strengthening its presence within the streetscape. 7f . Notwithstanding, we believe that the combination of languages and forms creates a cohesive architectural expression in its own right. We have also increased sightlines to the ground floor lobby to soften the architectural language and improve visual permeability, applying the same approach to the common areas to achieve a unified design outcome. 7g. We believe the proposed built form, together with signage and wayfinding to be developed during DD (including input from the graphic artist consultants), will transform the entry doorway into an engaging arrival experience through the volumes and landscaped spaces. All areas have been designed to encourage owners and visitors to stop, dwell, and interact with one another. 7h . The comments have been taken into consideration and discussed with the landscape architect, and the design has been revised accordingly.
8b. The long open entry passage with a hidden building entry needs further consideration. The Panel suggested a gate closer to the street may need to be planned in, and bringing the entry into view may be an option. 8c. It was recommended by the Panel	8b. Low see-through entry gate added to improve security and privacy Gate retains visual wayfinding and enhances views along the promenade leading to apartment entries 8c. We believe that, at the podium	8a. The DRP considers this Design Principle is largely satisfied. However, refer to the comments in Principle 7 regarding suggested improvements to the legibility (and safety) of some aspects of the ground floor. 8b. While the DRP supports the new	8a . Refer to point 7f

access to lifts and apartments around the lift well, on the podium level, should be more open with better sightlines.	level, the path to the lift is easy to navigate. The pathway is reinforced with landscape elements and the bridge connections, help guide movement and maintain visual connectivity.	secure line on the pedestrian path leading to the residential lobby, please refer to the comments for improvement in Design Principle 7g and 7h.	8b. Refer to point 7.
9c. It was suggested the consideration of e-deliveries should be resolved in the detail design.	9c. E-deliveries considered in detailed design to ensure safe and convenient access Keypad access to designated delivery area enables contact-free deliveries without impacting other residents Refrigerated cubicles being investigated for temperaturecontrolled storage of smaller items System designed to be rentable or managed via resident/strata app, providing flexibility and usability.	9c. Consider provision of a comprehensive public art strategy that identifies locations and forms of public art that will contribute to the development and community in a meaningful way.	9c. We have already sought some initial proposals and are discussing potential outcomes with a few companies. Our aim is to ensure that the artwork can be fully integrated into the pedestrian walkway, making it not only visible during daylight but also at night through incorporated lighting.
10b. Comment was made by the Panel the overall aesthetic outcome is closely linked to the choice of materials and finishes. Selecting durable and robust materials not only enhances the visual quality of the building but also contributes to longevity and reduced maintenance requirements, particularly in exposed or high-traffic areas. Provide materials and finishes selection to support design excellence. 10c. It was noted by the Panel lighting, signage and wayfinding should be carefully considered and integrated into the design from an early stage. Poorly integrated lighting and signage can become visually distracting and detract from the overall architectural composition. Thoughtful design of these elements	10b. Material schedule was provided. 10c. Diagram and pictures provided. Wayfinding, signage, and lighting are treated as fundamental design elements, fully integrated from the outset alongside material selections to achieve high-quality design. Preliminary lighting concepts are already embedded in the project, ensuring these elements enhance both functionality and the overall architectural composition.	10e. A minor point is that the southern tower's south-western balconies now include a length of solid balustrade on the external corner; this solidity contributes heaviness to the tower's form compared to the more transparent and lighter aesthetic of the previous design. The DRP recommends reverting to the previous clear material.	10e. We reviewed several configurations. Adding the southwest balcony for weather protection does not change the perceived mass, whether the balustrade is glazed or solid. We believe this is the best outcome, as the mass reads well in context and addresses all previous comments.

will support both functionality and the building's aesthetic coherence.			

SCANLAN
ARCHITECTS

ISSUED DATE February 26, 2026

BRIGHTON ROAD APARTMENTS



Project Introduction



OVERVIEW
The proposed mixed-use development comprises a commercial tenancy at ground level with residential premises above, linking Scarborough's urban beach core with its suburban fringe. The design balances the needs of visitors and permanent residents by integrating active ground-floor uses with high-quality housing, reinforcing the character of the coastal precinct.

SITE COVERAGE
85%
(MAX. 80%)

APARTMENTS
43
(TOTAL 67 UNITS)

TOWNHOUSES
24

DEEP SOIL IN GROUND AREA
4.6%

NATURALLY / CROSS-VENTILATED
100%
(MIN. 60% REQ.)

AMENITIES
- DOG WASH FACILITY
- E-SCOOTER HIRE
- DELIVERY DROP-OFF ZONE
- COMM. TENANCY

NEW TREES
33
(MIN. 10 TREES REQ.)

DIRECT SOLAR ACCESS
95%
(MIN. 70% REQ.)

PARKING
- 108 RESI. CAR BAYS
- 77 RESI. BIKE RACKS
- 10 RESI. M-BIKE BAYS
- 10 RESI. VISITOR BAYS
- 5 COMMERCIAL BAYS
- 4 COMM. BIKE RACKS

Site

Dwelling

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 1_ Context and Character

Principle 10_ Aesthetics

DRP 01

1e - Key Recommendations

- The Panel expressed the importance around the choice of materials and finishes and stated these are crucial given the coastal location. A more detailed material and finishes palette should be presented, with certainty that these materials will be used in the final development.

Applicants Response

Materials selected based on construction methodology and suitability for coastal environments.

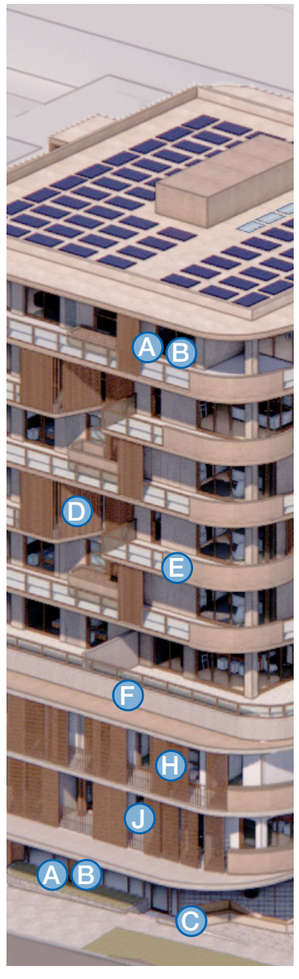
- Walls: Rendered or painted CFC, providing high durability, corrosion resistance, and UV stability.
- Podium Walls: Face Brick - Austral Brick - Hampton Whitehaven - white mortar
- Cladding & Screening: Aluminium cladding for screens, designed for long-term performance in salt-laden conditions.
- Sun Protection: Aluminium slats, engineered for structural integrity, corrosion resistance, and minimal maintenance.
- Glazing: Probable double or triple glazing, optimised for thermal performance and durability in coastal conditions.
- Low-maintenance specification prioritised to minimise future upkeep and ensure consistency with the proposal.

10b - Key Recommendations

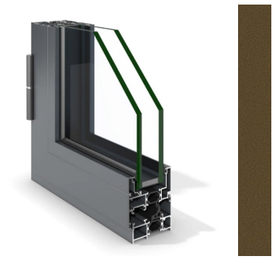
- Comment was made by the Panel the overall aesthetic outcome is closely linked to the choice of materials and finishes. Selecting durable and robust materials not only enhances the visual quality of the building but also contributes to longevity and reduced maintenance requirements, particularly in exposed or high-traffic areas. Provide materials and finishes selection to support design excellence.

Material and finishes palette reflects intended final construction specification.

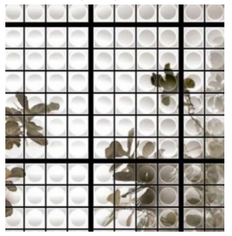
MATERIAL SCHEDULE	
GL-01	CLEAR GLAZING - AS PER ESD REQUIREMENTS
GL-02	ALUMINIUM FRAME: DURATEC - NATURAL BRONZE + CLEAR GLASS
GL-03	OBECO - SATINE FROSTED GLASS BLOCK -190X190X100 Fire Rated -/120/120
ALUM -01	ALUMINIUM SLATS 125x55mm DULUX DURATEC - NATURAL BRONZE
PT-01	CFC SHEET CEMINTEL PANEL - 3000x1200mm - PAINTED IN DULUX- SMOOTH BEECH
PT-02	CFC SHEET CEMINTEL PANEL - 3000x1200mm - PAINTED IN DULUX- PARCHMENT
PT-03	RENDERED AND PAINTED - DULUX - NUTMEG HUSK
SCR-01	PERFORATED SLIDING SCREEN IN - ALUM 01_ METRIX TARTAN M12/8-14 50% OPEN AREA
SCR-02	BLACK CHAINLINK PANELS
BRK -01	AUSTRAL BRICK - HAMPTON WHITEHAVEN + WHITE MORTAR
BAL -01	FRAMED BALUSTRADE: ALUMINIUM POST IN DURATEC - NATURAL BRONZE + CLEAR GLASS INFILL PANELS
BAL -02	VERTICAL ALUMN. SLATS BALUSTRADE: DULUX DURATEC - NATURAL BRONZE



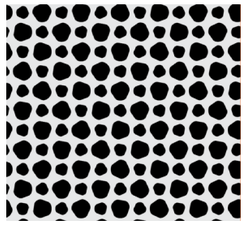
A GL-01 & GL-02
Glass: Double or Triple clear glaze in Dulux Duratec- Natural Bronze



C GL-03
OBECO- SATINE FROSTED- 190X190X100
Fire Rated-/120/120



H SCR-01
Metrix- Tartan M12/8-14 50% Open Area in Dulux Duratec- Natural Bronze

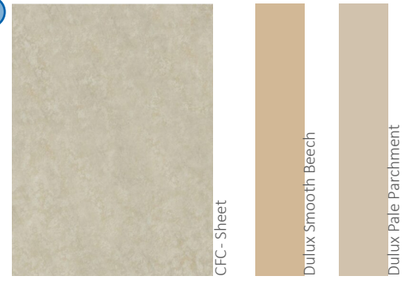


J BRK-01
Face Brick- Austral Brick- Hampton Whitehaven- white mortar

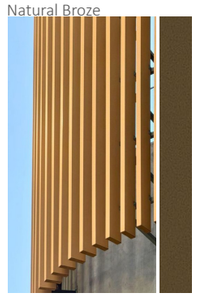


E PT-01 & PT02
CEMINTEL- CFC sheets panels 3000x1200mm. Painted in Dulux Pale Parchment and Dulux Smooth Beech

F



D ALUM-01
Aluminium slats 125x55mm in Dulux Duratec- Natural Broze



DRP 02

1e - Key Recommendations

- This principle is supported

10b - Key Recommendations

- This principle is supported

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 2_ Landscape

DRP 01

2b - Key Recommendations

- The Panel noted the existing trees have not been protected and the opportunity for larger trees is minimal. The design should consider existing vegetation and its potential for significant replacement.

DRP 02

2b - Key Recommendations

- **This principle is supported**

2f - Key Recommendations

- **Consider reselecting three plants on the schedule that are currently on the Polyphagous Shot-hole Borer list.**

Applicants Response

We have removed the suggested tree species and replacement with low/ negligible PSHB susceptibility tree species.

4b - Key Recommendations

- **While the DRP acknowledges the information provided on modifications to the dedicated plant alcoves on each floor of the two towers for access for maintenance and proper airflow for effective operation, the DRP also suggests investigating any possibility of relocating the air conditioning condenser units to the roof; the intent should be to release the alcoves for improved access of natural daylight and to achieve a clear aspect for residents from the lobby.**



Ground Floor

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 2_ Landscape

DRP 01

2d - Key Recommendations

- The Panel expressed concern around how the landscape will work in exposed areas with significant hard areas and the survival rate of the landscape. Landscape is critical to obtain a successful design outcome.

DRP 02

2d - Key Recommendations

- Consider reviewing the Landscape Report's page on "Compliance Items", including the calculations that appear to indicate a shortfall of "true" deep soil, particularly given the extent of the basement car park.

6a - Key Recommendations

- Refer to Principle 7 for comments on suggested improvements to the amenity of the landscaped area next to the streetscape, gym and residential entry path.



Ground Floor

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 2_ Landscape

DRP 01

- **2c - Key Recommendations**
  It was suggested by the Panel the proposal would benefit from an increase on deck tree planting where possible.

DRP 02

- **2c - Key Recommendations**
  Given the extent of planters on the open decks in overshadowed areas with indirect natural light, the DRP recommends improving the landscape positioning and providing a more appropriate selection of shade tolerant plant species for viability. The aim should be to ensure a high quality and well maintained environment for residents in the long-term.

Applicants Response

Reference to “Shade-tolerant Shrub and Ground-cover” species within the report legends. Further, we have included images of proposed “Shade-tolerant Shrub and Ground-cover” species in the report to be utilised on this project.

- **4c - Key Recommendations**
  The DRP suggested that as part of the review of the Level 1 atrium landscape design (refer Principle 1 comment 2c), the planters, where possible, could integrate the round columns that are in the walkways.



Level 01

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 2_ Landscape

DRP 01

2e - Key Recommendations

- It was noted by the Panel there are multiple plant species including the Tahitian Lime which are on the Polyphagous Shot-hole borer list. It is suggested an alternative should be provided for these species.

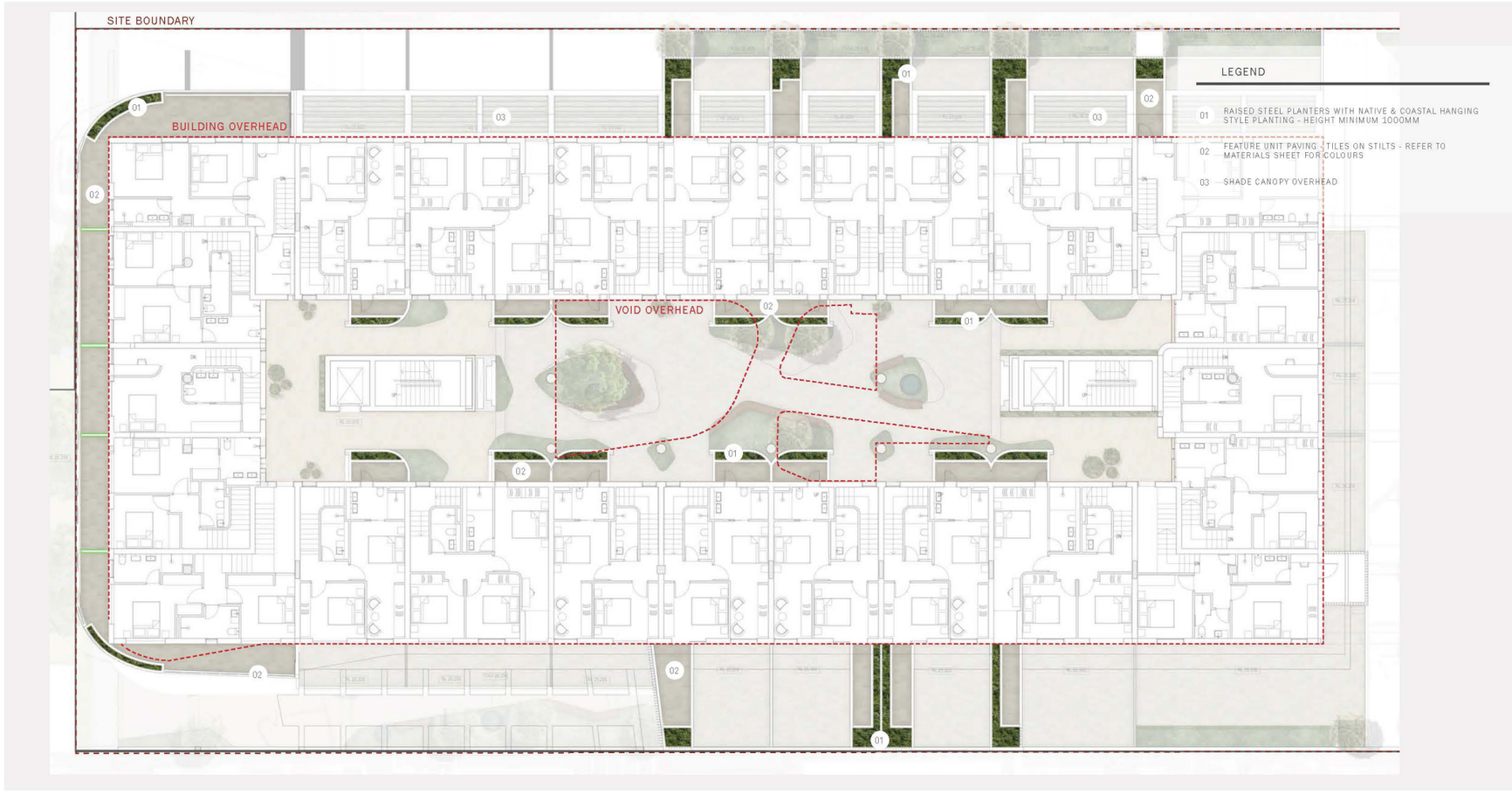
DRP 02

2e - Key Recommendations

- **Consider removing the existing street tree from the calculation on the development's tree provision as it is beyond the Lot's boundary.**

Applicants Response

We have removed the suggested tree species and replacement with low/ negligible PSHB susceptibility tree species.



Level 02

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 2_ Landscape



Level 03

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 2_ Landscape



LEGEND

01 RAISED STEEL PLANTERS WITH NATIVE & SENSORY STYLE PLANTING - HEIGHT MINIMUM 1000MM

02 FEATURE UNIT PAVING - TILES ON STILTS - REFER TO MATERIALS SHEET FOR COLOURS

Level 04

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 2_ Landscape



Level 05

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 2_ Landscape



LEGEND

01 RAISED STEEL PLANTERS WITH NATIVE & SENSORY STYLE PLANTING - HEIGHT MINIMUM 1000MM

02 FEATURE UNIT PAVING - TILES ON STILTS - REFER TO MATERIALS SHEET FOR COLOURS

Level 06

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 2_ Landscape



LEGEND

01 RAISED STEEL PLANTERS WITH NATIVE & SENSORY STYLE PLANTING - HEIGHT MINIMUM 1000MM

02 FEATURE UNIT PAVING - TILES ON STILTS - REFER TO MATERIALS SHEET FOR COLOURS

Level 07

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 2_ Landscape



LEGEND

01 RAISED STEEL PLANTERS WITH NATIVE & SENSORY STYLE PLANTING - HEIGHT MINIMUM 1000MM

02 FEATURE UNIT PAVING - TILES ON STILTS - REFER TO MATERIALS SHEET FOR COLOURS

Level 08

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 2_ Landscape

ITEM 3.3A - TREE CANOPY & DEEP SOIL AREA

REQUIRED DEEP SOIL AREA: 300 SQ.M PROVIDED DEEP SOIL AREA: 127 SQ.M

REQUIRED TREE CANOPY AREA: 136 SQ.M PROVIDED TREE CANOPY AREA: 324 SQ.M

BASED ON A SITE AREA OF: 3000 SQ.M

TABLE 01: DEEP SOIL ZONE REQUIREMENTS

	LOT AREA: 3,000 SQ.M	MINIMUM REQUIREMENTS	PROJECT REQUIREMENT FOR PROVISION
WAPC DEEP SOIL AREA REQUIREMENTS	>1000 SQ.M	10% OF DEEP SOIL AREA ON SITE (300 SQ.M) SHORTFALL OF 173 SQ.M THEREFORE A3.3.7 MUST BE MET	REQUIRED MIN OF 300 SQ.M PROVIDED DEEP SOIL AREA OF 138.3 SQ.M
		Planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided. 2 x 173 = 346 SQ.M min	MIN OF 346 SQ.M PROVIDED TOTAL PLANTING ON STRUCTURE AND ON GROUND OF 474.1 SQ.M

LANDSCAPE AREA REQUIREMENTS - TABLE 02

THE DEVELOPMENT SEEKS TO EXCEED THE REQUIRED LANDSCAPE PROVISION FOR DEEP SOIL AREA AS DEFINED IN DESIGNWA THROUGH GENEROUSLY SCALED LANDSCAPE AREAS; ALLOWING SIGNIFICANT ROOTABLE DEEP SOIL AREAS ON STRUCTURE.

SOIL VOLUMES ARE CONSIDERED IN TREE PLACEMENT AND SELECTION OF TREE SPECIES.

THE TABLE BELOW SUMMARISES THE EXTENT OF LANDSCAPE AREAS, AND DEEP SOIL AREA OVER THE VARIOUS LANDSCAPE LEVELS.

TABLE 02: LANDSCAPE AREAS / DEEP SOIL AREAS

	DEEP SOIL AREA (IN GROUND)	PLANTING ON GROUND	PLANTING ON STRUCTURE (1M DEPTH) AS DEEP SOIL AREA	PLANTING ON STRUCTURE (LESS THAN 1 M DEPTH)	TOTAL
GROUND FLOOR	138.3 SQ.M	43 SQ.M	-	-	181.3 SQ.M
LEVEL 1	-	-	99 SQ.M	34 SQ.M	133 SQ.M
LEVEL 3	-	-	138 SQ.M	122 SQ.M	260 SQ.M
LEVEL 4	-	-	-	8.5 SQ.M	8.5 SQ.M
LEVEL 5	-	-	-	7 SQ.M	7 SQ.M
LEVEL 6	-	-	-	7.8 SQ.M	7.8 SQ.M
LEVEL 7	-	-	-	7 SQ.M	7 SQ.M
LEVEL 8	-	-	-	7.8 SQ.M	7.8 SQ.M
TOTAL	138.3 SQ.M	43 SQ.M	237 SQ.M	194.1 SQ.M	612.4 SQ.M

TABLE 04: TREE CANOPY REQUIREMENTS

	LOT AREA:	MINIMUM REQUIREMENTS	PROJECT REQUIREMENT FOR PROVISION
WAPC TREE CANOPY REQUIREMENTS	Less than 700m2	1 Medium tree & small trees to suit area	
	700-1,000m2	2 medium trees or 1 large tree & small trees to suit area	2 MEDIUM TREES (72M2 CANOPY COVER)
	>1000 SQ.M	1 large tree for each additional 900SQ.M in excess of 1000SQ.M and small trees to suit area)	1 LARGE TREE AND SMALL TREES TO SUIT AREA (64M2+ CANOPY COVER)
TOTAL			2 MEDIUM; 1 LARGE & SMALL TREES TO SUIT AREA (136M2 +)

TABLE 05: TREE CANOPY COVER

	SMALL TREES: 4M DIAMETER 9 SQ.M CANOPY COVER AT MATURITY	MEDIUM TREES: 6M DIAMETER 36 SQ.M CANOPY COVER AT MATURITY	LARGE TREES: 9M DIAMETER 64 SQ.M CANOPY COVER AT MATURITY	TOTAL CANOPY COVER
GROUND FLOOR	11	1	-	135 SQ.M
LEVEL 1	3	-	-	27 SQ.M
LEVEL 3	17	1	-	189 SQ.M
TOTAL	279 SQ.M CANOPY COVER AT MATURITY	72 SQ.M CANOPY COVER AT MATURITY	0 SQ.M CANOPY COVER AT MATURITY	351SQ.M PROPOSED TREE CANOPY COVER

IRRIGATION REQUIREMENTS

A FULLY AUTOMATIC IRRIGATION SYSTEM WILL BE INSTALLED FOR THE (MIDLAND VERTICAL VILLAGE) PROJECT.
THE SCOPE WILL INCLUDE:

- IRRIGATION TO ALL LANDSCAPE AREAS
- MOISTURE SENSORS THROUGHOUT, TO ENSURE WATER USE IS MINIMISED
- USE OF LOW WATER USE EMITTERS TO ENSURE ONLY SUFFICIENT WATER IS PROVIDED TO IRRIGATE PLANTING AREAS
- IN-LINE FERTILISATION UNIT TO ENSURE FERTILISING AND MOISTURE RETENTION IS CONTROLLED
- USE OF POP - UP FLOOD BUBBLERS TO SUIT SIZE OF GARDEN BEDS TO ENSURE ANY OVER-SPRAY AND WASTAGE IS MITIGATED, AND;
- A DETAILED DESIGN AND SPECIFICATION WILL BE PROVIDED AT BUILDING LICENSE APPLICATION STAGE.

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 3_ Built form and scale

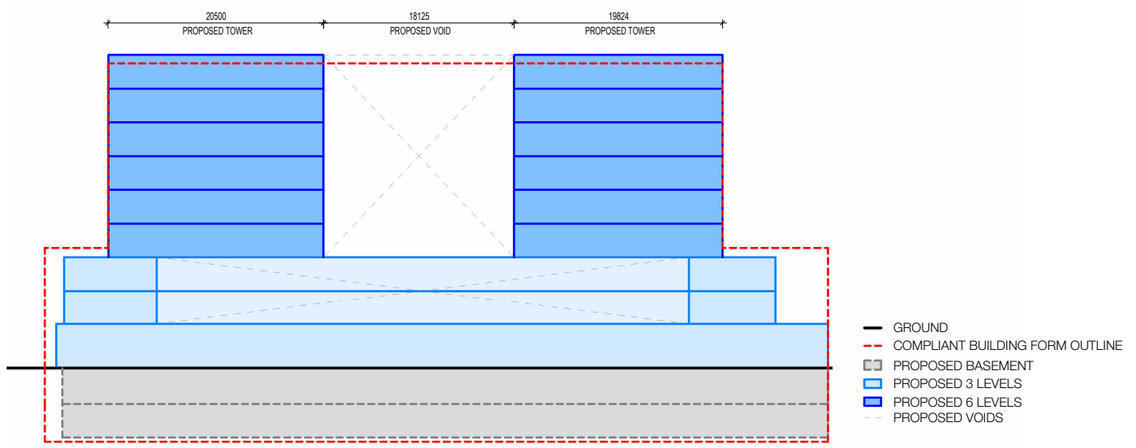
DRP 01

3b - Key Recommendations

- It was noted the additional height will be required to be justified by design excellence across all areas. In terms of built form, the project responds well and has not overdeveloped the building envelop. However, there are encroachments, and some minimums have not been achieved. Address these where possible.

Applicants Response

- Additional height is only 500mm above the maximum allowable
- Building sits comfortably within surrounding context and allowable built form parameters
- Reducing height is possible but would significantly impact lobby and ground-floor tenancy ceiling heights
- Project responds well in built form and does not overdevelop the envelope



↑Proposed Form Overlapped With Compliant

DRP 02

3a - Key Recommendations

- The DRP considers this Principle is largely satisfied.

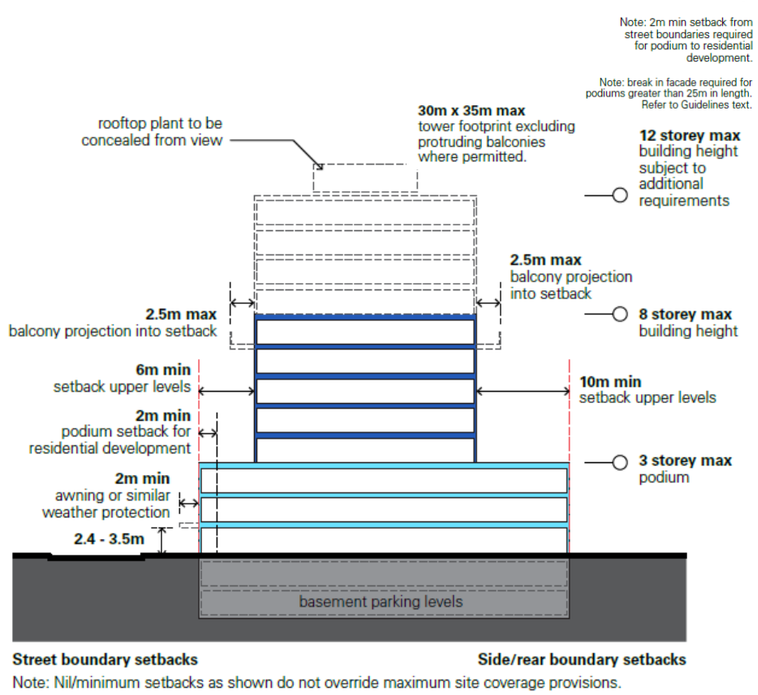
3b - Key Recommendations

- The proposal demonstrates management through appropriate design in the areas where the Applicant is seeking discretion to vary the specific provisions of the Design Guidelines.

Applicants Response

While design excellence has not yet been formally granted, the proposal has addressed DRP queries and Council RFIs, demonstrating a high-quality outcome that responsibly manages the discretion sought under the Design Guidelines.

MRA Scarborough Design Guildelines I 7.4.2 Beach Road Outer Core [F]			
Development Standards			**Proposed Development**
Preferred Land Use	**Ground Floor**	Residential, hotel, serviced apartments, shop, café/restaurant, office, community facilities	Commercial
	Upper Floors	Residential, hotel, serviced apartments, office.	Residential
Setbacks (minimum)	**Prodium Street**	Nil (except for residential 2m)	Nil from esidential balcony 2-2.8m from residential apartments
	Podium Side / Rear	Nil	5m + Setback
	Upper Levels Street	6m from Boundary	6m Setback
	Upper Levels Side / Rear	10m from Boundary	10m Setback
Building Heights (maximum)		8 Storeys / 29m	9 Storeys / 29.5m
Podium Height		3 Storeys / 11.5m	3 Storeys / 10m
Percentrage Site Coverage		80%	87%
Authority Sustainability Rating		Teir 3	Tier 3



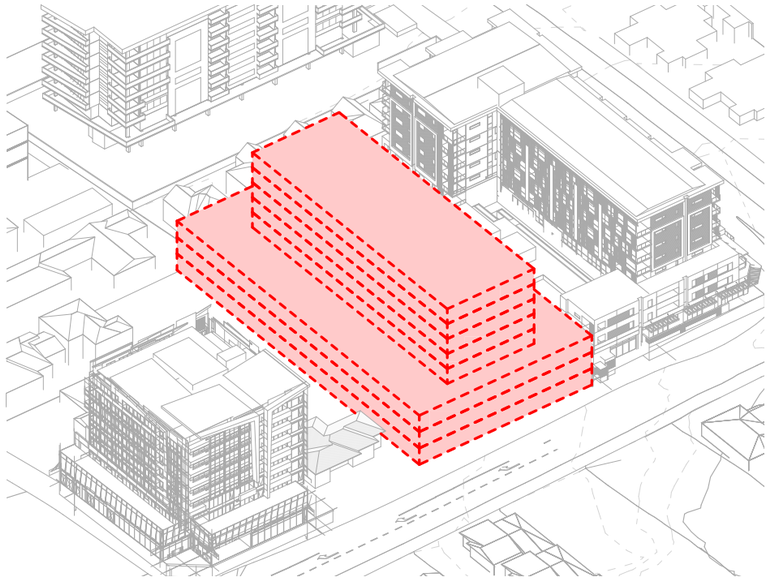
↑Scarborough Design Guideline MRA

Nil podium setbacks
permissable subject to compliance with maximum site coverage

Design Review Panel - Design Review 2

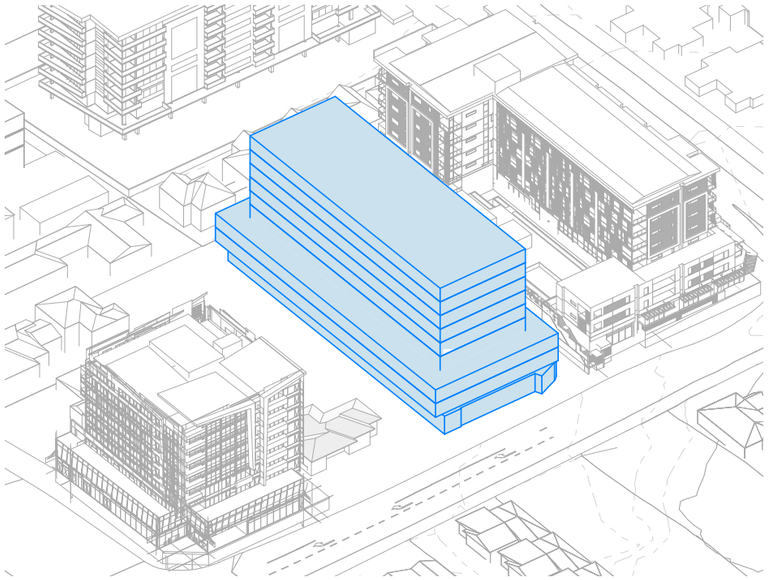
Design Review 2 Recommendation and Response

Principle 3_ Built form and scale



↑ Compliant Massing

MRA Scarborough Design Guildelines | 7.4.2 Beach Road Outer Core [F] - MASSING

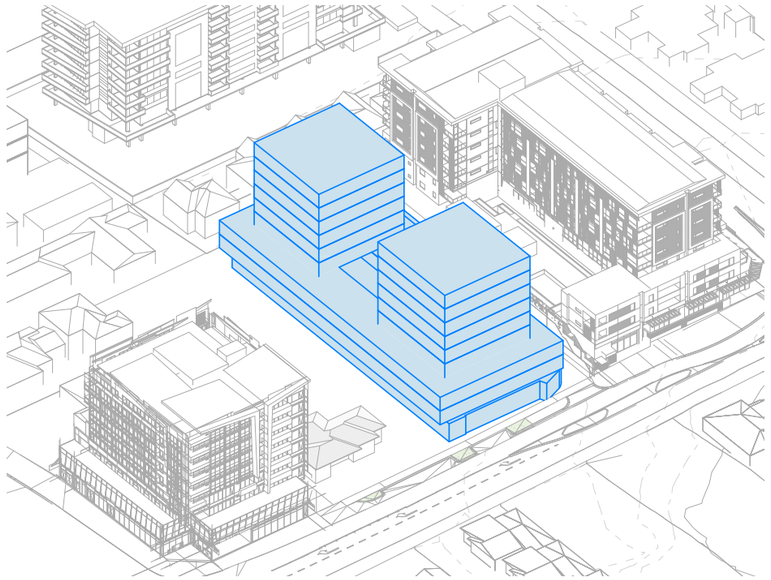


↑Proposed Massing

Podium height reflects neighbouring developments, ensuring continuity with the existing streetscape.

Establishes a strong human scale at street level, reinforcing pedestrian comfort and activity.

Setbacks allow the podium to “read” as the dominant element from the pedestrian perspective.



↑Articulation of Massing Form

Towers are recessed above the podium to reduce perceived bulk.

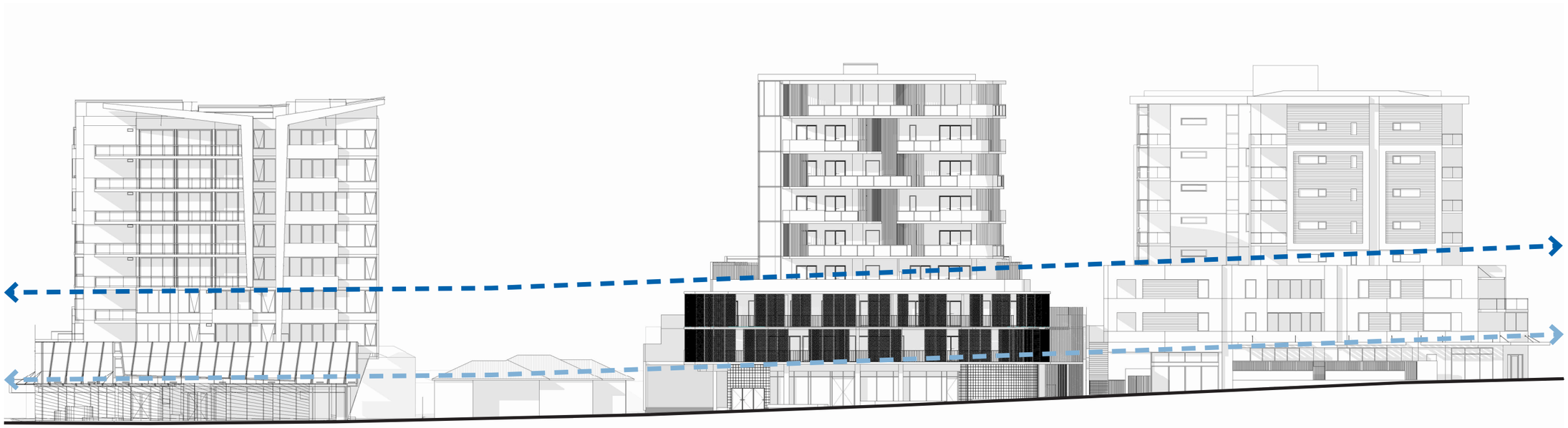
Massing is broken into smaller components, avoiding a monolithic appearance.

Adequate separation between towers preserves view corridors and improves daylight penetration.

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 3_ Built form and scale



Podium Datum

Podium Datums follow the control heights outlined in the MRA Scarborough Design Guildines - Beach Road OUter Core [F].

The podium has strong relationship with street through the provision of passvie serveilance oppertunities, eather protection and lanscaping.

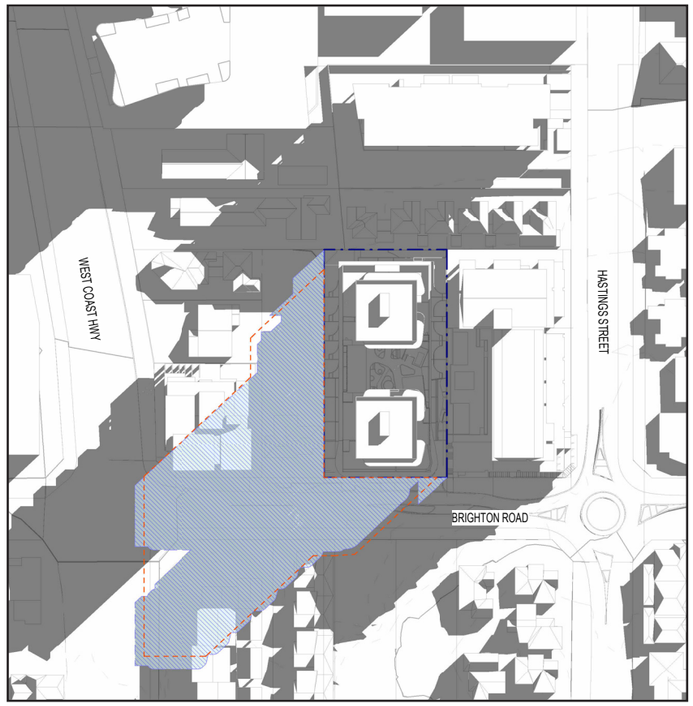
Legend

Primary Horizontal Control
Podium Height

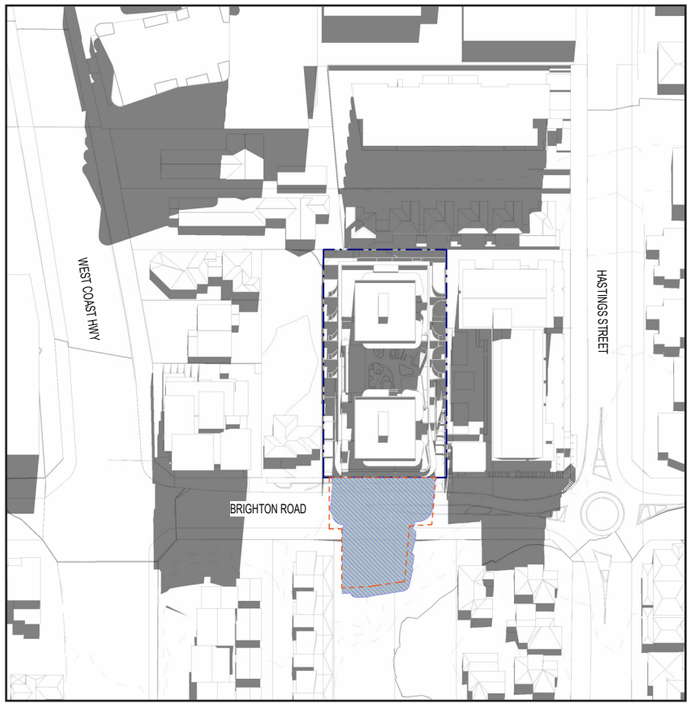
Secondary Horizontal Control
Awning or Similar Weather Protection

Design Review Panel - Design Review 2

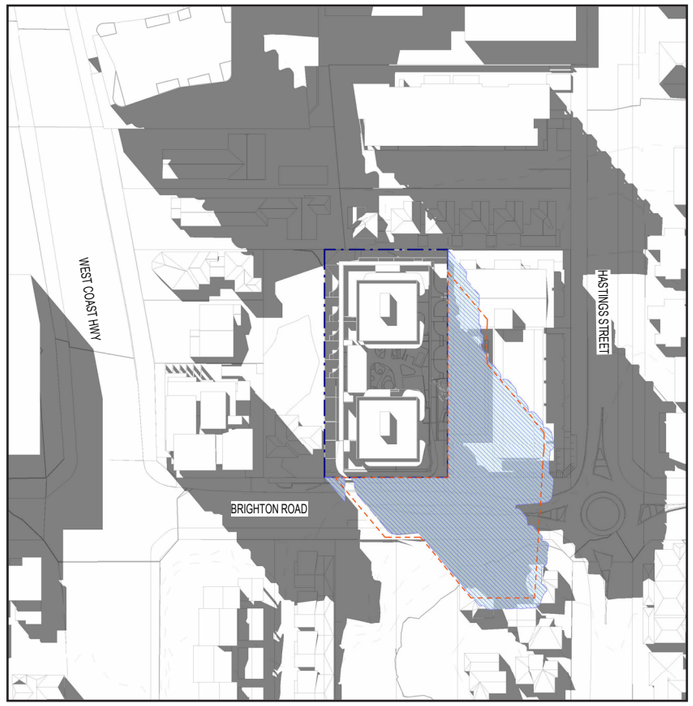
Design Review 2 Recommendation and Response



June 21 | 9am



June 21 | 12pm



June 21 | 3pm

Legend

- Compliant Massing Overshadowing
- Proposed Design Overshadowing

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 3_ Built Form and Scale
Principle 8_ Safety

DRP 01

3d - Key Recommendations

- The panel debated the extent of glass block, especially up to the street front. It was suggested by the Panel the Applicant should review the approach.

Applicants Response

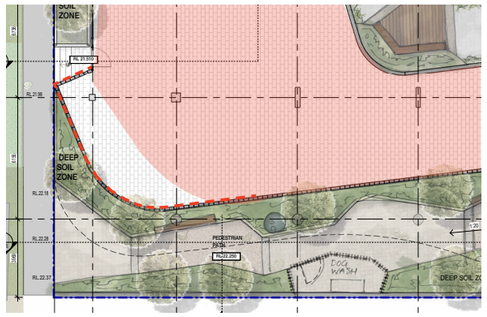
- We have addressed the Panel's comments regarding the extent of glass block as follow:
- Glass blockwork relocated to improve building entry pathway
- Form offset from boundary/street line
- Creates opportunity for open public space
- Enhances pedestrian access and street interface
- Provides informal gathering space for gym members before/after classes, supporting social interaction and activation of the ground floor and laneway

8b - Key Recommendations

- The long open entry passage with a hidden building entry needs further consideration. The Panel suggested a gate closer to the street may need to be planned in, and bringing the entry into view may be an option.

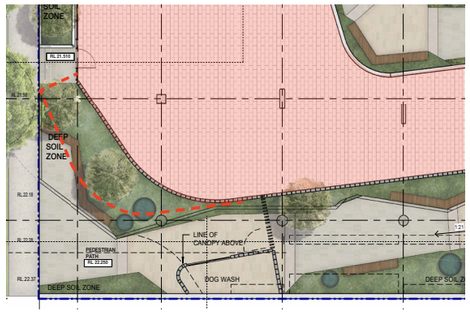
- Low see-through entry gate added to improve security and privacy
- Gate retains visual wayfinding and enhances views along the promenade leading to apartment entries

DRP1 Proposal





DRP1 REV02 Proposal





DRP 02

3d - Key Recommendations

- This principle is supported





Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 4_ Functionality and Building Quality

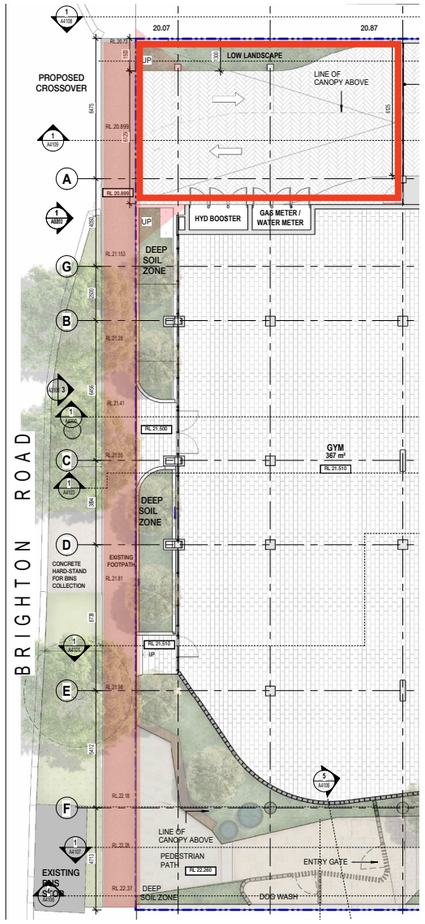
DRP 02

4a - Key Recommendations

- The Brighton Road crossover still appears excessively wide at over 6m; consider reducing the width where possible to improve the streetscape connectivity for pedestrians on the footpath.

Applicants Response

The crossover has been designed in accordance with Australian Standards and the recommendations of the traffic engineer. It has also been updated following Council's RFI, consistent with Local Planning Policy 6.7 – Parking and Access.



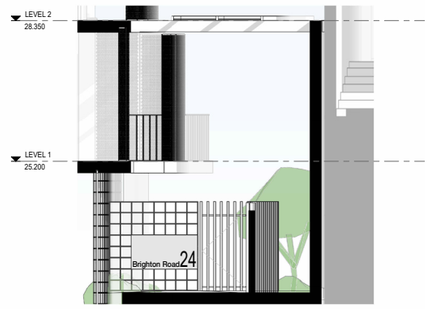
RFI 4.1 Clause 3.1 – Streetscape – Scarborough Design Guidelines

- The difference between the finished floor level and footpath level shall be a maximum of 0.5m. Where a site has a crossfall in excess of 1 in 7, the difference between finished floor level and the footpath may be increased to a maximum of 0.8m . As the site does not exhibit a crossfall in excess of 1 in 7, a 0.5m difference between finished floor level and the footpath level is permitted.

The proposed floor level at the pedestrian entrance in the south-eastern corner of the lot is to be 21.50 and adjoins the footpath level of 22.37, a difference of 0.87m. Amended plans are to be provided which demonstrate how the pedestrian entrance will interface with the adjoining footpath with level differences below 0.5m.

RFI 4.2 Clause 3.2 - Active Edges – Scarborough Design Guidelines, Local Planning Policy 6.7 – Parking and Access

The driveway and crossover is to be setback a minimum of 1.15m from the adjoining neighbour fence on the western side of the lot, as the structure is over 750mm high as measured from natural ground level.



RFI 3.2 Waste and Access

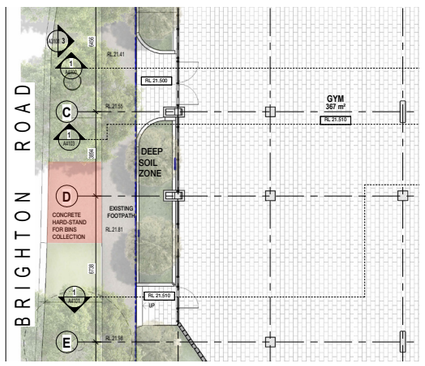
- The submitted Waste Management Plan (WMP) proposes on-site waste collection which is supported in principle by the City, however the provided loading bay does not provide sufficient height clearance for medium rigid vehicles and larger, which is a minimum of 4.5m as per AS2890.

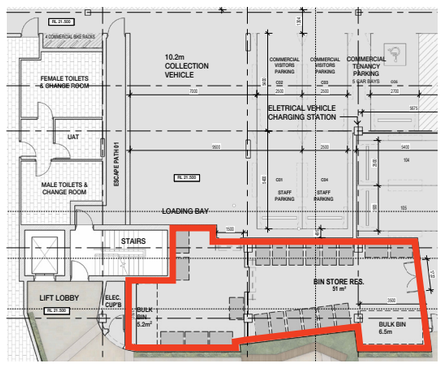
- To facilitate residential collection the WMP requires amending to show collection twice a week. Additionally, this requires an increase in bin numbers to the following numbers;
  - 7 x 660 litre general waste bins emptied twice a week
  - 6 x 660 litre recycling bins emptied twice a week
  - 240 litre green waste bins available if required.

Applicants Response

The design has been amended, and hardstand area is now provided on the verge for the waste collection.

The bin store has been updated to cater for extra bins.





Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 4_ Functionality and Building Quality

RFI 3.3 Sound Attenuation

- The provided Noise Management Plan (NMP) prepared by Herring Storrer does not include noise from plant and equipment. The City notes that when gym tenancies are incorporated into residential developments, noise issues often arise that cannot be rectified once construction is complete. The same concern applies to pool and spa equipment located near dwellings. Accordingly, detailed information is required for the proposed ground-floor gym tenancy demonstrating how noise and vibration from equipment will be mitigated to acceptable levels to the satisfaction of the City.

RFI 5.4 Roller Gate Details

- Several roller gates are proposed throughout the development to provide security and separation of public and private spaces.

The roller gate will be operated remotely via intercom or remote control. There is also the possibility for the first gate (facing Brighton Road) to remain open during business hours; however, this will need to be addressed by the Strata at a later stage.

Applicants Response

RE: Project No 2508 Brighton Apartments Scarborough - RFI

From George Watts (HSA) <george@hsacoustics.com.au>
Date Thu 5/2/2026 09:28
To Alice Ardit <alice@scanlan.com.au>; Accounts at Scanlan Architects <accounts@scanlan.com.au>
Cc Laurie Scanlan <laurie@scanlan.com.au>; Aidan Strumpher (HSA) <aidan@hsacoustics.com.au>; Sheryl Xie <sheryl.xie@scanlan.com.au>

Hi Alice,

The request from the council is noted, with the following information provided :

Gym Space

During the design development phase of the project, consideration will be given to the methodology of how potential structure borne noise issues will be addressed.

This could be things such as :
Restriction of equipment
Restriction of hours of use
Matting and/or floating floors

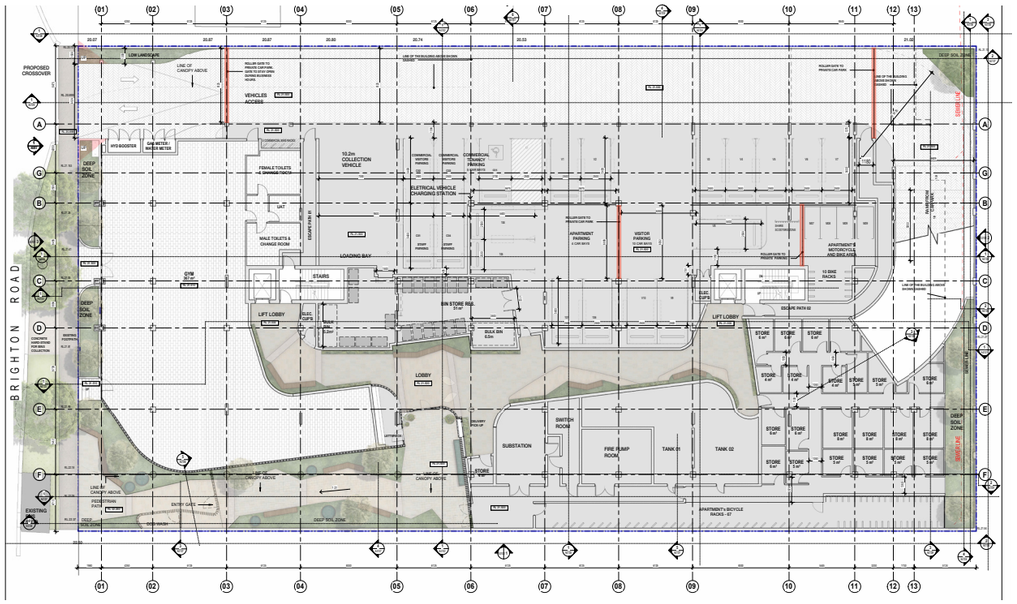
At this preliminary stage, the types of equipment and proposed use of the gym space is not known, hence no detailed information can be provided at this (very) early stage in the process. As the method of how to deal with the above is a combination of structural, operational and costings – which would not be able to be addressed until the detailed design phase of the project.

Pool and Spa

During the design development phase of the project the structural vibration isolation of pumps/motors and pipework will be addressed. The development application drawings indicate that the pool will be “elevated” above the Level 3 podium area, hence, equipment is likely to be located on that level, below the decking indicated in the drawings around the pool. This makes the isolation of the equipment a relatively straight forward process compared to other designs.

The pool itself, located above apartments, would also be recommended to be structurally isolated from the supporting slab to prevent any possible impact generated noise from “aggressive” pool entry.

Until the detailed design phase of the project, no detailed design is possible to be undertaken – additionally it is noted that this work needs to be undertaken alongside structural design requirements, and outside our expertise to provide detailed designs. As structural design considerations will not be progressed until development approval has been granted, this further emphasises the inability to provide detailed information on these matters at this stage.



Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 4_ Functionality and Building Quality

DRP 01

- 4e - Key Recommendations
  The Panel made comment the tower condensers are located in a dedicated plant alcove. It is important to verify access and ensure proper airflow, maintaining effective separation of hot and cold air to optimise performance.

DRP 02

- 4e - Key Recommendations
  This principle is supported

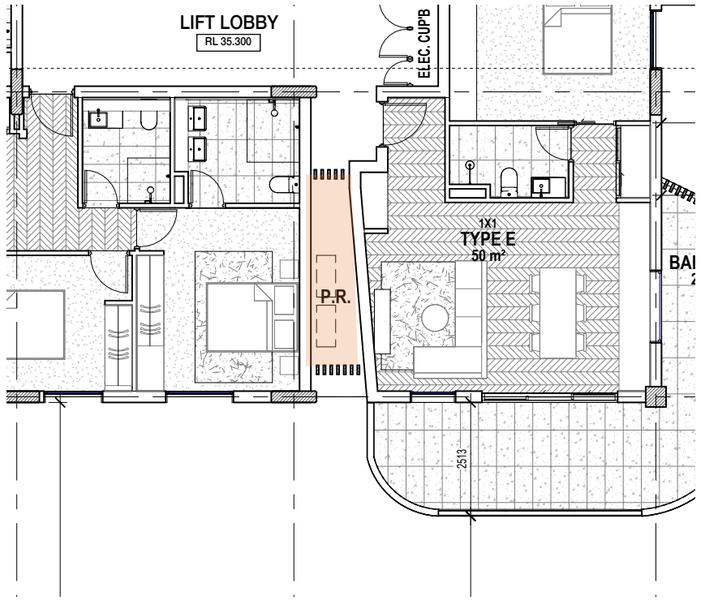
RFI 4.5 Clause 4.4 - Building Layout and Orientation – Scarborough Design Guidelines

- Further details are required regarding the ‘plant rooms’ proposed within Levels 1 o 7, including an elevation plan which demonstrates how these rooms will operate in terms of allowing natural light and ventilation to the internal corridors.

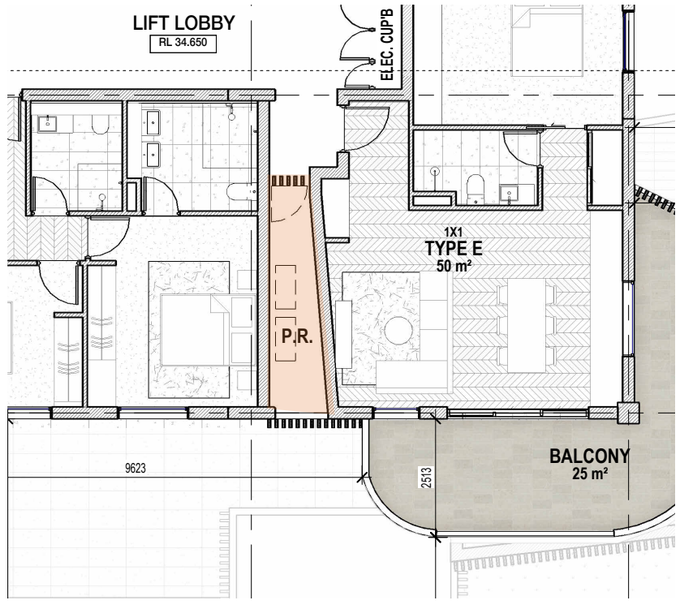
→ In response to the DRP’s comments, A/C plant has been relocated to the basement and gorund floor (storage area) to enable natural light and ventilation through portals on each level.

Applicants Response

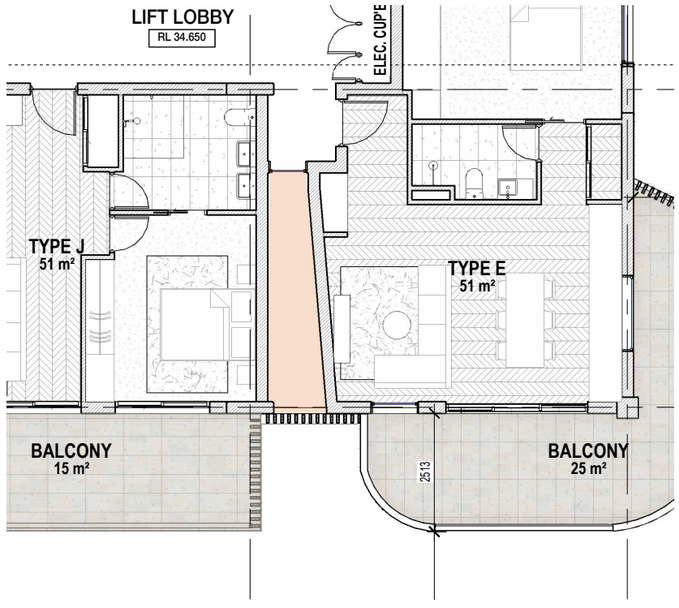
SDRP1 Proposal

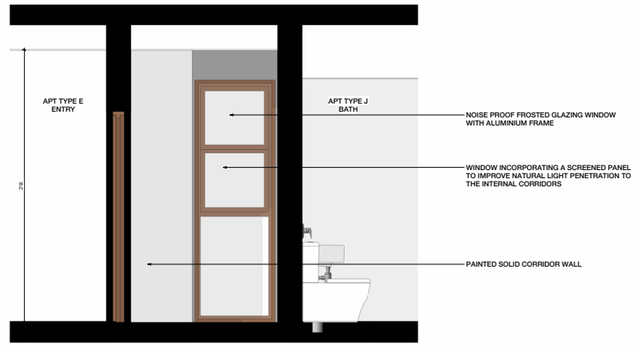


SDRP1 REV02 Proposal



Current Proposal





VIEW FROM THE LOBBY CORRIDOR

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 4_ Functionality and Building Quality
Principle 6_ Amenities
Principle 8_ Safety

DRP 01

4f - Key Recommendations

- It was stated by the Panel it should be confirmed the spa/pool is well located for exposure to sunlight and appropriately sized to avoid excessive maintenance costs.

Applicants Response

- Spa is a hot spa, part of the wellness centre for residents, not a pool
- Designed considering Australian weather to minimize full sun exposure
- Current orientation considered adequate for sunlight balance
- Canopy for sun protection has been discussed but is not currently proposed
- Appropriately sized to avoid excessive maintenance costs

6e - Key Recommendations

- The podium roof top space currently experiences limited solar access during winter, which may affect usability and amenity. Design strategies to enhance winter sunlight penetration could be explored to improve the quality of these spaces.

- Podium common areas designed for small gatherings and social connection
- Spaces are primarily undercover, including wellness centre, dining, and entertainment areas
- Ensures usable and comfortable spaces year-round, regardless of weather or limited winter sun
- We belive no additional sunlight-focused interventions are required, as the undercover design maintains amenity and functionality

8c - Key Recommendations

- It was recommended by the Panel access to lifts and apartments around the lift well, on the podium level, should be more open with better sightlines.

- We believe that, at the podium level, the path to the lift is easy to navigate. The pathway is reinforced with landscape elements and the bridge connections, help guide movement and maintain visual connectivity.

DRP 02

4f - Key Recommendations

- This principle is supported

6e - Key Recommendations

- This principle is supported

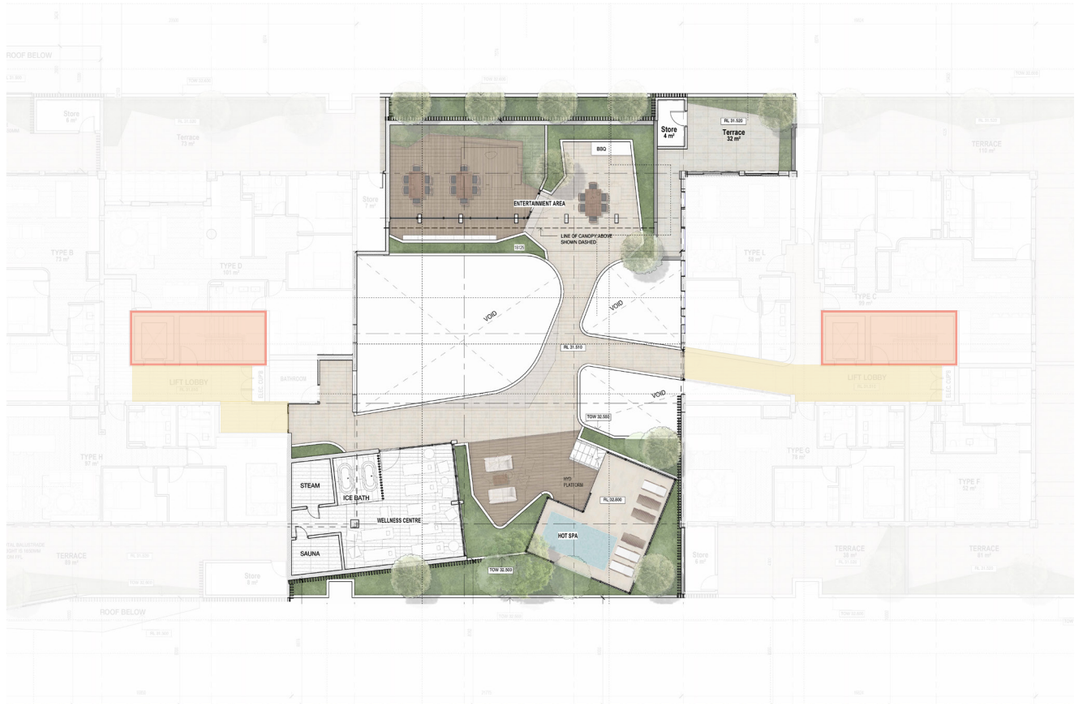
8c - Key Recommendations

- This principle is supported

Applicants Response





Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 4_ Functionality and Building Quality

DRP 01

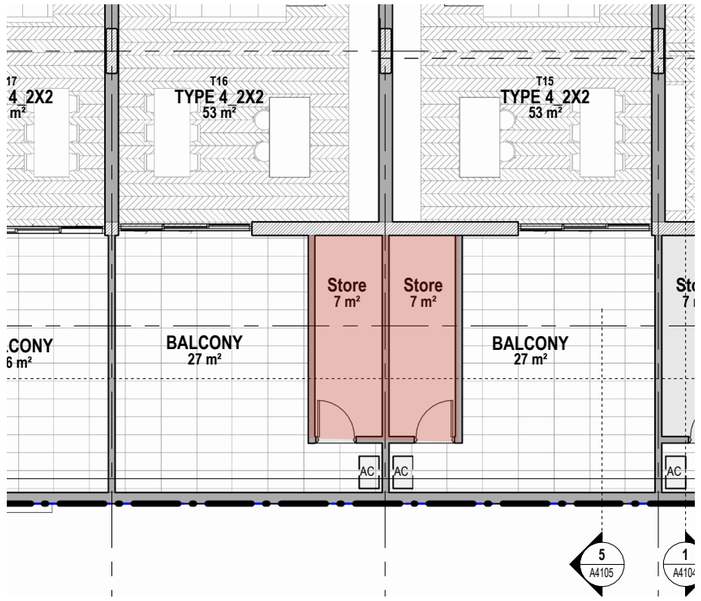
- **4g - Key Recommendations**
  The Panel suggested where stores are in courtyards, consider double doors or roller doors from the terrace to maximise access.

DRP 02

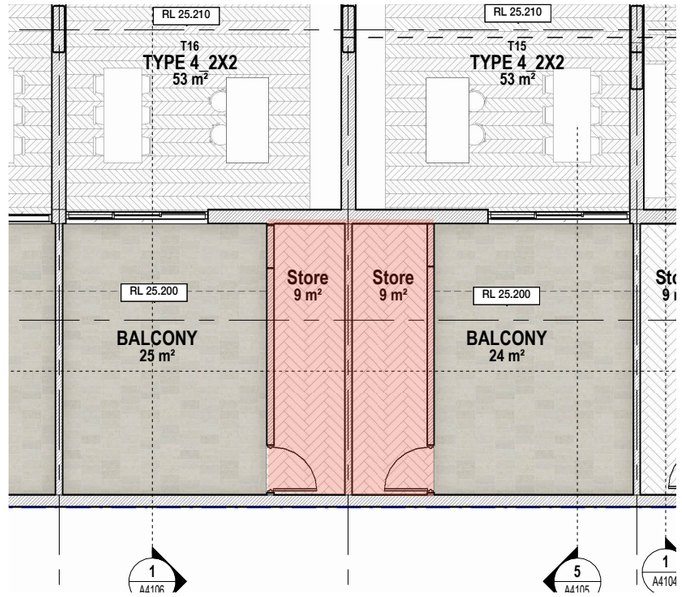
- **4g - Key Recommendations**
  This principle is supported

Applicants Response

DRP1 Proposal



DRP1 REV02 Proposal



- Store room size increased following Panel comments and client discussions
- Door width increased to 1020x 2400mm to improve access
- Single door retained to maximise flexibility for residents' use of the balconies
- Allows adaptable use and furnishing of the space

Principle 4_ Functionality and Building Quality

DRP 01

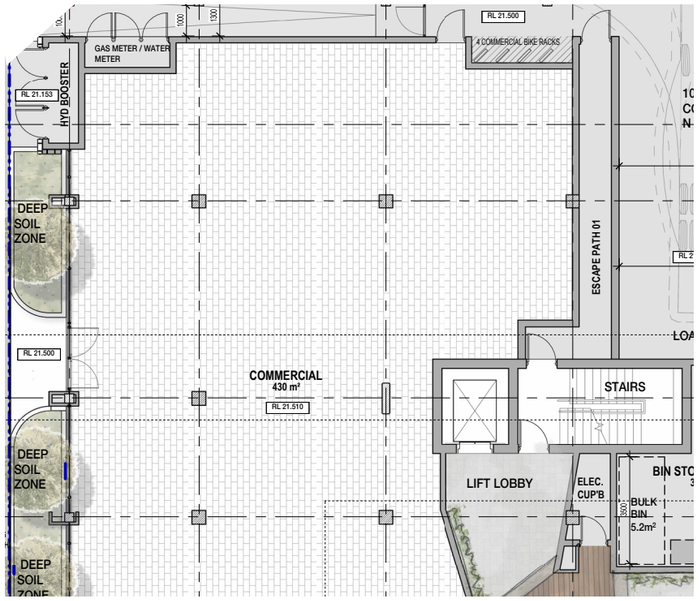
- 4j - Key Recommendations
  It was noted by the Panel there are no toilet facilities noted on the plans in the gym. It was recommended to look at the fit-out early in the process.

DRP 02

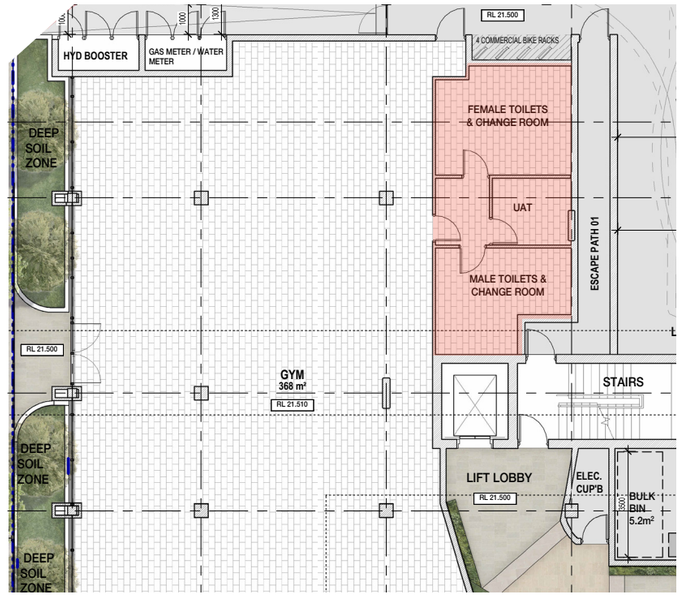
- 4j - Key Recommendations
  This principle is supported

Applicants Response

DRP1 Proposal



DRP1 REV02 Proposal



- Space has already generated interest from boutique gym operators
- Current plans allow for male and female facilities
- Details will be further developed once the operator is confirmed

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

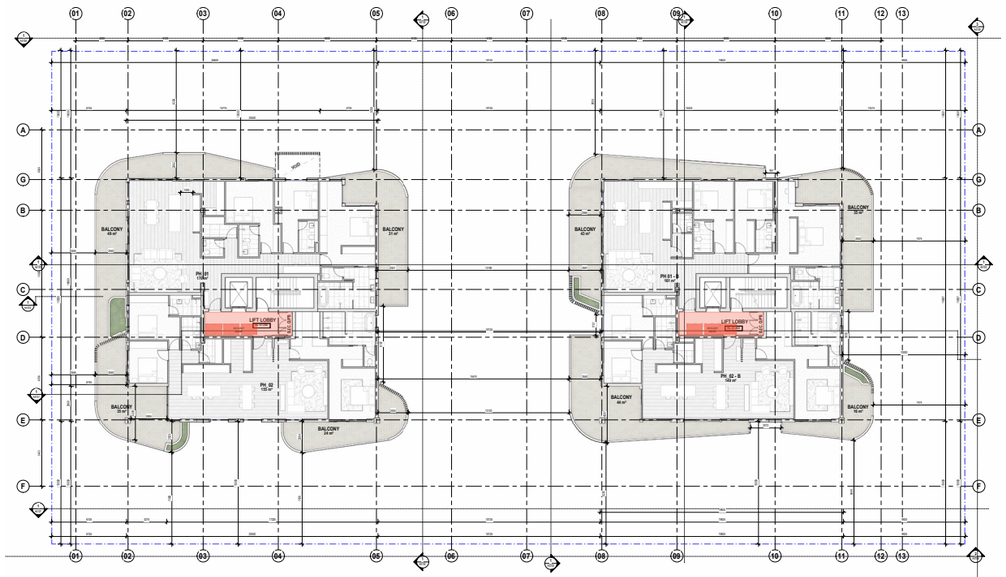
Principle 4_ Functionality and Building Quality

RFI 4.5 Clause 4.4 - Building Layout and Orientation – Scarborough Design Guidelines

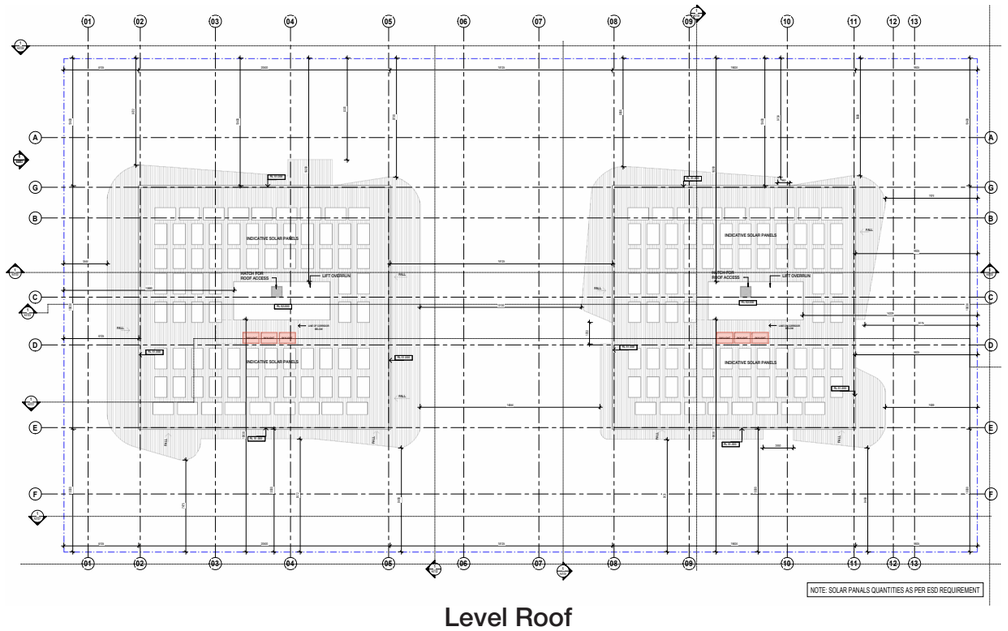
- Common internal corridors within Level 8 do not have access to natural light and ventilation, in lieu of the requirement for common corridors to be naturally lit and ventilated

→ Skylights have been added to each tower roof to provide natural light to the loft lobby areas.

Applicants Response



Level 08



Level Roof

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 5_ Sustainability

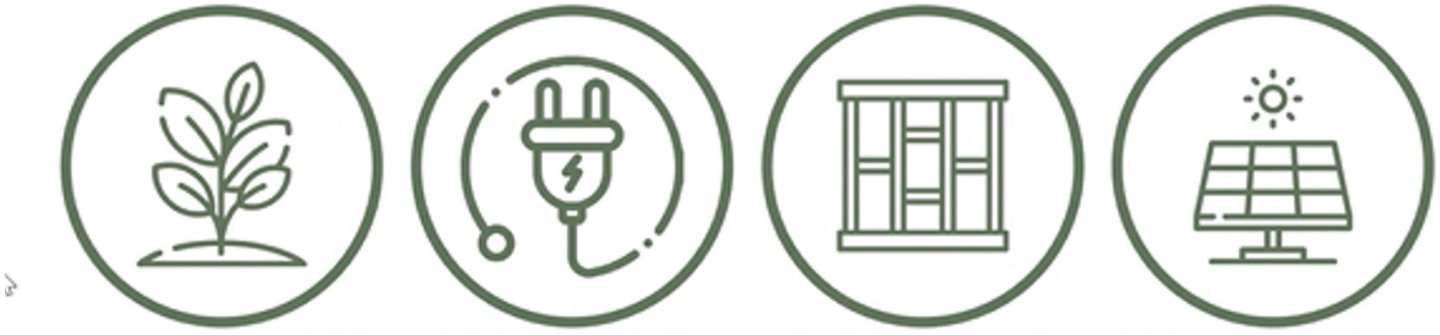
DRP 01

- **5b - Key Recommendations**
  It is recommended by the Panel to pursue sustainability alongside Green Star certification to help justify the additional building height.
- **5c - Key Recommendations**
  An extensive sustainability strategy has been provided. It was recommended by the Panel to enhance sustainability commitments where possible. It was mentioned conduit-only for future EV charging and some of the other commitments seem under-whelming.
- **5d - Key Recommendations**
  It was suggested the size of photovoltaic cells should be reconsidered to accommodate the demand of the proposal.

DRP 02

- **5b - Key Recommendations**
  The DRP supports a high level NatHERS rating, however, recommends using the Green Star Buildings tool (self-assessed) to demonstrate alignment with a 5 Star Green Star Certified achievement level, and to provide firm commitments for active initiatives implementation (to enable assessment by the City).
- **5c - Key Recommendations**
  The Applicant's Sustainability Report currently details future provision of PV panels with an indicative 40kWh system size to be confirmed in detailed design based on energy demand and profile for the development.
- **5d - Key Recommendations**
  The DRP recommends a higher 4m to 4.5m floor-to-floor dimension for the ground floor to future proof the space for other possible uses.

Applicants Response



7.5 NaTHERS Stars

The project achieves 7.5 Stars across the development for all apartments, representing Australian excellence in line with the Green Building Council of Australia's Green Star Buildings tool

All Electric Building

Electrification of all building services. aligning with the City of Stirling's Net Zero commitments

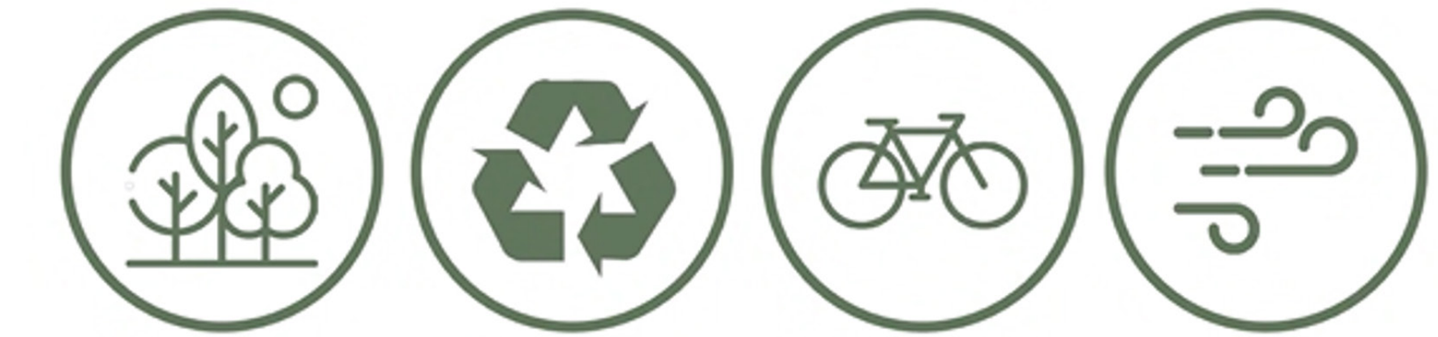
High Performance Facade

Aim to excessed NCC Section J for reduced GHG emissions.

Passive Design improved with extra shades to the West facade

PV Solar System

Indicative 40kWh system size to be confirmed in detailed design based on the energy demand and profile for the development.



Landscape

Native landscaping will be prioritised to improve the ecological value of the site . The development will consider the use of sub soil drip irrigation with moisture sensors for the efficient watering of surrounding planting and landscaping.

Waste Managment

Dedicated general waste and recycling streams provided. Each apartment will be equipped with an in-unit waste dehydrator

Active Transport

Bikes storage and ebikes charging station porvided. Building in clsoe proximity to major bus routes.

Mixed Mode ventilation

100% Apartments achieving effective cross flow natural ventilation through smart passive design.

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 5_ Sustainability

DRP 01

5e - Key Recommendations

- Comment was made it is essential to shade walls and windows from harsh east and west sunlight.

Applicants Response

- New west-facing balconies introduced
- Canopies added above each window
- Vertical screens installed to enhance passive design performance

DRP 02

5e - Key Recommendations

- This principle is supported

Applicants Response





Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 6_ Amenities

DRP 01

6b - Key Recommendations

- Comment was made by the Panel the ground-floor commercial tenancy is expected to accommodate gym facilities; however, an alfresco area could also be appropriate and could assist with activating both the street and the pedestrian laneway leading to the lobby.

6c - Key Recommendations

- The Panel recommended including an awning over the footpath. While the recessed tenancy offers some weather protection, the space is primarily occupied by planters and landscaping. Additional design articulation is recommended to optimise both streetscape quality and functional use. Also, consider further integrating bench seating into the street edge.

DRP 02

6b - Key Recommendations

- This principle is supported

6c - Key Recommendations

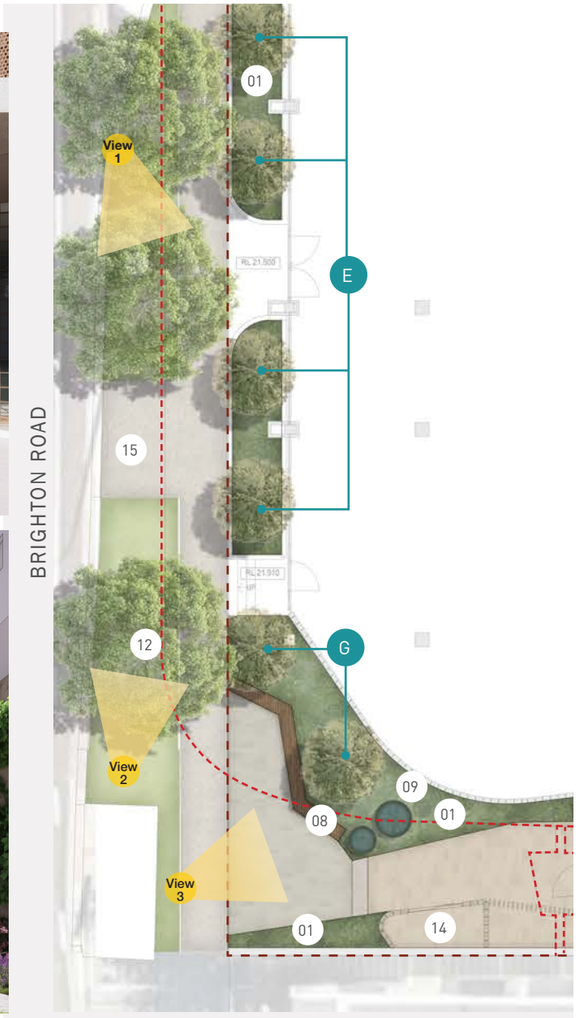
- This principle is supported

Applicants Response









Applicants Response

- Awning added to provide improved weather protection
- Horizontal lines and articulation enhance streetscape quality
- Enhanced pedestrian amenity, making the building more usable and inviting for the community
- Weather-protected areas Seating integrated as part of addressing point 3d and 6b

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 6_ Amenities

DRP 01

- 6d - Key Recommendations
  It was stated by the Panel the minimum solar access of 2 hours between 9 am and 3 pm on 21st June should be demonstrated (if not already), ideally through modelling, to show that the southern tower is not adversely affected by overshadowing from the northern tower.

DRP 02

- 6d - Key Recommendations
  This principle is supported

Applicants Response

NDY
A TETRA TECH COMPANY

CONSULTANT ADVICE NOTICE

PROJECT: 24-26 BRIGHTON ROAD, SCARBOROUGH – SUSTAINABILITY REPORT AND DAYLIGHT ASSESSMENT **CAN NO:** G-001[2.0]

Date: 25 November 2025 **Project No:** 68443 - 003 **Pages:** 4

NAME		COMPANY	EMAIL
To:	Alice Ardit	Scanlan Architects	alice@scanlan.com.au

RESIDENTIAL DESIGN CODES COMPLIANCE – SOLAR ACCESS

This Advice Note details how the design for the proposed residential development located at 24-26 Brighton Rd, Scarborough, WA, satisfies the requirement for Solar and Daylight Access, as detailed in the Western Australia Residential Design Codes (R-Codes).

The assessment is based on the following:

- Architectural GA Plans by Scanlan Architects, Issued for Information, 19/11/2025
- Western Australia Residential Design Codes, Volume 2, 2024

The following clauses of the R-Codes are applicable to the solar and daylight access of the residential development.

A 4.1.1

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.

A space is considered to achieve the required 2 hours of direct sunlight to satisfy 4.1.1(a) if the window orientation is between West and East, and is considered to not achieve direct sunlight, as noted in 4.1.1(b), if the window is orientated between South-East and South-West. Refer to Figure 1 below for the optimum window orientation.

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NDY Management Pty Limited trading as NDY, A Tetra Tech Company ABN 29 003 234 571

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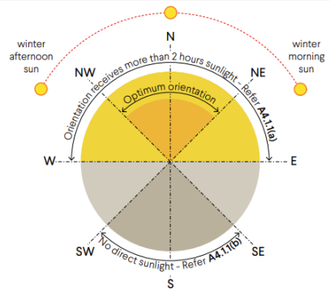


FIGURE 1: OPTIMUM WINDOW ORIENTATION FOR DIRECT SUNLIGHT.

SOURCE: RESIDENTIAL DESIGN CODES, VOLUME 2, 2024, DEPARTMENT OF PLANNING, LANDS AND HERITAGE.

A 4.1.2

- 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 internal floor area and comprising a minimum of 50 per cent of clear glazing.

The table below summarises the apartments within the development that satisfies the above noted acceptable outcomes of the R-Codes. Refer to Appendix A for the expected daylight access levels for the typical apartments, satisfying 4.1.1.

ASSESSMENT OUTCOME	NUMBER OF DWELLINGS COMPLIANT	PERCENTAGE COMPLIANT
Total Dwellings in Development	67	-
Assessment Outcome - A 4.1.1	64	95%
Assessment Outcome - A 4.1.2	67	100%

NDY, A Tetra Tech Company

Osman Ahmed | Project Engineer
o.ahmed@ndy.com

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 6_ Amenities

Principle 4_ Functionality and Building Quality

DRP 01

6f - Key Recommendations

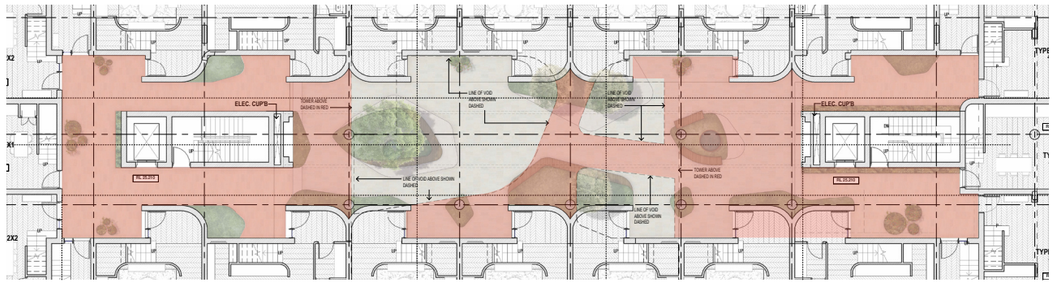
- Concern was expressed by the Panel around the central podium internal courtyard as it currently experiences limited solar access. Most sunlight reaches the voids between the two towers, while the north and south ends are largely enclosed and shaded. It is recommended to explore design opportunities to open up both ends.

4i - Key Recommendations

- It was suggested by the Panel where possible to locate the columns in the atrium in planters rather than walkways

Applicants Response

- Void size increased to allow more sunlight into the central podium internal courtyard, addressing concerns about limited solar access
- Ceiling finishes being explored (e.g., reflective product - Barrisol Mirror or similar) to enhance light exposure in shaded areas
- Double-volume space will improve daylight penetration throughout the courtyard
- Lighting consultant to be engaged to maximize artificial light





DRP 02

6f - Key Recommendations

- On balance, given the rationales provided for the uses of the above two spaces on Levels 1 and 3 respectively, and while any possible reasonable improvement to increase the access of natural light and air would be welcome, the recommendation remains as noted in Principle 2, which is to improve the landscape positioning with appropriate planting species to ensure long-term viability.

4i - Key Recommendations

- This principle is supported







Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 6_Amenity

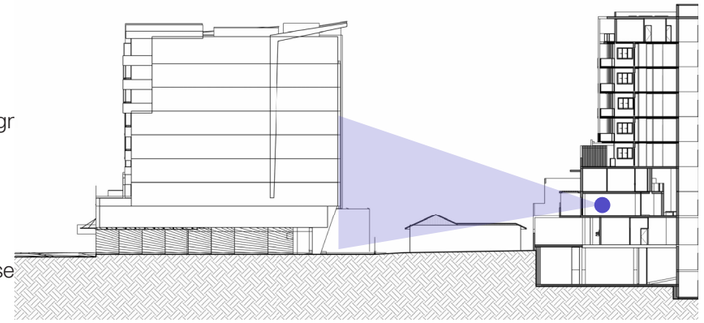
DRP 01

6g - Key Recommendations

- The limited outlook from some balconies is not supported (Type 4). It is essential to provide a good outlook while managing privacy.

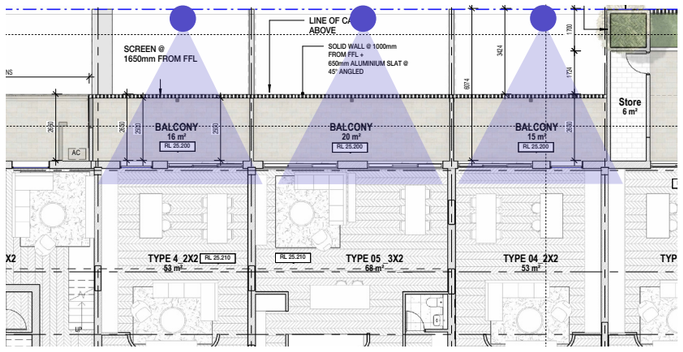
Applicants Response

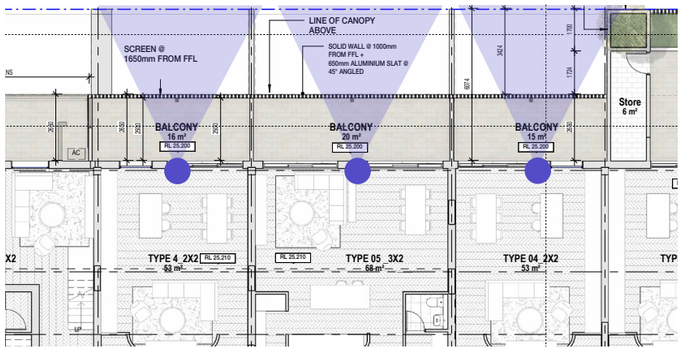
- Balconies larger than recommended for all apartments, enhancing outlook and usability.
- Given the generous dimensions of the balconies and terraces, the desigr approach adopts inward-oriented balconies at the lower levels. This strategy minimises potential overlooking and enhances privacy through the incorporation of layered landscaping and screening elements.
- West-facing apartments and townhouses have limited views due to adjacent 9-storey Sundance building (site constraint)
- Privacy maintained with a 1650mm balustrade, allowing comfortable use of the balcony space
- Overall design balances outlook, privacy, and functionality, addressing the Panel's concerns













DRP 02

6g - Key Recommendations

- This principle is supported







Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 6_Amenity

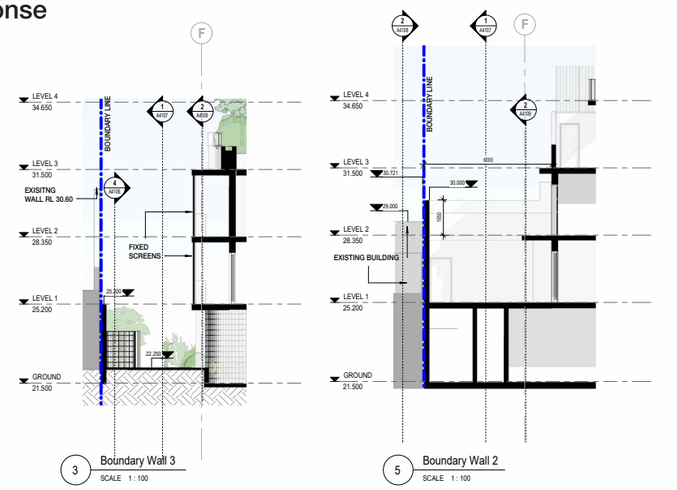
RFI 4.4 Clause 4.2 – Podiums – Scarborough Design Guidelines

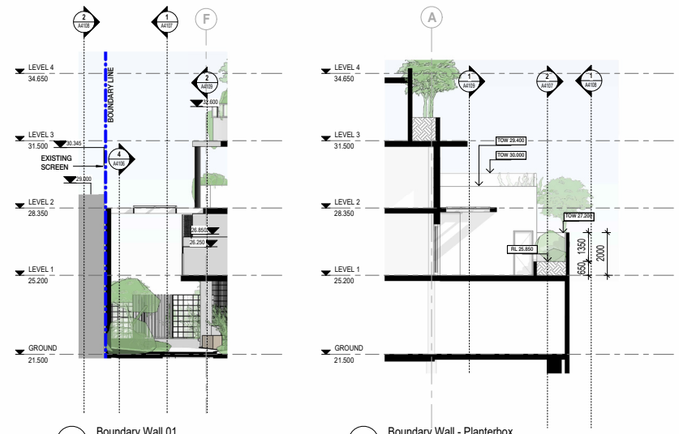
- Where a wall is setback 1 metre of less from the boundary, building facades including parapet walls must be finished to the same standard as the rest of the building. Unless abutting an existing or simultaneously constructed parapet wall, the wall must be appropriately articulated with high quality materials and finishes to provide an attractive outlook from neighbouring sites and/or the public realm.

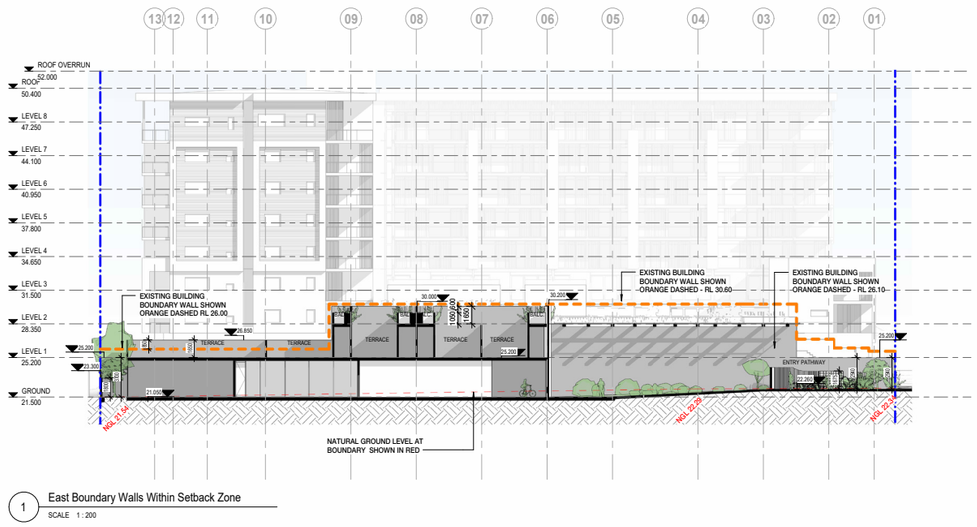
RFI 4.6 Clause 4.6 – Openings – Scarborough Design Guidelines

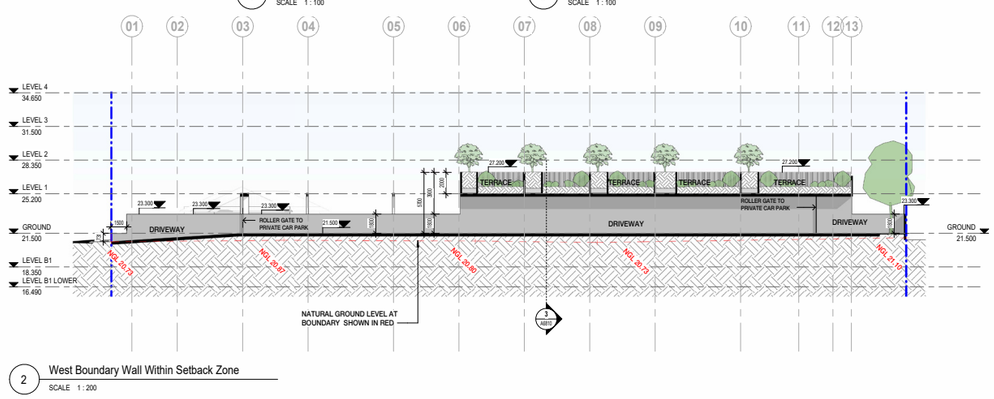
- Balconies within 6m of side or rear lot boundaries are to be screened to protect the privacy of occupants and the neighbouring site.
- A 1.650m high wall is indicated as providing screening on the western side of apartments T05 to T09 on Level 1. Amended elevation plans are to be provided which shows this wall as being sufficiently opaque to act as screening.
- Balconies for apartments T18 to T20 are setback less than 6m from the eastern lot boundary with no screening provided.
- Service balconies on the upper floors of apartments T05 to T09 are setback less than 6m from the western lot boundary and is not provided with screening to the northern elevation.
- Service balconies for apartments T14, T15 and T17 are setback less than 6m from the eastern lot boundary but do not include screening to the northern elevation, whilst the service balcony to T16 has not been screened to the southern elevation.

Applicants Response



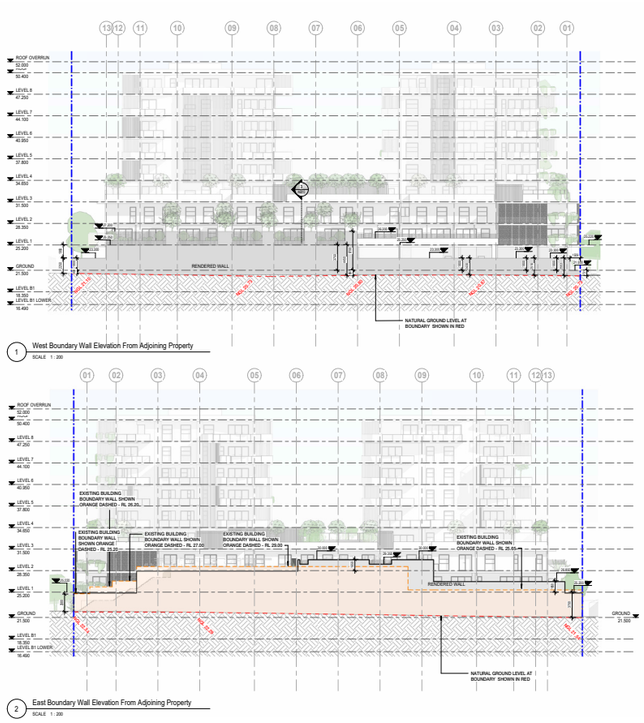


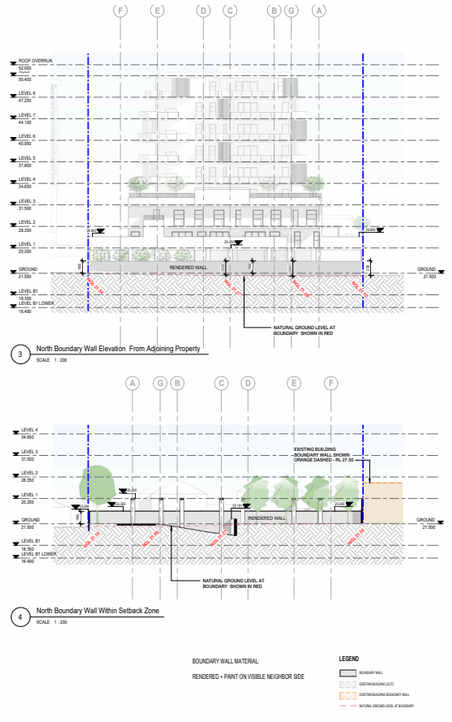


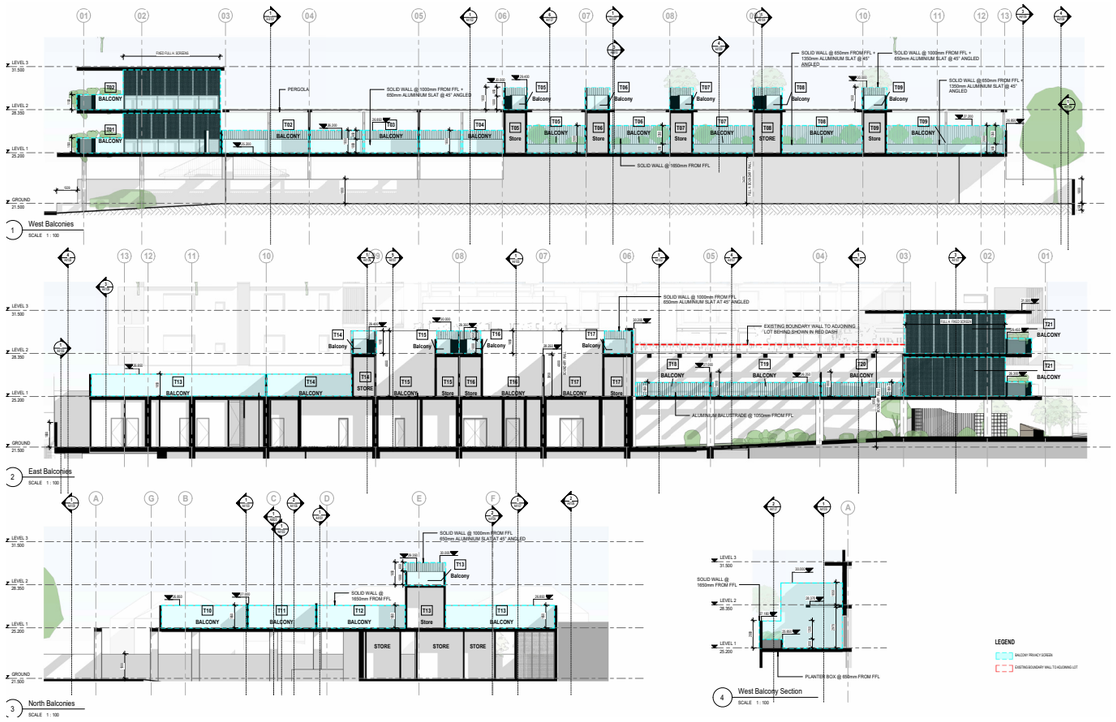


Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response







Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 6_Amenity

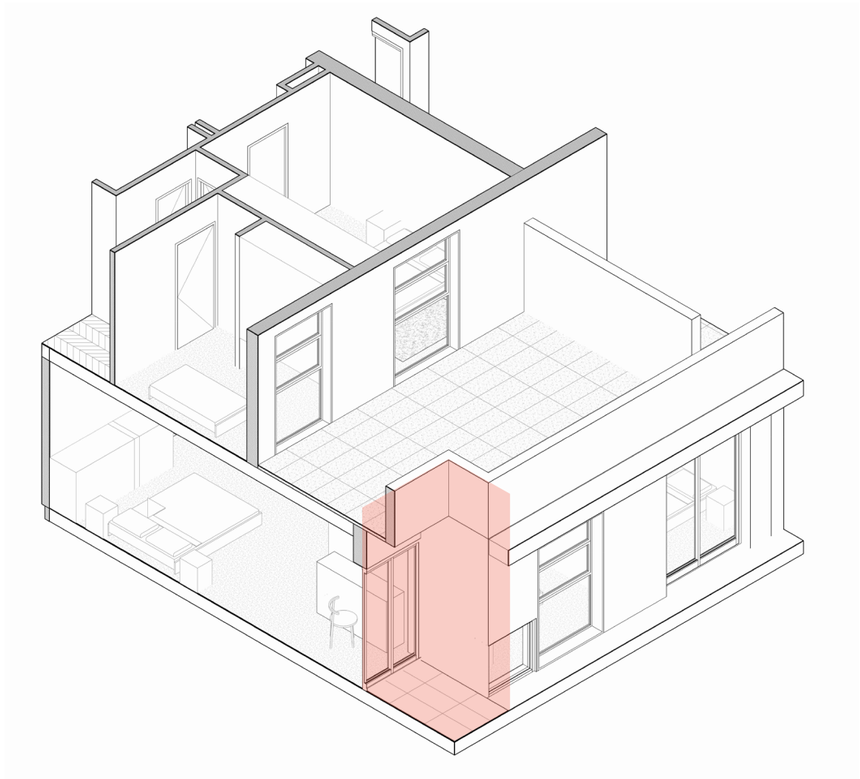
DRP 02

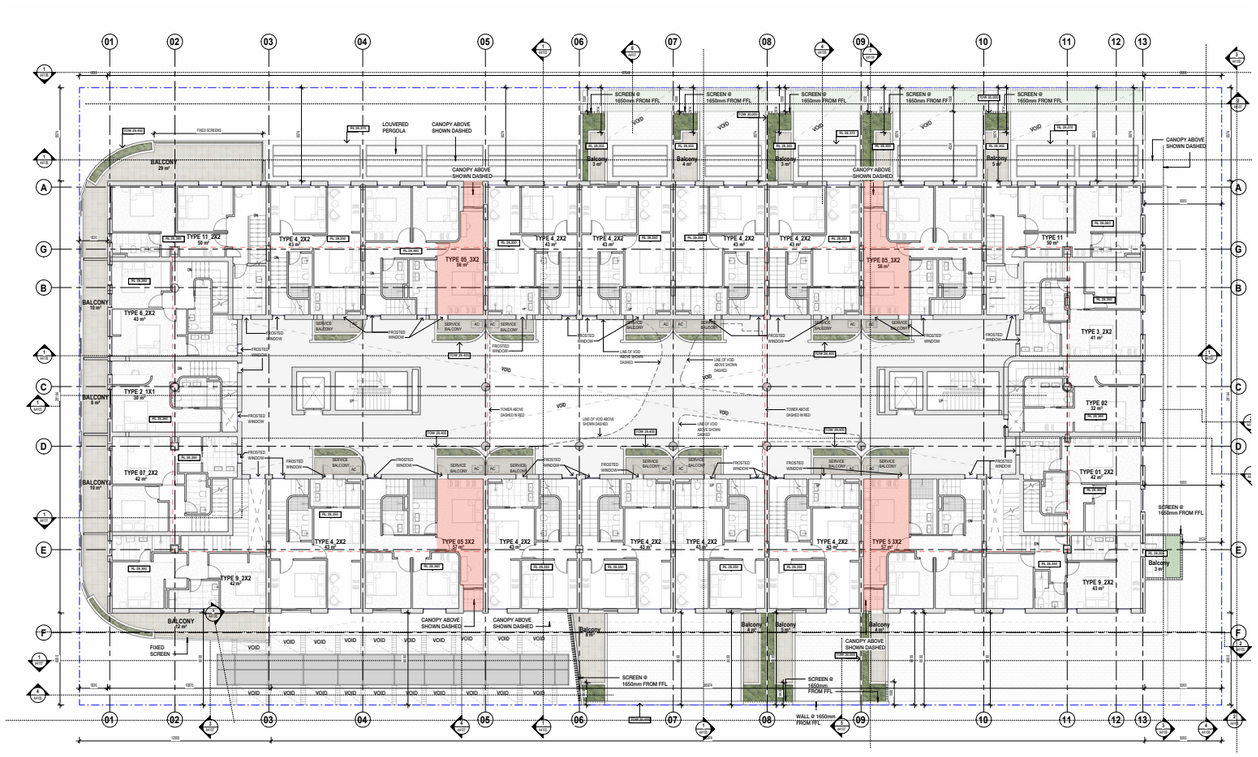
6i - Key Recommendations

- **The 3-bed apartment (Type 5) on Level 2 relies on an undesirable “snorkel window” for daylight into the bedroom. Consider an alternative design that enables direct access of day light into these habitable rooms.**

Applicants Response

- The above floor has been pulled back, resulting in a 1 m canopy above the bedroom windows, which significantly improves natural light and airflow. We do not believe the design necessitates a snorkel window, as the full-height glazing, combined with a 1.3 m wall and integrated study nook, provides a generous outcome in terms of daylight and usability.





Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 6_Amenity

DRP 02

3d - Key Recommendations

- This principle is supported

8b - Key Recommendations

- While the DRP supports the new secure line on the pedestrian path leading to the residential lobby, please refer to the comments for improvement in Design Principle 7g and 7h.

→ Refer to Principle 7

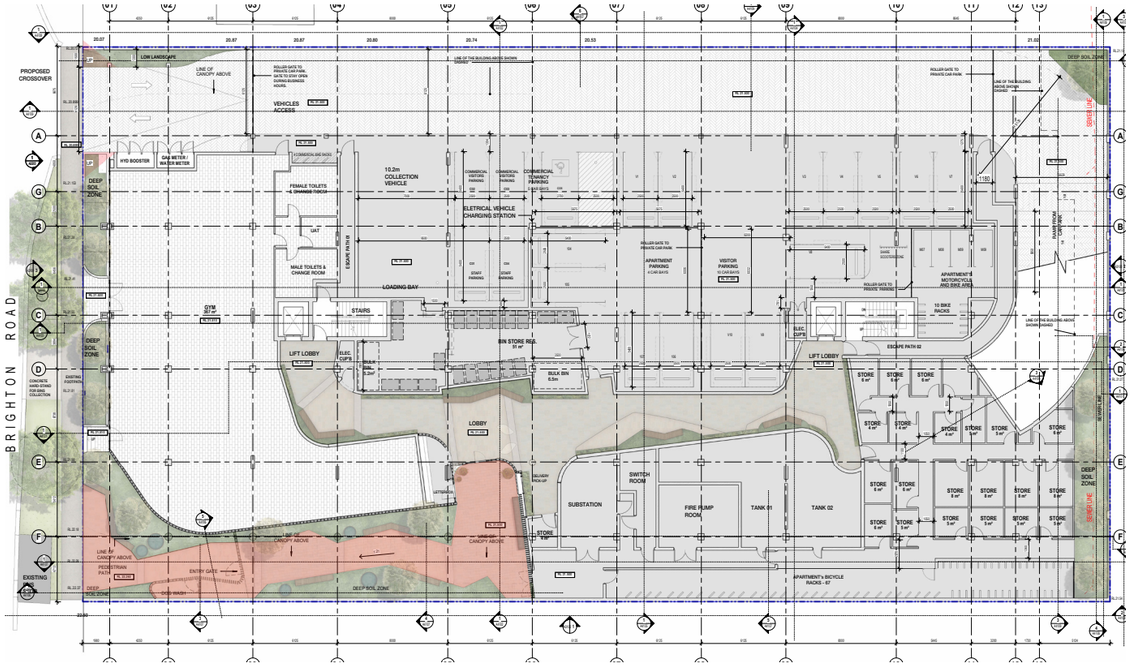
RFI 7 Development Policy 9 – Affordable and Diverse Housing

- **At least 20% (13) of the proposed dwellings are to be studio or single bedroom dwellings with a maximum provision of 40% (27).**

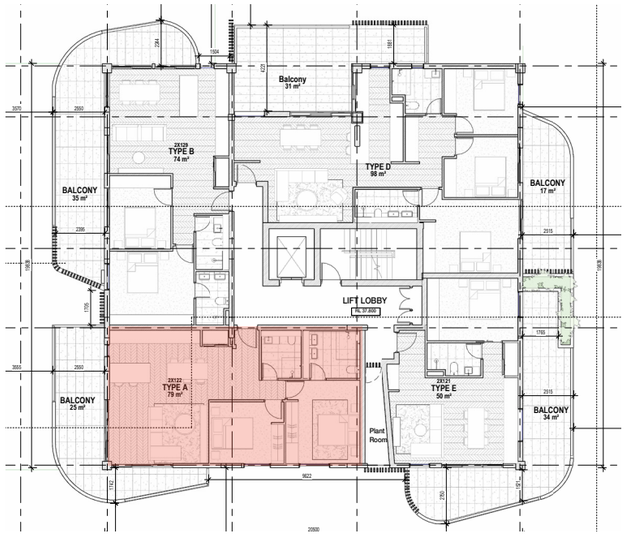
  16.7% (10) of the proposed dwellings are studios or single bedroom dwellings. Consideration should be given to dividing larger 2-to-3-bedroom apartments into studio or single bedroom dwellings to increase the dwelling mix and affordability.

→ **The drawings have been amended to meet the required ration of dwelling mix.**

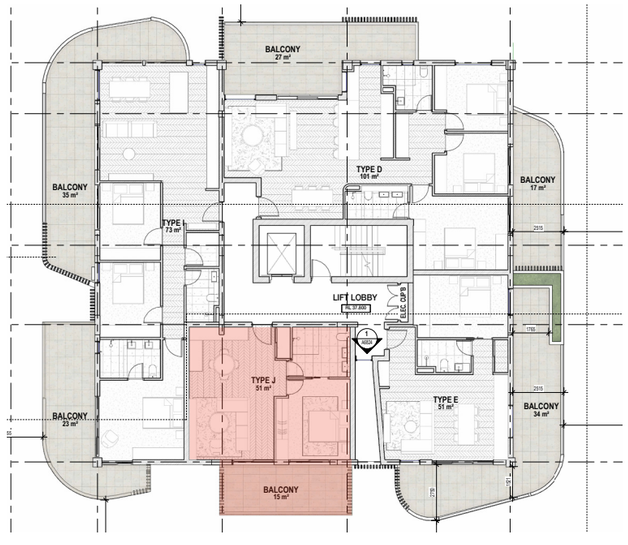
Applicants Response



DRP1 Proposal



DRP2 Proposal



Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 6_Amenity

DRP 02

6j - Key Recommendations

- **The residents' bike store is narrow and, as a result, includes awkward, angled racks for storage. Consider a more functional store design that will encourage use of this space and enables bikes to be taken straight out of the racks.**

- We have reconfigured the bike store to allow for more comfortable and convenient bicycle use. The current setup exceeds the minimum required bike spaces. The 45-degree bike racks are designed in accordance with relevant AS standards for usage and dimensional guidelines.

RFI 4.9 Clause 5.3 – Bicycle Parking – Scarborough Design Guidelines

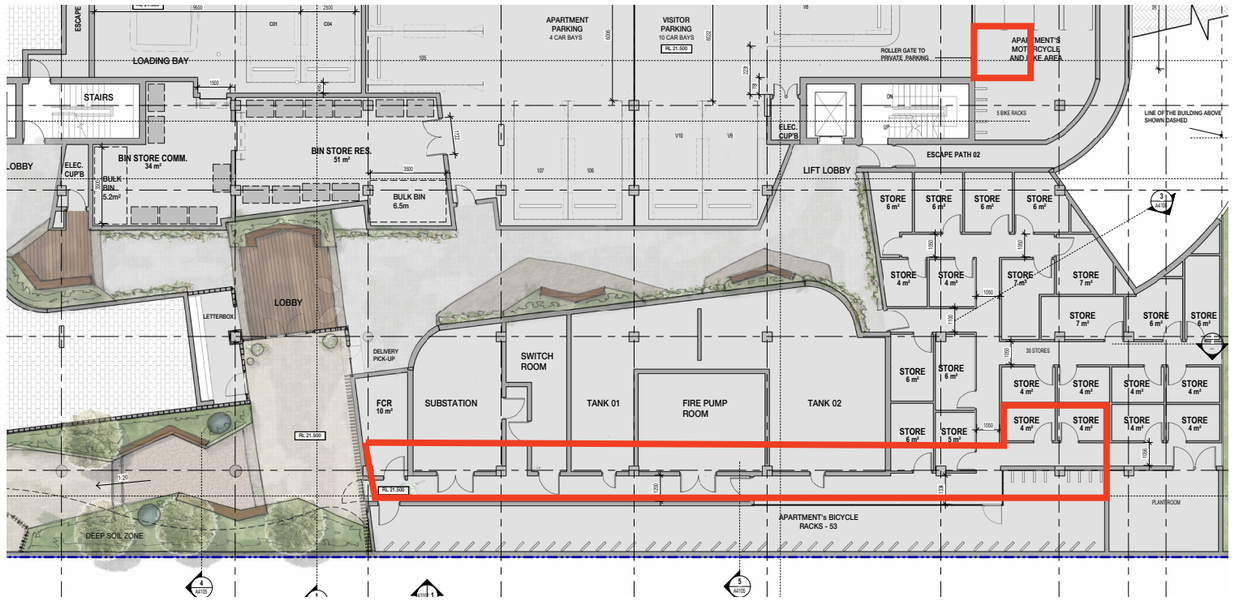
- **A minimum of 1 bicycle bay is to be provided for every multiple dwelling proposed.**

  As a total of 53 bicycle bays have been provided, a further 14 will be required to be provided through amended plans.

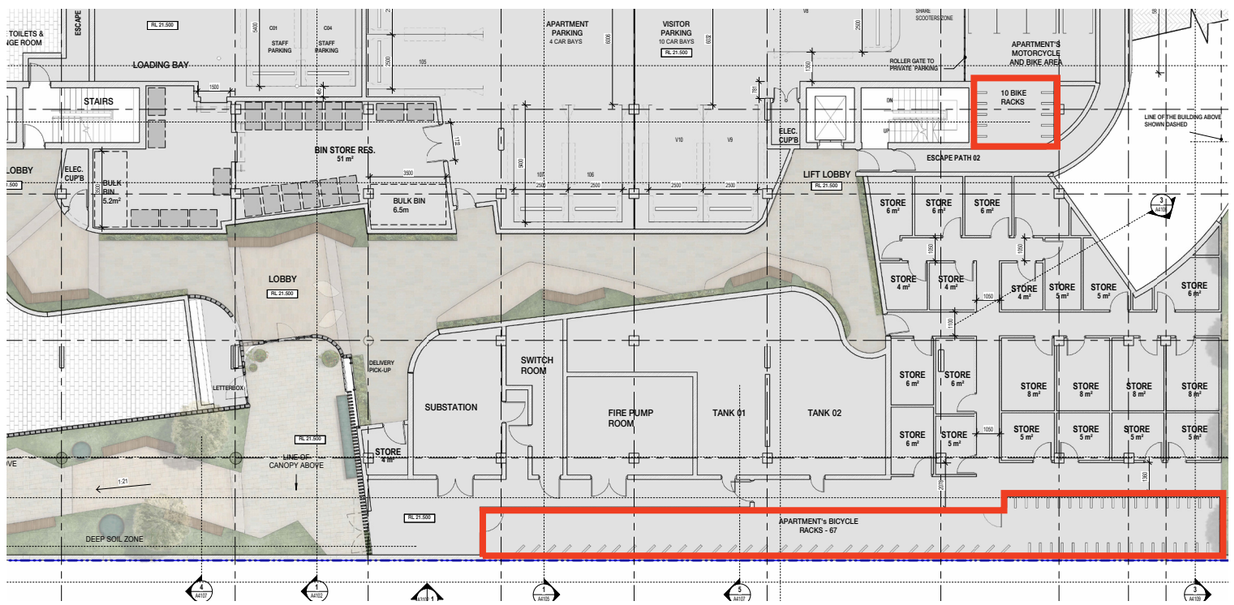
- A total of 77 bycicle bays are now provided

Applicants Response

SDRP1 Proposal



SDRP2 Proposal



Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 6_Amenity

RFI 5.3 Environmental Wind Assessment Conclusion

- The submitted Environmental Wind Assessment (EWA) dated 16 July 2025 concludes that wind conditions on the Level 3 outdoor areas between the towers, and terraces around the western corners of towers would be expected to above the walking comfort criteria and potentially unsafe. The EWA also concludes in Part 5.3 – private balconies, that the amenity of corner balconies can be considerably reduced compared to more centrally located balconies.

→ The drawings have been revised to add a glass balustrade atop the existing solid balustrade, reaching 1650 mm from FFL, providing a windbreak for the Level 3 outdoor areas.

Applicants Response



Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 7_ Legibility

DRP 01

7b - Key Recommendations

- There is a serious issue with the legibility and directness in relation to access to the lifts of both towers. It is circuitous and indirect and needs to be addressed and resolved.

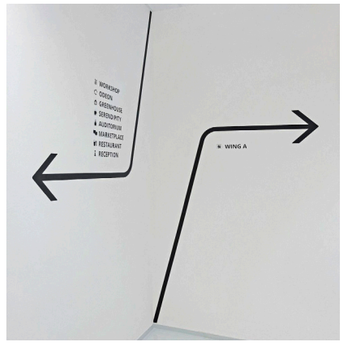
Applicants Response

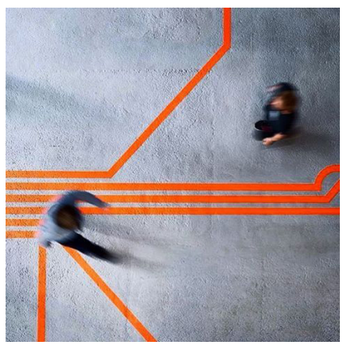
- Purposeful journey from street to lift lobbies, not just a corridor -Art-Gallery- like environment.
- Generous, navigable spaces (average width 3.6 x 3,5m high ceilings) with direct access to functional areas (bins, parking, storage rooms).
- Articulated design with landscape, lighting, and high ceilings to enhance legibility and user experience.
- Wayfinding enhanced via signage, landscape cues, and art installations.
- Generous spaces and strategic signage, landscaping, and lighting guide users, creating a direct and legible path from street to lifts while maintaining an engaging experience.
- Multi-functional space doubling as an art-gallery-like experience.

DRP 02

7b - Key Recommendations

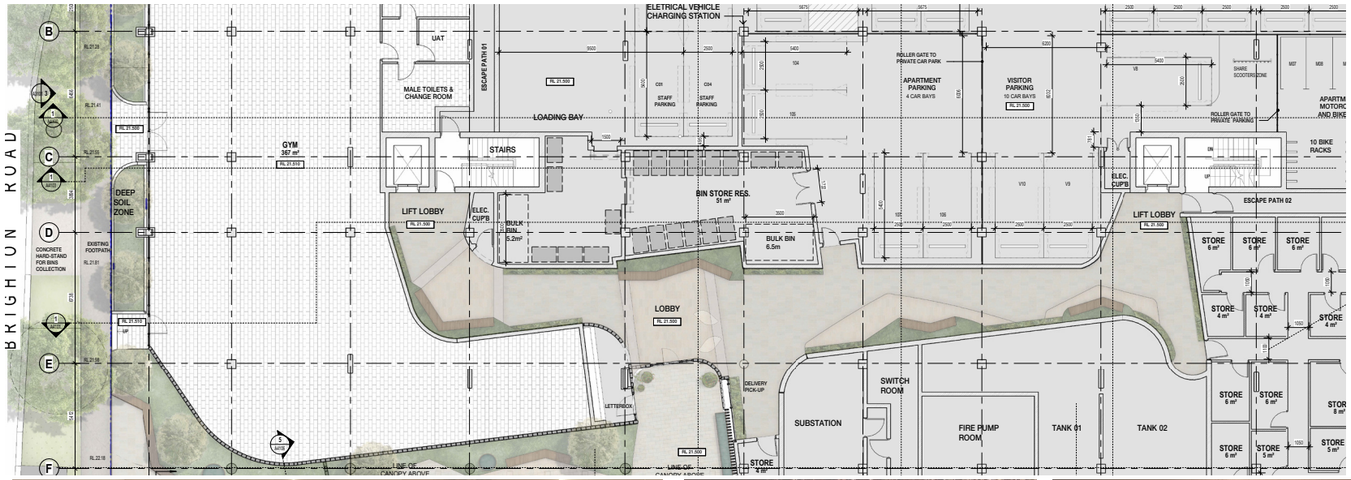
- **While the dog wash location further southwards on the somewhat constrained residential entry path improves overall legibility within this space, consider how the dog wash may be better integrated with the suggested “architectural gateway” concept at the Brighton Road streetscape**

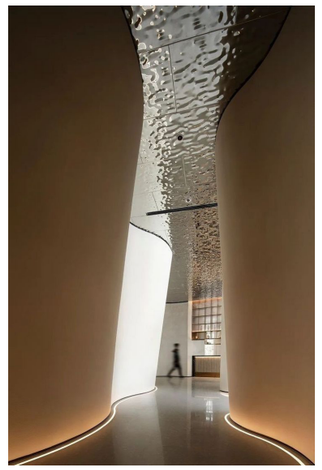


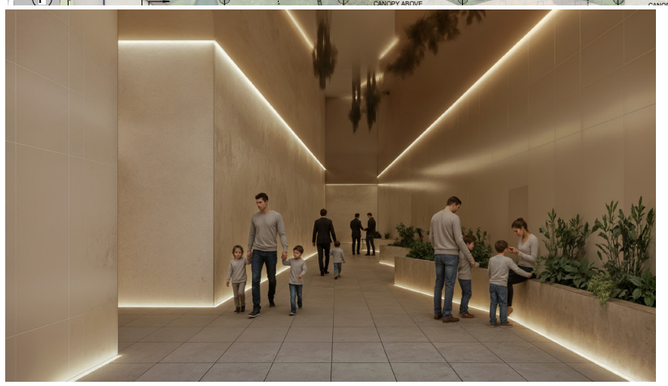


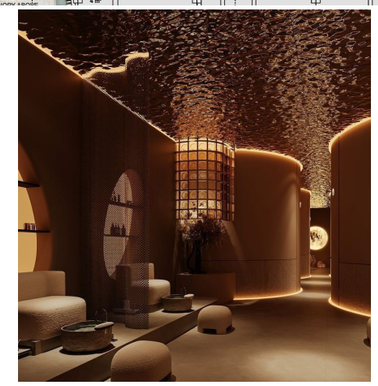
Applicants Response

The design of the dog wash has been revised to form an integral part of the gate element. It has also been lowered, enhancing the prominence of the gate as a defining entry feature. The dog wash has been repositioned closer to Brighton Road, increasing its visibility to pedestrian traffic and strengthening its presence within the streetscape.











Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 7_ Legibility

DRP 02

7f - Key Recommendations

- **Consider a consistent interior design language (preferably using the attractive curves), and to improve sightlines from the entry lobby to the two separate lift lobbies.**

- Notwithstanding, we believe that the combination of languages and forms creates a cohesive architectural expression in its own right. We have also increased sightlines to the ground floor lobby to soften the architectural language and improve visual permeability, applying the same approach to the common areas to achieve a unified design outcome.

7g - Key Recommendations

- **Consider an “architectural gateway” design, instead of a utilitarian gate, for the ground floor secure line. This “gateway” should be legible on the Brighton Road streetscape to better signify the entry to the entry path and residential lobby.**

- We believe the proposed built form, together with signage and wayfinding to be developed during DD (including input from the graphic artist consultants), will transform the entry doorway into an engaging arrival experience through the volumes and landscaped spaces. All areas have been designed to encourage owners and visitors to stop, dwell, and interact with one another.

7h - Key Recommendations

- **By locating the residents’ entry gateway location further southwards, the landscaped area next to the gym also should be better defined and legible as a publicly accessible “pocket park”. Consider adding a bench to enhance public use of the “pocket park”.**

- The comments have been taken into consideration and discussed with the landscape architect, and the design has been revised accordingly.

8a - Key Recommendations

- **The DRP considers this Design Principle is largely satisfied. However, refer to the comments in Principle 7 regarding suggested improvements to the legibility (and safety) of some aspects of the ground floor.**

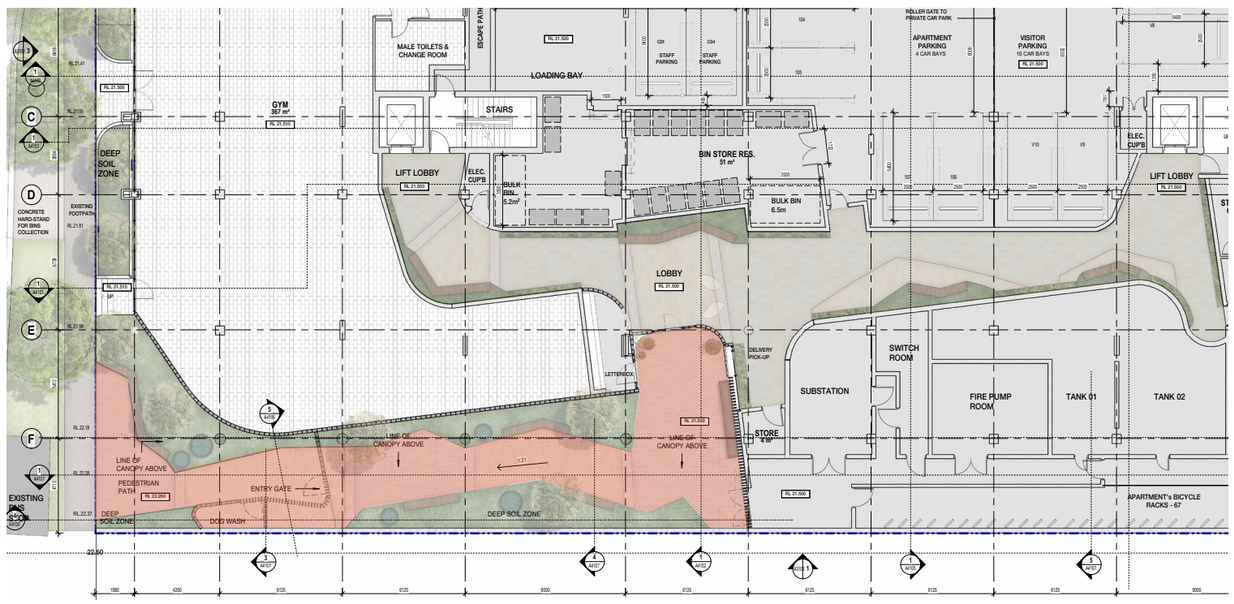
- Refer to point 7f

Applicants Response

SDRP1 Proposal



SDRP2 Proposal



Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 9_ Community



Level 02 Amenity



Level 03 Amenity

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 9_ Community
Public Art

RFI Clause 3.4 - Public Art – Scarborough Design Guidelines

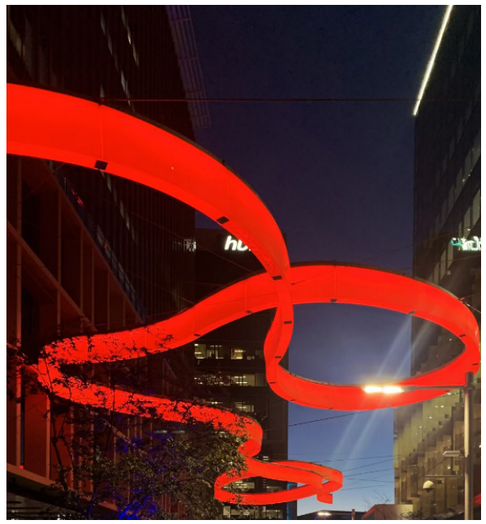
- The development is required to produce a public art report for assessment at development application stage.
• Whilst it is noted that you wish this to be conditioned as part of the approval, some indication of where public art will be provided on site is required to shown as part of amended plans.

Applicants Response

The proposed artwork site has been highlighted in the Architectural Statement within the area of pedestrian access. We are currently in discussions with a few companies, as we aim for the artwork to be an engaging piece that is visible not only during the daytime but also at night through integrated lighting.

Public Art on Private Land – Artist Engagement and Preliminary Investigations

The project team is committed to engaging a local professional artist, in accordance with the City of Stirling's Public Art Policy, to develop a work that meaningfully responds to the site and the proposed development. The intention is to create a unique artwork statement that establishes a strong connection between the development, the land on which it is built, and the surrounding community. Preliminary discussions have already been undertaken; however, the right artistic direction and connection have not yet been identified. We are therefore continuing to investigate and consult to ensure the selected artist and concept align with the objectives of the Policy and deliver genuine community value.











GROUND FLOOR

Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 10_ Aesthetics

DRP 01

10c - Key Recommendations

- It was noted by the Panel lighting, signage and wayfinding should be carefully considered and integrated into the design from an early stage. Poorly integrated lighting and signage can become visually distracting and detract from the overall architectural composition. Thoughtful design of these elements will support both functionality and the building's aesthetic coherence.

DRP 02

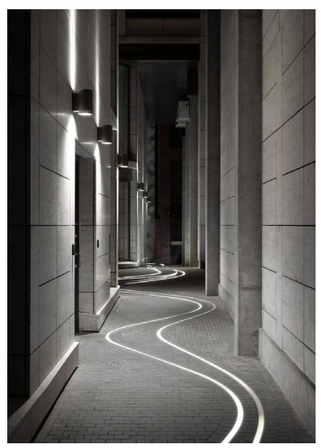
10c - Key Recommendations

- This principle is supported

Applicants Response









Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 7_Legibility

DRP 01

7c - Key Recommendations

- The dog wash is a good addition to the proposal and is supported although in its current location it reduces sightlines and requires relocation.

Applicants Response

- Dog wash relocated to improve sightlines and visibility
- Now has direct street access, enhancing usability for all users
- New location maximizes functionality while maintaining integration with the proposal

DRP 02

7c - Key Recommendations

- This principle is supported

9c - Key Recommendations

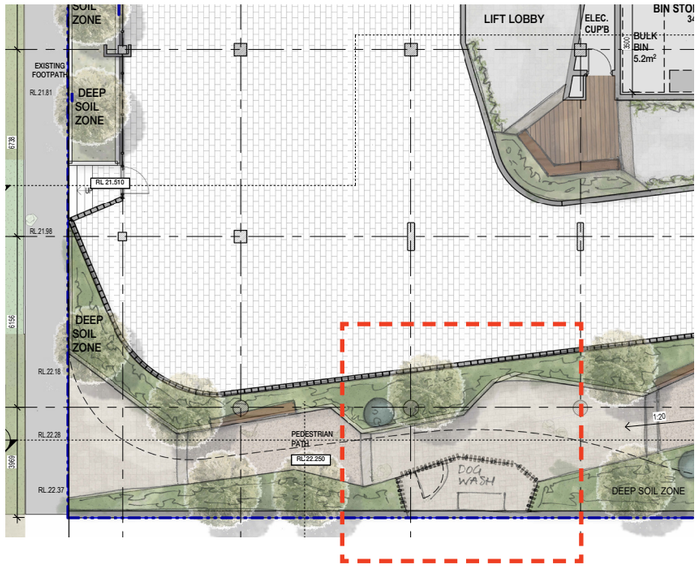
- **Consider provision of a comprehensive public art strategy that identifies locations and forms of public art that will contribute to the development and community in a meaningful way.**

Applicants Response

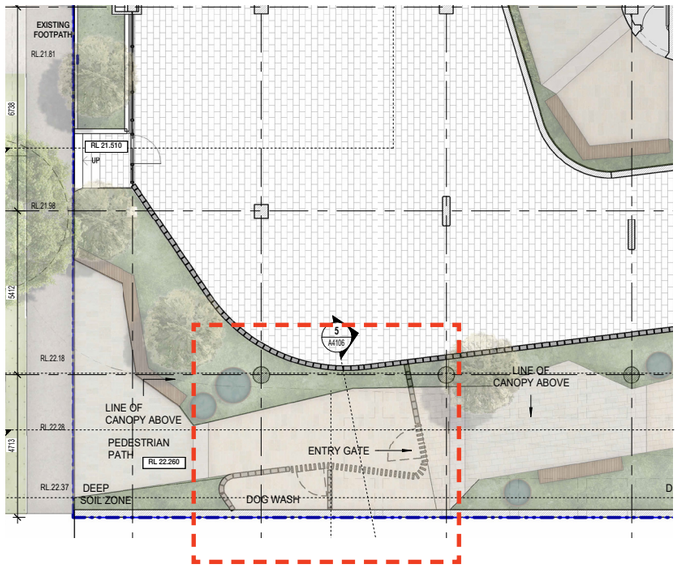
We have already sought some initial proposals and are discussing potential outcomes with a few companies. Our aim is to ensure that the artwork can be fully integrated into the pedestrian walkway, making it not only visible during daylight but also at night through incorporated lighting.

Applicants Response

SDRP1 Proposal



Current Proposal



Design Review Panel - Design Review 2

Design Review 2 Recommendation and Response

Principle 7_ Legibility
Principle 9_ Community

DRP 01

7d - Key Recommendations

- The Panel expressed concern around the arrangement of the stores and store access passageways. They appear confusing and require refinement to be successful.

Applicants Response

- Store room layout amended to address Panel concerns
- Now has improved natural light and direct natural airflow
- Enhances usability, ventilation, and overall functionality

9c - Key Recommendations

- It was suggested the consideration of e-deliveries should be resolved in the detail design.

Applicants Response

- E-deliveries considered in detailed design to ensure safe and convenient access
- Keypad access to designated delivery area enables contact-free deliveries without impacting other residents
- Refrigerated cubicles being investigated for temperature-controlled storage of smaller items
- System designed to be rentable or managed via resident/ strata app, providing flexibility and usability

DRP 02

7d - Key Recommendations

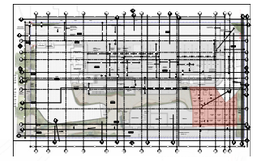
This principle is supported

Applicants Response

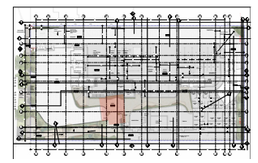
SDRP1 Proposal

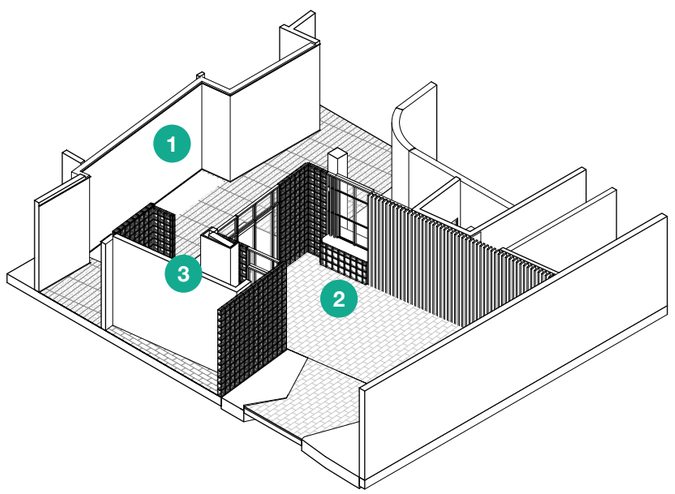


Current Proposal









1. **Lobby**
2. **Delivery Pick-Up**
3. **Letter Box**



Attachment 8d - Sustainability Strategy Report Prepared by NDY Group (Received 3 March 2026)



REPORT

Sustainability Strategy

24-26 Brighton Road, Scarborough – Sustainability Report and Daylight Assessment

QS Developments Pty Ltd

CONFIDENTIAL

Revision: 4.0 – Development Approval | **Issued:** 27 February 2026

Document name: rp250828p0012

NDY
A TETRA TECH COMPANY

VERIFICATION

REVISION	DATE ISSUED	PREPARED BY	VERIFIED BY	AUTHORISED BY	COMMENT
1.0	28/08/2025	Osman Ahmed	Thomas Monkhouse	Thomas Monkhouse	Draft for Comment
2.0	29/08/2025	Osman Ahmed	Thomas Monkhouse	Thomas Monkhouse	Development Approval
3.0	25/11/2025	Osman Ahmed	Thomas Monkhouse	Thomas Monkhouse	Development Approval
4.0	27/02/2026	Osman Ahmed	Thomas Monkhouse	Thomas Monkhouse	Addressing DRP Comments

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1 EXECUTIVE SUMMARY

1.1 INTRODUCTION

This Sustainability Management Plan (SMP) has been prepared to provide an overview of the sustainable design initiatives for the proposed new residential development, located 24-26 Brighton Road, Scarborough, Western Australia.

The project is a new eight-storey apartment building located in Scarborough, Western Australia. The project will provide a mixture of 1, 2 and 3 bedroom apartments, with a commercial retail space located on the ground floor, basement carparking and communal facilities located on level 3.

The project takes a holistic approach to sustainability, considering environmental and social objectives that are applied to both the built form as well as the operational phase of the development. The proposed development will prioritise several Environmentally Sustainable Design (ESD) initiatives to embed sustainability in the project. The project will benchmark against the Green Building Council of Australia's (GBCA) Green Star Buildings tool which introduce a number of sustainability initiatives from materials to operational aspects of the building in order to drive buildings to net zero carbon and provide a healthy, sustainable building. This will be an in principle assessment only and does not reflect that the development has achieved a certification from the GBCA. The objective is to use resources efficiently by reducing energy and potable water demand during building operation. The project will focus on utilising sustainable building materials and construction practices to promote waste avoidance and improve indoor environmental quality, ensuring a healthy environment for building occupants.

The development is located within the City of Stirling. This Sustainability Report outlines how the project will address the City of Stirling's policies and guidelines including:

- City of Stirling Sustainable Energy Action Plan 2020-2030
- City of Stirling Climate Change Action Plan
- Design Review Panel 11 principles of good design

In addition to these policies and guidelines, the development will also ensure that the project adheres to the requirements of the Western Australian Residential Design Codes, which provides standards for residential apartments relating to daylight, ventilation and energy efficiency through the Nationwide House Energy Rating Scheme (NatHERS).

1.2 SUSTAINABILITY OBJECTIVES

The proposed development will integrate several sustainability initiatives aligned with the objectives identified during the design review process. Sustainability input has been considered early in the design process to improve resource efficiency, including strategies to reduce operational energy and water use.

Throughout the construction phase, the project will seek to promote the use of sustainable construction practices through the development of a Construction Waste Management Plan to track waste generation and disposal and promote waste avoidance. The proposed development also intends to provide a healthy indoor environment for building occupants.

1.3 SUMMARY OF KEY SUSTAINABILITY INITIATIVES

The following summarises some of the key sustainability initiatives in the project:

- Appropriate metering and monitoring system to enable close monitoring of utility usage.
- High performance building fabric and glazing, energy efficient lighting and high efficiency HVAC systems to reduce operational energy demand.
- Increased energy efficiency with a NatHERS area weighted average of 7.5 Stars across the development for all apartments, representing Australian excellence in line with the Green Building Council of Australia's Green Star Buildings tool reducing the overall energy consumption of the development.
- Provision of on-site renewable energy generation via photovoltaic panels on the roof. A 50kWh PV system is provided for the development to provide renewable energy to apartments and reduce dependency on the electrical grid.

- Apartments achieving effective single-sided and cross flow natural ventilation through smart passive design and the provision of operable windows and sliding doors, allowing for cooling through passive means, reducing the reliance on mechanical ventilation and cooling, reducing energy demand of the development.
- Electrification of all building services, ensuring no fossil fuels are used on site for energy, aligning with the City of Stirling's Net Zero commitments.
- EV vehicle charging provisions included within the building, in line with the requirements of NCC 2022, and considering the future uptake of EV vehicles in WA
- Reduced upfront carbon emissions through specification of lower embodied carbon materials.
- Potable water usage reduction via high efficiency WELS rated fixtures and appliances.
- Best practice stormwater quality achieved with on-site retention.
- An operational waste management plan will be implemented to redirect waste from landfill.
- Native landscaping will be prioritised to improve the ecological value of the site.

2 INTRODUCTION

2.1 PURPOSE

This Sustainability Management Plan (SMP) has been prepared to outline the key sustainability features and environmental performance strategies incorporated into the proposed development. The plan highlights the commitment to embedding sustainable design principles throughout the project lifecycle, from the built form through to the operational phase of the building.

2.2 IMPLEMENTATION

As outlined in Section 3 of this report, the project incorporates a range of high-level sustainable strategies and design responses. The project team will continue to develop the sustainability strategy and implementation during the further design phase, with the agreed initiatives being formalised for the project. These initiatives will then be incorporated into the design documentation and specifications. This will require the Head Contractor and relevant Subcontractors to implement the sustainability initiatives and strategies on site to ensure integration into the development.

3 SUSTAINABILITY INITIATIVES

The sustainability initiatives considered for this project have been outlined below. The development aims to achieve environmental and social objectives related to ecological sustainable design, which can be applied to both the built form as well as the operational phase of the development.

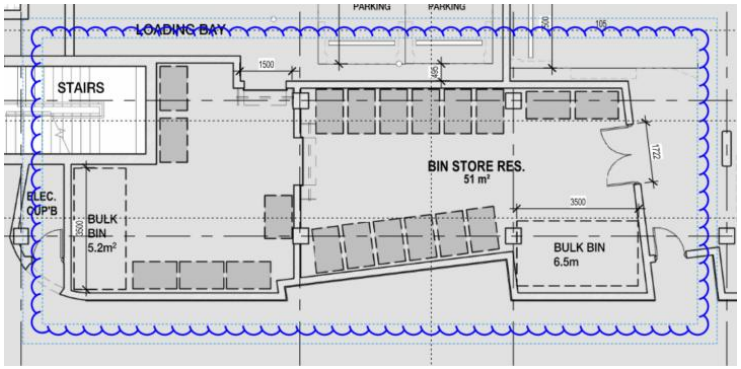
The following sub-sections outline the initiatives being proposed for the development.

3.1 RESPONSIBLE

The initiatives detailed in the following section recognise the activities that ensure the building is designed, procured and built in a responsible manner. The aim is to help builders, owners, and the supply chain understand the sustainability initiatives applicable to the project. The responsible products framework (published by the GBCA, referenced in this section) allows for more products to be recognised as sustainable by considering manufacturer responsibility, transparency, stewardship, foresight, or verification.

The below initiatives focus on ensuring collaboration is at the forefront of the design and construction of the building, validation that the building and the systems can perform optimally and efficiently over time and promote and reward responsible procurement process.

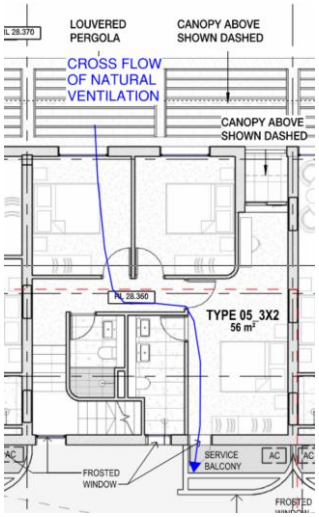
INITIATIVE	PROJECT RESPONSE	RESPONSIBILITY
Engage a Green Star Accredited Professional	NDY Sustainability have been engaged as the ESD consultant and Green Star Accredited Professional for the project, establish the sustainability strategy (this document) to ensure the project meets the sustainability requirements.	Architect
Responsible Construction	The head contractor will have an environment management system in place to manage the environmental impacts on site and will have an environmental management plan to cover the scope of construction activities. The builder will divert at least 90% of construction and demolition waste from landfill and waste contractors. The head contractor will ensure that a majority of all construction and demolition waste (excluding hazardous waste) is diverted from landfill and recycled at an appropriate facility.	Head Contractor
Verification and Handover	The development will be set up for optimum ongoing management with the implementation of a metering and monitoring system. Electrical metering will be as per NCC Section J requirements. The development will provide metering for energy and water to the apartments and commercial tenancy to allow for the tracking of usage and analysis of trends to improve the operational efficiency. The development will undergo a building tuning and commissioning phase after completion of works, to ensure the building and all associated services are operating as intended. The development is to be commissioned in line with the Chartered Institute of Building Services Engineers (CIBSE) commissioning code M.	Head Contractor

INITIATIVE	PROJECT RESPONSE	RESPONSIBILITY
	Operation and Maintenance information will be created and delivered to the building management team and strata. The information will be available to all building users and in an easy-to-understand format.	
Responsible Resource Management	The Project provides a dedicated and adequately sized waste and resource storage area based on best practice guidelines, located on the ground floor. A separate waste stream for commercial and residential waste collection area is provided for the development. The Project has ensured safe and efficient access to the waste and resource storage areas for occupants and users. Final designs including sizes and access requirements will be developed by a qualified waste consultant during further design stages.  Figure 1: Commercial and residential waste storage locations.	Architect/Waste Consultant
Responsible Structure	The project will ensure that at least 50% of all structural components, measured by cost, will meet a Responsible products Value of at least 10. Structure elements include load bearing and stability components of a building, including steel, timber and concrete. A Responsible Product Value is achieved by following the Responsible Products Framework. Key focus areas for the project include procuring lower embodied carbon concrete and steel, products with an environmental product or associated third party declaration, and products that are carbon neutral certified.	Structural Engineer/ Head Contractor
Concrete	The development will consider the use of concrete with a reduce Portland cement content, and an increased proportion of cementitious replacement materials such as fly-ash, to reduce the carbon dioxide emissions from the concrete. The project will consider the use of captured/reclaimed water for use in cement mixes to reduce the potable water consumption.	Head Contractor

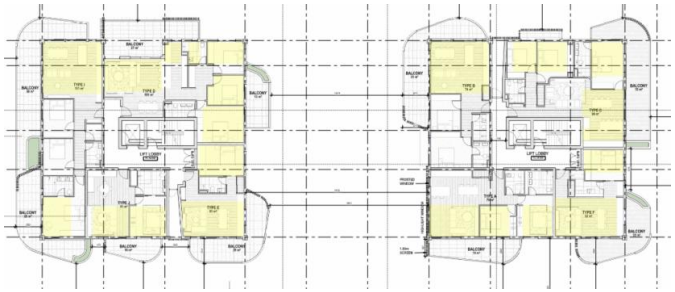
INITIATIVE	PROJECT RESPONSE	RESPONSIBILITY
Sustainable Timber	Timber used on site will consider to be sourced with Forest Stewardship Council (FSC) or the Program for the Endorsement of Forest Certification (PEFC) certification to ensure that it comes from responsibly managed forests.	Head Contractor / Architect
PVC	The development will aim to source a majority of all permanent formwork, pipes, flooring, blinds and cables will not contain PVC or will meet best practice requirements for PVC.	Head Contractor / Architect
Responsible Finishes	The project will ensure that at least 60% of all internal building finishes, measured by cost, will meet a Responsible Products Value of at least 7. Internal finishes include flooring, plasterboard, paints, ceilings, partitions, doors and internal windows. Joinery used within wall finishes may also be counted, as well as sealants and adhesives. Key focus areas for the project include specifying products with an environmental product or associated third party declaration, and products that are carbon neutral certified. This will include prioritising materials that can be recovered and recycled at the end of life. Finishes will focus on high quality and durable materials to ensure long-term functionality.	Architect

3.2 HEALTHY

The initiatives detailed in the following section recognise the importance the built environment has on the health and wellbeing of the residents and have a focus on improving the indoor environment quality of the building. A focus on the health and wellbeing of the residents can lead to improved health outcomes, improved sense of community and an increase to the moral and social cohesion of the residents.

INITIATIVE	PROJECT RESPONSE	RESPONSIBILITY
Clean Air	The project will ensure that the levels of indoor pollutants are maintained at acceptable levels, while ensuring that pollutants entering the building are minimised. The project will be designed to provide a high level of outdoor air, and that the ventilation system allows for ease of maintenance and access. Apartments are provided with operable windows and sliding doors to allow for natural ventilation through the space and are designed to optimise crossflow or single-sided natural ventilation of the apartments, to reduce the dependence on mechanical cooling when external conditions are favourable. A combination of sliding doors to outdoor balconies and operable windows in bedrooms allow for the prevailing sea breeze to provide natural cooling to the apartment. 100% of apartments comply with effective natural ventilation through a combination of cross flow or single sided natural ventilation  Figure 3: Cross flow and single sided apartment ventilation.	Mechanical Engineer / Architect

INITIATIVE	PROJECT RESPONSE	RESPONSIBILITY
	 Figure 4: Apartments provided with full opening balconies.	
Light Quality	The development will ensure that good lighting levels are provided for all nominated areas. Apartments will make use of high efficiency LED fittings. Lighting will have a minimum colour rendering index (CRI) of 85 of higher, will limit glare and will meet best practice illuminance levels for each area, maintaining levels as require by AS/NZS 1680.1:2006. Lighting illuminance values will provide uniformity to the space. Apartments are provided with multiple sources of glazing, including windows and sliding doors, to bedrooms as well as living spaces. This ensures high levels of natural daylight to the apartments. A combination of shading provided by overhead balconies and the provision of blinds under occupant control will help control glare to the apartments, as well as reducing excessive solar heat gain. 95% of apartments have living rooms and private open spaces that obtain direct sunlight between 9am and 3pm on 21 June, with only 5% of apartments not achieving the direct sunlight due to being single-sided and south facing. Daylight levels are in line with the Western Australia R-Code requirements for residential dwellings, with greater than 70% and not more than 15% of dwellings meeting the R-Code requirements. Refer to Figure 2 below for typical floor plans demonstrating compliance with the code.	Architect/Electrical Engineer/ NDY Sustainability

INITIATIVE	PROJECT RESPONSE	RESPONSIBILITY
	 Level 1 Apartments  Typical L04-L07 Level Apartments	
Acoustic Comfort	The project will be designed to deliver acoustic comfort to the residents. The acoustic design will take into consideration the functional use of the space to provide controls for intrusive or high-level noise and provide privacy for all occupants. The building façade, mechanical design, internal wall construction and internal surfaces have been designed to achieve compliant internal ambient noise levels between spaces. Acoustic treatment will meet best practice guidelines for noise levels, reverberation, and acoustic separation as per AS/NZS 2107:2016.	Acoustic Engineer

INITIATIVE	PROJECT RESPONSE	RESPONSIBILITY
Exposure to Toxins	Volatile Organic Compounds (VOC) are harmful emissions that are released by finishes such as paints, sealants and adhesives. The total VOC of all paints, sealants, adhesives and carpets used in the development will not exceed the limits outlined in Appendix A. All engineered wood products will have low levels of formaldehyde emission. Treated products or products that have naturally low formaldehyde levels are recommended to ensure the health of occupants. At least 95% of all engineered wood products meet stipulated formaldehyde limits, outlined in Appendix A.	Architect
Amenity and Comfort	The Project has dedicated amenity spaces including a fitness centre/gym with associated change rooms on ground level and a wellness centre, entertainment area and pool area on level 3, which are accessible to residents of the building.	Architect
Connection to Nature	The Project will provide a clear line of sight with high quality views for at least 60% of the regularly occupied areas and includes landscaping that all residents can engage with – including the courtyard on level 1 and landscaping provided on level 3 to the wellness and entertainment centres.	

3.3 RESILIENT

The initiatives detailed in the following section enable the building owner to show consideration to the short and long-term performance of the building, under the various situations. The initiatives consider the project in the broader world and have a focus on the potential climate risks that may impact the building's ability to function optimally over the long-term.

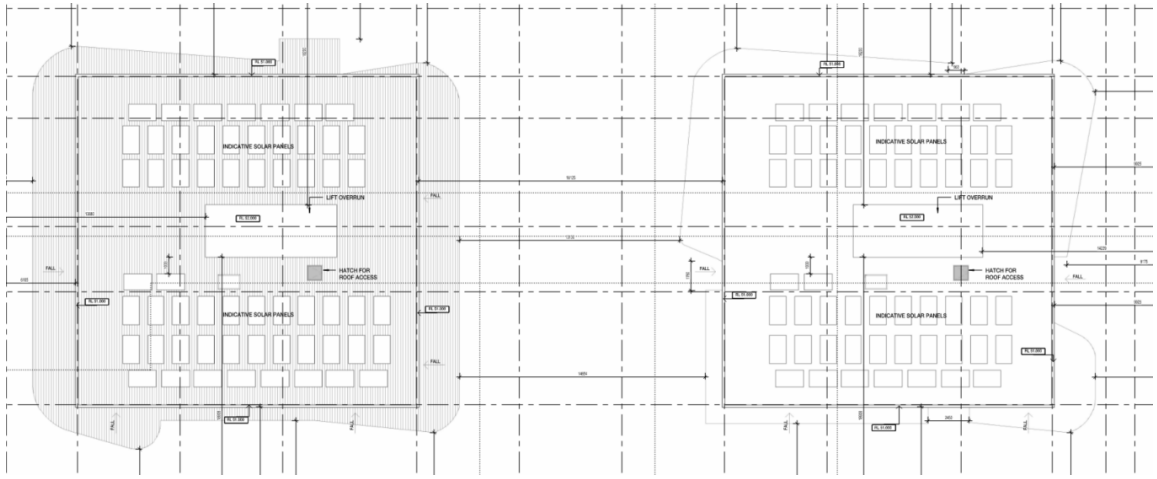
CREDIT	PROJECT RESPONSE	RESPONSIBILITY
Climate Change Resilience	The project will consider the impacts of climate change to the development for the expected design life of the building. Perth metropolitan area is expecting: • Increasing temperatures and heatwaves • Increasing extreme rainfall and dry periods • Increased risks of bushfires and water shortages Direct impacts from bushfires are not applicable to this site. The project will consider climate change adaptations through initiatives: • Heat Resilience • High performance building envelope and highly energy efficient apartments, with a key focus on passive design, mitigating heat gain into the apartments during extended period of higher temperatures. • Selection of native landscaping that is climate resilient	Architect/ Sustainability/ Landscape Architect
Heat Resilience	The development has considered the buildings impact on the areas local heat island effect and has looked to reduce the impacts the building has in the area. The development will make use of light-coloured roofing materials and hardscape paving and look to maximise the amount of landscaping within the development boundary to reduce the effects of the heat island effect. Roofing material with a minimum three-year SRI of 64 for roofs pitched <15° and unshaded hard scaping to have a minimum of 34 will be considered, and the inclusion of vegetation, green roofs or water bodies all reduce heat island effects.	Head Contractor/ Architect/Landscape Architect

3.4 POSITIVE

The initiatives detailed in the following section enable the understanding of the life cycle impacts of the building and allows for the setting of goals for the trajectory of the built environment to address emission levels. The initiatives below focus on the pathway to 1.5°C trajectory, by reducing energy consumption and switching to renewable energy.

INITIATIVE	PROJECT RESPONSE	RESPONSIBILITY
Upfront Carbon Emissions	The Project upfront carbon emissions will be at least 20% less than that of a reference building. The GBCA Upfront Carbon Emissions calculator will be completed to determine the emission levels. Carbon emissions associated with demolition works will be offset. Key focus areas for the project are the structural design, ensuring it is optimised to minimise the quantity of structural materials required and lowering the embodied carbon for the Project. The project will prioritise the use of lower embodied carbon concrete where feasible to further reduce upfront carbon. 	Architect/ Structural Engineer

INITIATIVE	PROJECT RESPONSE	RESPONSIBILITY
Energy Use	The development will ensure that apartments achieve a weighted-area average NatHERS score of 7.5 stars, with a minimum 6 stars for each sole-occupancy across the development, representing Australian excellence in line with the Green Building Council of Australia's Green Star Buildings tool, reducing the overall energy consumption of the development. The project will consider a number of initiatives that will help to reduce the buildings energy use, such as high-performance building fabrics (i.e. wall/roof/floor R-values and glazing performance) exceeding minimum requirements of the NCC Section J, high performance building sealing, high-efficiency HVAC systems selected for each space type and usage. Shading is provided by balcony overhangs for apartments, further reducing the solar heat gain through the facade. Compliance with the R-codes requirements will be met by incorporation of at least one energy efficiency initiative, as defined in clause DG4.15.1 of the R-Codes and this will be coordinated in detailed design. High performance thermal envelope is considered to improve the thermal comfort within the apartments. Double glazing systems are considered to improve the thermal performance of the façade. The thermal envelope will also consider the heat loss/gain effects of thermal bridging to ensure a high performing thermal envelope. Shading is provided by the overhead balconies where applicable and will reduce the solar heat gain through the facades.	Architect/ Mechanical Engineer/ Sustainability

INITIATIVE	PROJECT RESPONSE	RESPONSIBILITY
Energy Source	The development includes a 50kWh PV Solar array, on the rooftop to provide onsite renewable power generation, offsetting the energy demand of the development.  The development will be 100% electric on site, reducing the dependency on fossil fuels, in line with the City of Stirling's Net Zero commitments. Domestic hot water heating and mechanical HVAC will be all electric systems and not use natural gas. The development will consider the inclusion of electric cook tops for apartment cooking, instead of traditional gas burners. The services design will ensure a full electric solution for the building with the strategy to be further developed during further design.	Building Owner/Electrical Engineer

INITIATIVE	PROJECT RESPONSE	RESPONSIBILITY
Water Use	The development will install efficient water sanitary fixtures and appliances with the following minimum WELS ratings: • Taps – 5-star • Showers – 3-star (maximum 7.5L/min) • Toilets – 4-star • Urinals – 5-star • Dishwasher – 6-star • Clothes Washing Machine – 5-star The landscape design and irrigation strategy reduces potable water demand by: The development will consider the use of sub soil drip irrigation with moisture sensors for the efficient watering of surrounding planting and landscaping. The development includes landscaped areas that improve the biodiversity of the site, which will include a diversity of species and prioritise the use of climate-resilient and indigenous plants. The final landscaping plan, including planting selectins will be developed during further design phases.	Architect/Hydraulic Engineer

Outlined below are the key considerations for the development to minimise the operational carbon footprint. The Project has considered several initiatives and strategies in line with this approach, with a key focus on passive design outcomes including external shading, and balancing window-to-wall ratio considering thermal comfort, energy as well as daylight access and views. Further design considerations and future proofing will be explored in Detailed Design.

Off-site energy generation and offsets

- Green Power
- Purchase high-quality carbon offset units

Active design – On-site energy generation

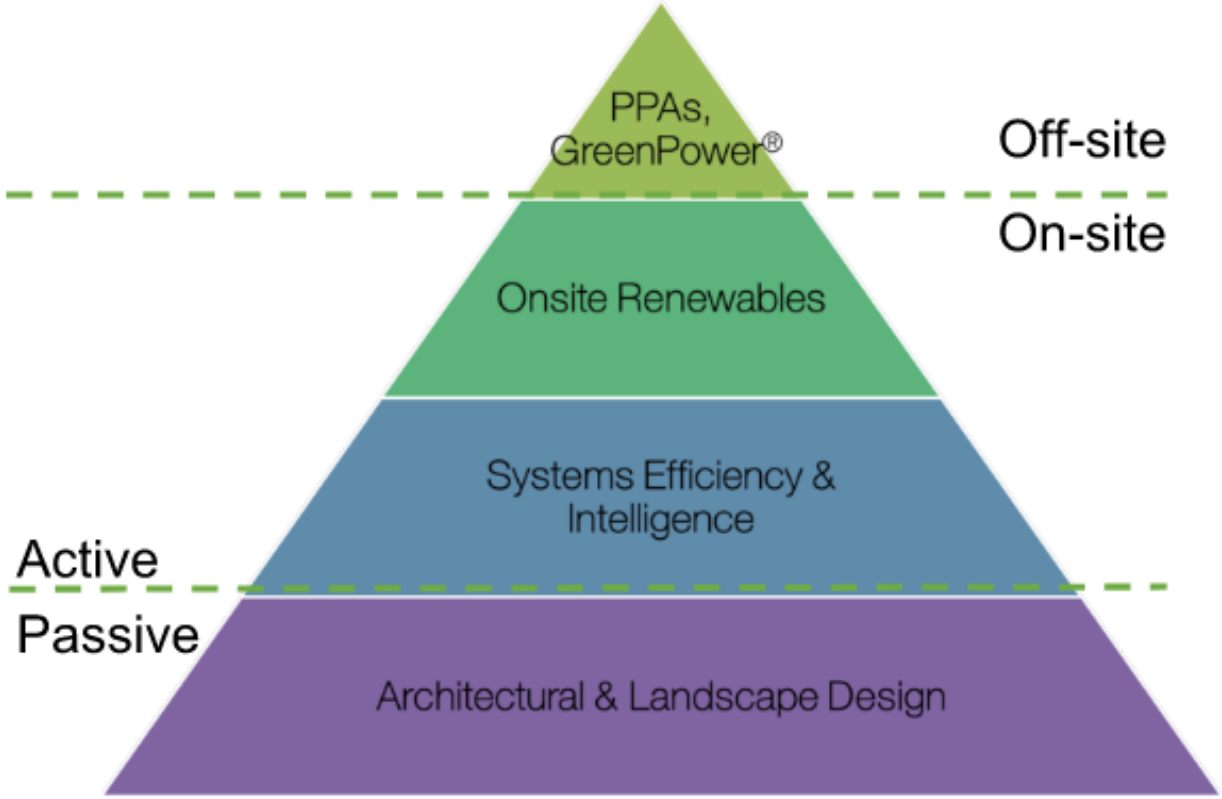
- Electrification
- Rooftop solar photovoltaics & onsite battery storage

Active design

- Efficient services
- Occupancy responsiveness for all services
- High efficiency equipment & lighting

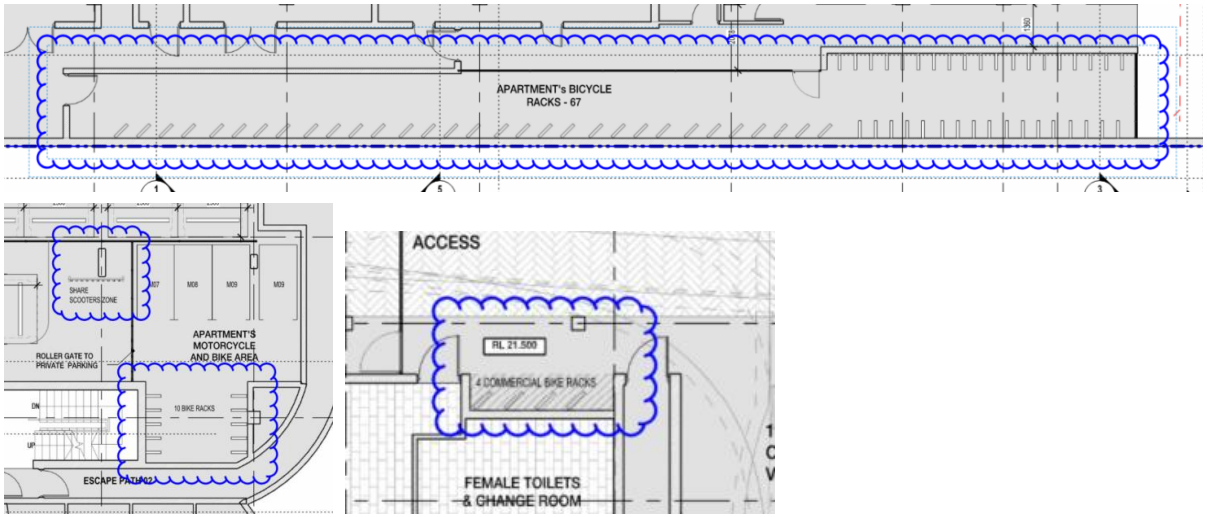
Passive design

- Vegetation & light colours for urban heat island minimization
- High performance building fabric and glazing
- Substantial passive external shading
- Thermal mass & insulative performance



3.5 PLACES

Initiatives detailed in the following section focus on the integration of the building into the surrounding environment and create a sense of social cohesion. The initiatives seek to maximise the positive impacts the building has on the wider surroundings, while minimising the negative impacts.

INITIATIVE	PROJECT RESPONSE	RESPONSIBILITY
Movement and Place	Bicycle and scooter parking facilities are provided for occupants on the ground floor of the development. Pedestrian and cyclist access is protected. Secure E-Bike/E-Scooter storage is also provided at ground level parking.  Figure 5: Provided bicycle parking The building design will include EV charging capabilities in line with NCC 2022 requirements, ensuring the building is future proofed for the expected uptake of EV vehicles in Western Australia. The development is provided with EV ready facilities to at least 5% of all parking spaces, with future infrastructure provisions for up to 25% of all parking spaces.	Architect
Contribution to Place	The project is located in Scarborough and is in walking distance to Brighton Beach, as well as a number of cafes and restaurants, providing a variety of attractions for residents.	Architect

3.6 PEOPLE

The following initiatives encourage solutions that address the social health of the community, by bringing new dimensions to the design and construction of buildings. There is a recognition of the different people involved in the design and occupation of the building and promotes a high level of inclusion and social cohesion between all.

INITIATIVE	PROJECT RESPONSE	RESPONSIBILITY
Inclusive Construction Practices	The head contractor will provide gender inclusive facilities and protective equipment, install policies on site to increase awareness and reduces instances of discrimination, racism and bullying. The policies and programs implemented are relevant to construction workers on site. High quality staff support on site is provided to reduce at least five key physical and mental health impacts, and the effectiveness of the interventions are evaluated, as determined by a needs analysis or similar of all workers on site.	Head Contractor

3.7 NATURE

The following initiatives focus on the natural environment and the minimisation of impacts the built environment has on the natural environment. There is also a focus of the environmental impacts beyond the building boundary with a responsibility of rebuilding the natural environment. There is a shift in focus from a passive observer to a more active role in maintaining nature and biodiversity.

INITIATIVE	PROJECT RESPONSE	RESPONSIBILITY
Impacts to Nature	The project team have ensured that the development was not built on or significantly impacted a site with a high ecological value. The development's design and construction conserves existing natural soil, hydrological flows and vegetation elements. There are no wetlands within 100m of the site or any flora and fauna of significant value. The Project's light pollution will be minimised, with values not exceeding maximum values set out in Table 2.1 of AS/NZS 4282:2019. All external lighting will reduce light pollution to the night sky by ensuring all external lighting has an Upwards Light Output Ratio (ULOR) of no more than 5%, and that direct illuminance is controlled, in accordance with AS/NZS 4282:2019.	Building Owner
Waterway Protection	All stormwater runoff generated will be retained on site. The stormwater strategy will be further developed in detailed design.	Civil Engineer/Hydraulic Engineer

APPENDIX A – MATERIALS EMISSIONS LIMITS

PAINTS, ADHESIVES, AND SEALANTS

PRODUCT CERTIFICATION

The following certifications may be used to demonstrate compliance for paints, adhesives and sealants

- Australasian Furnishing Research and Development Institute (AFRDI) Standard 150
  - AFRDI Green Tick Level A/Platinum, AFRDI Green Tick Level B/Gold, AFRDI Green Tick Level C/Silver
- Ecospecifier Green Tag GreenRate
  - GreenTag GreenRate – CGTv3.2 – Paint, Adhesive and Sealant Supplementary Product Standard
- Good Environmental Choice Australia
  - GECA Adhesives, Filters and Sealants, AFS v4.0-2014
  - GECA PC v2.2i-2012 – 'Paints and Coatings'
  - GECA 28-2010 v2 – 'Furniture and Fittings' and v2.1 – 'Furniture Fittings and Foam'

LABORATORY TESTING

The following testing methods may be used to demonstrate compliance for paints, adhesives and sealants;

- ASTM D3960; or
- South Coast Air Quality Management District Rule 1168;
- Theoretical VOC Calculation;
  - Subtotal VOC result based on the known TVOC values of all raw ingredients of the product.

TABLE 3: MAXIMUM TVOC LIMITS FOR PAINTS, ADHESIVES AND SEALANTS

PRODUCT CATEGORY	MAX TVOC CONTENT IN GRAMS PER LITRE (G/L) OF READY-TO-USE PRODUCT
General purpose adhesives	50
Interior wall and ceiling paint, all sheen levels	5*
Trim, varnishes and wood stains	75
Primers, sealers and prep coats	65
One and two pack performance coatings for floors	140
Acoustic sealants, architectural sealant, waterproofing membranes and sealant, fire retardant sealants and adhesives	250
Structural glazing adhesive, wood flooring and laminate adhesives and sealants	100

CARPETS - VOCS

PRODUCT CERTIFICATION

The following certifications may be used to demonstrate compliance for carpets:

- Australasian Furnishing Research and Development Institute (AFRDI) Standard 150

- AFRDI Green Tick Level A/Platinum, AFRDI Green Tick Level B/Gold, AFRDI Green Tick Level C/Silver

- Carpet Institute of Australia – Environmental Certification Scheme
  - ECS v1.2 Levels 2, 3, and 4
- Ecospecifier Green Tag GreenRate
  - GreenTag GreenRate v3.2 Level A and B
- Good Environmental Choice Australia
  - GECA Adhesives, Filters and Sealants, AFS v4.0-2014
  - GECA PC 50-2011 v2 – 'Carpets'
  - GECA 25-2011 v2 – 'Floor Coverings'

LABORATORY TESTING

- The following testing methods may be used to demonstrate compliance for carpets:
  - ASTM D5116 – Total VOC limit 0.5 mg/m2 per hour
- ASTM D5116 – 4 – PC (4-Phenylcyclohexane)
  - 0.05 mg/m2 per hour
- ISO 16000 / EN 13419 – TVOC at three days
  - 0.5 mg/m2 per hour
- ISO 10580 / ISO/TC 219 (Document N238) – TVOC at 24 hours 0.5 mg/m2 per hour

ENGINEERED WOOD PRODUCTS

PRODUCT CERTIFICATION

The product certification must be current at the time of purchase and list the relevant product name and model.

- Australasian Furnishing Research and Development Institute (AFRDI) Standard 150
  - AFRDI Green Tick Level A/Platinum, AFRDI Green Tick Level B/Gold, AFRDI Green Tick Level C/Silver
- Carpet Institute of Australia – Environmental Certification Scheme
  - ECS v1.2 Levels 2, 3, and 4
- Ecospecifier Green Tag GreenRate
  - GreenTag GreenRate v3.2 Level A and B
- Good Environmental Choice Australia
  - GECA Adhesives, Filters and Sealants, AFS v4.0-2014
  - GECA PC 50-2011 v2 – 'Carpets'
  - GECA 25-2011 v2 – 'Floor Coverings'

LABORATORY TESTING

TABLE 4: FORMALDEHYDE EMISSION LIMIT VALUES FOR ENGINEERED WOOD PRODUCTS

TEST PROTOCOL	EMISSION LIMIT/UNIT OF MEASUREMENT
AS/NZS 2269:2004, testing procedure AS/NZS 2098.11:2005 method 10 for Plywood	≤1mg/L
AS/NZS 1859.1:2004 - Particle Board, with use of testing procedure AS/NZS 4266.16:2004 method 16	≤1.5 mg/L
AS/NZS 1859.2:2004 - MDF, with use of testing procedure AS/NZS 4266.16:2004 method 16	≤1mg/L
AS/NZS 4357.4 - Laminated Veneer Lumber (LVL)	≤1mg/L
Japanese Agricultural Standard MAFF Notification No.701 Appendix Clause 3 (11) - LVL	≤1mg/L
JIS A 5908:2003- Particle Board and Plywood, with use of testing procedure JIS A 1460	≤1mg/L
JIS A1901 (not applicable to Plywood, applicable to high pressure laminates and compact laminates)	≤0.1mg/m²hr*
ASTM D5116 (applicable to high pressure laminates and compact laminates)	≤0.1mg/m²hr
ISO 16000 part 9, 10 and 11 (also known as EN 13419), applicable to high pressure laminates and compact laminates	≤0.1mg/m²hr (at 3 days)
ASTM D6007	≤0.12mg/m³**
ASTM E1333	≤0.12mg/m³**
EN 717-1 (also known as DIN EN 717-1)	≤0.12mg/m³
EN 717-2 (also known as DIN EN 717-2)	≤3.5mg/m²hr

**mg/m²hr may also be represented as mg/m²/hr.*

***The test report must confirm that the conditions of Table 3 comply for the particular wood product type, the final results must be presented in EN 717-1 equivalent (as presented in the table) using the correlation ratio of 0.98.*

****The final results must be presented in EN 717-1 equivalent (as presented in the table), using the correlation ratio of 0.98.*

APPENDIX B – IN PRINCIPLE GREEN STAR PATHWAY

- Refer over

greenstar Buildings

NDY
A TETRA TECH COMPANY

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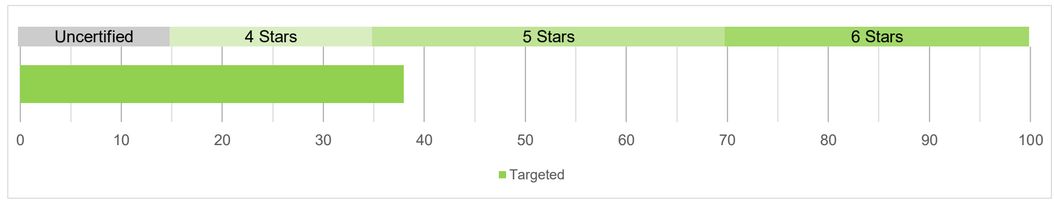

X - Primary Responsibility
x - Secondary Responsibility

	Credit	Minimum Expectation	Credit Achievement	Exceptional Performance	Total Points Available	Targeted Performance Level	Credit Requirements	Client	Structural	Sustainability	Architect	Mechanical	Electrical	Hydraulics	Fire Services	Vertical Transport	Civil	Facade	Landscape	Quantity Surveyor	Access Consultant	Acoustics
Responsible					**17**																	
1	Industry Development	-	1	-	**1**	Credit Achievement	• The building owner or developer appoints a Green Star Accredited Professional. • The building owner or developer discloses the cost of sustainable building practices to the GBCA. • The building owner or developer markets the building's sustainability achievements.	x		X														
2	Responsible Construction	•	1	-	**1**	Credit Achievement	**Minimum** • The builder or head contractor has an environmental management system in place to manage its environmental impacts on site. • The builder or head contractor has an environmental management plan to cover the scope of construction activities. • The builder diverts at least 80% of construction and demolition waste from landfill. • The head contractor provides training on the sustainability targets of the building. **Credit** • 90% of construction and demolition waste is diverted from landfill, and waste contractors and facilities comply with the Green Star Construction and Demolition Waste Reporting Criteria.	x		X														
3	Verification and Handover	•	1	-	**1**	Minimum Expectation	**Minimum** • The building is set up for optimum ongoing management due to its appropriate metering and monitoring systems. • The building has set environmental performance targets, designed and tested for airtightness, been commissioned, and will be tuned. • The project team create and deliver operations and maintenance information to the facilities management team at the time of handover. Information is available to building users on how to best use the building. • Airtightness testing must be included as part of the commissionoing. **Credit** • An independent level of verification is provided to the commissioning and tuning activities through the involvement of an independent commissioning agent. or • The project uses a soft landings approach that involves the future facilities management team.			X	x	x	x	x	x	x	x	x				
4	Responsible Resource Management	•	-	-	**0**	Minimum Expectation	• Separate collection of landfill, comingled recyclables, and one other (soft plastic or compostable organics) • Size of waste storage area and access to waste storage area (by both occupants and waste contractors) signed off by a specialist waste consultant or contractor. **Engage a Specialist Waste Consultant.**			X	x											
5	Responsible Procurement	-	1	-	**1**		• The building's design and construction procurement processes follow ISO 20400 Sustainable Procurement – Guidance. • At least one identified supply chain risk and opportunity is addressed.	x		X	x											
6	Responsible Structure	-	3	2	**5**	Credit Achievement	The structure is defined as load bearing and stability components of a building. **Credit** • 50% of all structural components (by cost) meet a Responsible Products Value of at least 10. **Exceptional** • 10% of all products in the structure (by cost) meet a Responsible Products Value of at least 15. or • 80% of all products in the structure (by cost) have an average Responsible Products Value of at least 10.		x	X	x											
7	Responsible Envelope	-	2	2	**4**		The envelope is defined as the elements that surround a building such as the façade, and all façade components such as external shading and insulation, suspended slabs, as well as roofing systems. **Credit** • 30% of all building envelope components (by cost) meet a Responsible Products Value of at least 10. **Exceptional** • 10% of all products in building envelope (by cost) meet a Responsible Products Value of at least 15. or • 60% of all products in the building envelope (by cost) have an average Responsible Products Value of at least 10.		x	x							X					
8	Responsible Systems	-	1	1	**2**		Active building systems are characterised by energy and movement, and include all mechanical, hydraulic, transportation and electrical systems present in the building. **Credit** • 20% of all active building systems (by cost) meet a Responsible Products Value of at least 6. **Exceptional** • 5% of all active building systems (by cost) meet a Responsible Products Value of at least 11. or • 35% of all active building systems (by cost) have an average Responsible Products Value of at			X	x	x	x	x	x	x						
9	Responsible Finishes	-	1	1	**2**	Exceptional Performance	Internal finishes include flooring, plasterboard, paints, ceilings, partitions, doors, internal windows or similar. Joinery used as part of a wall finish may be counted, e.g. wall panelling or fixed shelving/cupboards that make up a partition. Sealants and adhesives used for finishes are also included. Loose furniture is not included. **Credit** 40% of all internal building finishes (by cost) meet a Responsible Products Value of at least 7. **Exceptional** • 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) have an average Responsible Products Value of at least 7.			x	X											
Healthy					**14**																	
10	Clean Air	•	2	-	**2**	Credit Achievement	**Minimum** • Distance between outside air intake and source of pollution to meet ASHRAE 62.1 • Outside air rate to be AS1668.2 +50% or 800ppm. **Credit** • All ducts to be cleaned prior to occupation; • Access for Cleaning to both sides of coils etc. • Outside air rate to be AS1668.2 +100% or 700ppm.				x	X										
11	Light Quality	•	2	2	**4**	Credit Achievement	**Minimum** • Lighting within the building meets minimum comfort requirements. • Good lighting levels suitable for the typical tasks in each space are available. • The building provides adequate levels of daylight ✓ **Credit / Exceptional** • The building provides best practice artificial lighting. [or / and] • The building provides best practice access to daylight.				x	x	x	X								
12	Acoustic Comfort	•	2	-	**2**	Credit Achievement	**Minimum** • An Acoustic Comfort Strategy is prepared to describe how the building and acoustic design aims to deliver acoustic comfort to the building occupants. **Strategy must be prepared by a Acoustic Consultant.** **Credit** • The building achieves maximum internal noise levels. and • The building provides acoustic separation.				x	x	x									X
13	Exposure to Toxins	•	2	-	**2**	Credit Achievement	**Minimum** • The building's paints adhesives, sealants, and carpets are low in TVOC or non-toxic. • The building's engineered wood products are low in TVOC or non-toxic. • Occupants are not exposed to banned or highly toxic materials in the building. **Credit • On-site tests verify the building has low Volatile Organic Compounds (VOC) and formaldehyde levels.**				X	x										
14	Amenity and Comfort	-	2	-	**2**	Credit Achievement	• The building has dedicated amenity rooms to act as a parent room, relaxation room, or an exercise room of 1m2 per 10 staff.	X			x												
15	Connection to Nature	-	1	1	**2**	Credit Achievement	**Credit / Exceptional** • The building provides views. • The building includes indoor plants and incorporates nature-inspired design. [or / and] • 5% of the building's floor area or site area (whichever is greater) is allocated to nature in which occupants can directly engage with.				X	x								x			
Resilient					**8**																	
16	Climate Change Resilience	•	1	-	**1**	Minimum Expectation	**Minimum** • The project team completes the climate change pre-screening checklist. The project team communicates the building's exposure to climate change risks to the applicant. **Credit** • The project team develops a project-specific climate change risk and adaptation assessment for the building. • Extreme and high risks are addressed.	x	x	X	x	x	x	x	x	x	x	x	x			
17	Operations Resilience	-	2	-	**2**		• The project team undertakes a comprehensive review of the acute shocks and chronic stresses likely to influence future building operations. • The building's design and future operational plan addresses any high or extreme system-level interdependency risks. • The building's design maintains a level of survivability and design purpose in a blackout.	x	x	X	x	x	x	x	x	x	x	x	x			
18	Community Resilience	-	1	-	**1**		• The project team undertakes a needs analysis of the community, identifies shocks and stresses that impact the building's ability to service the community, and develops responses to manage these.	x	x	X	x	x	x	x	x	x	x	x	x			
19	Heat Resilience	-	1	-	**1**	Credit Achievement	• At least 75% of the whole site area comprises of one or a combination of strategies that reduce the heat island effect.			x	X	x							x			
20	Grid Resilience	-	3	-	**3**		• The building provides active generation and storage systems. and/or • The building has the infrastructure to deliver an appropriate demand response strategy. and/or • The building has reduced its electricity consumption through passive design.	X		x	x	x	x									

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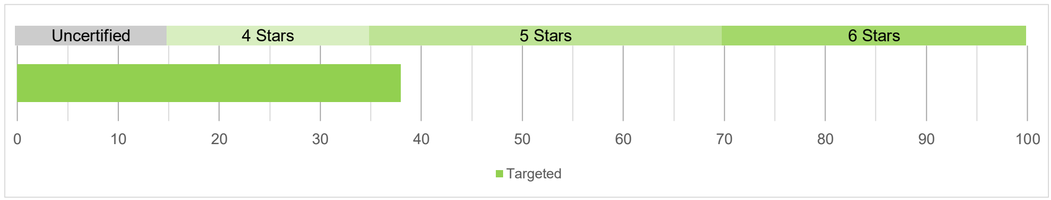

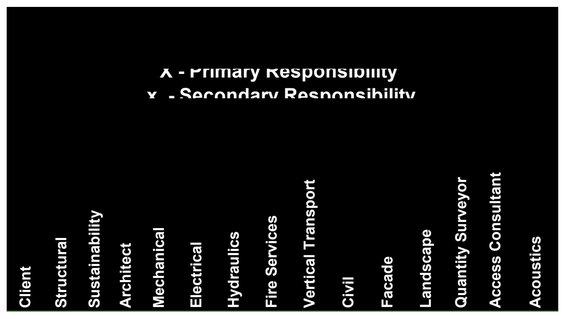

	Credit	Minimum Expectation	Credit Achievement	Exceptional Performance	Total Points Available	Targeted Performance Level	Credit Requirements
	Positive				**30**		
21	Upfront Carbon Emissions	•	3	3	**6**	Credit Achievement	**Minimum** • The building's upfront carbon emissions are at least 10% less than those of a reference building. **Credit** • The building's upfront carbon emissions are at least 20% less than those of a reference building. • Demolition works are offset. **Exceptional** • The building's upfront carbon emissions are at least 40% less than those of a reference building.
22	Energy Use	•	3	3	**6**	Credit Achievement	**Non-Residential Components** **Minimum** • The building's energy use is at least 10% less than a reference building. **Credit** • The building's energy use is at least 20% less than a reference building. **Exceptional** • The building's energy use is at least 30% less than a reference building. **Residential Components** **Minimum** • The building has a weighted-area average of NatHERS 7.5 stars and meets at least NatHERS 6 stars for each sole-occupancy unit. • The building addresses domestic hot water demand, any included pools have a pool cover and the building complies with parts J3 to J8 of the NCC 2022. **Credit** • The building has a weighted-area average of NatHERS 7.5 stars and meets at least NatHERS 6.5 stars for each sole-occupancy unit, and addresses four out of nine building services energy uses. **Exceptional** • The building has a weighted-area average of NatHERS 8 stars and meets at least
23	Energy Source	•	3	3	**6**	Credit Achievement	**Minimum** • The building provides a Zero Carbon Action Plan. **Credit** • 100% of the building's electricity comes from renewable electricity. **Exceptional** • 100% of the building's energy comes from renewables.
24	Other Carbon Emissions	-	2	2	**4**	Credit Achievement	**Credit** • The building owner eliminates emissions from refrigerants or The building owner offsets emissions from refrigerants. **Exceptional** • All other emissions not captured in the Positive category are eliminated or offset
25	Water Use	•	3	3	**6**	Minimum Expectation	**Minimum** • The building installs efficient water fixtures or The building uses 15% (10% for Class 2 and Class 3 buildings) less potable water compared to a reference building. **Credit** • The building uses 45% (40% for Class 2 and Class 3 buildings) less potable water compared to a reference building and The building has infrastructure for recycled water connection (where recycled water supply available or planned). **Exceptional** • The building uses 75% (60% for Class 2 and Class 3 buildings) less potable water compared to a reference building.
26	Life Cycle Impacts	-	2	-	**2**		• The project demonstrates a 30% reduction in life cycle impacts when compared to standard practice.
	Places				**8**		
27	Movement and Place	•	3	-	**3**	Credit Achievement	**Minimum** • The building includes showers and changing facilities for building occupants. • The facilities are accessible, inclusive, and located in a safe and protected space. **Credit** • The building's access prioritises cycling and includes bicycle parking facilities. • A Sustainable Transport Plan has been prepared and implemented. • The building has EV charging capabilities. • Transport options that reduce the need for private fossil fuel powered vehicles are prioritised. • The building's design and location encourage walking.
28	Enjoyable Places	-	2	-	**2**		• The building delivers memorable, beautiful, vibrant communal or public places where people want to gather and participate in the community (usage free of charge). • The spaces are inclusive, safe, flexible, and enjoyable.
29	Contribution to Place	-	2	-	**2**	Credit Achievement	• The building's design contributes to the liveability of the wider urban context and enhances the public realm. or • Independent reviews are held during the development of the design.
30	Culture, Heritage and Identity	-	1	-	**1**		• The building's design reflects and celebrates local demographics and identities, the history of the place, and any hidden or minority entities. or • This outcome was arrived through meaningful engagement with community groups early in the design process.
	People				**9**		
31	Inclusive Construction Practices	•	1	-	**1**	Credit Achievement	**Minimum** • During the building's construction, the head contractor provides gender inclusive facilities and protective equipment. The head contractor also installs policies on-site to increase awareness and reduces instances of discrimination, racism, and bullying. **Credit** • Policies and programs implemented are relevant to construction workers on site. • The head contractor provides high quality staff support on-site to reduce at least five key physical and mental health impacts. • The effectiveness of the interventions are evaluated.
32	Indigenous Inclusion	-	2	-	**2**		• The project team plays an active role in the organisational Reconciliation Action Plan. Or • The building's design and construction incorporates design elements using the Indigenous design and planning strategies and principles.
33	Procurement and Workforce Inclusion	-	2	1	**3**		**Credit** • The project implements a social procurement plan. • At least 2% of the building's total contract value has been directed to generate employment opportunities for disadvantaged and under-represented groups. **Exceptional** • At least 4% of the building's total contract value has been directed to generate employment opportunities for disadvantaged and under-represented groups
34	Design for Inclusion	-	2	1	**3**		**Credit** • The building is designed and constructed to be inclusive to a diverse range of people with different needs. **Exceptional** • Engagement with target groups has informed the inclusive design.
	Nature				**14**		
35	Impacts to Nature	•	2	-	**2**	Minimum Expectation	**Minimum** • 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. **Credit** • The building's design and construction conserves existing natural soil, hydrological flows, and vegetation elements. • If deemed necessary by an Ecologist, at least 50% of existing site with high biodiversity value is retained.
36	Biodiversity Enhancement	-	2	2	**4**		**Credit** • The building's site includes an 15% of site area as landscape area. • The landscaping includes a diversity of species and prioritises the use of climate-resilient and indigenous plants. • The project team develops a site-specific Biodiversity Management Plan and provides it to the building owner or building owner representative. **The Plan must be prepared by An Ecologist.** **Exceptional** • 30% of site area as landscaping is provided. • The landscaping includes critically endangered and/or endangered plant species native to the bioregion
37	Nature Connectivity	-	2	-	**2**		• The site must be built to encourage species connectivity through the site, and to adjacent sites. If the project sits within a blue or green grid strategy it must contribute to the goals of the strategy.
38	Nature Stewardship	-	2	-	**2**		• Areas of restoration or protection are provided. • Restoration or protection activities are beyond the development's boundary. • The building owner, as part of the project's development, undertakes activities that protects or restores biodiversity at scale. • These actions occur beyond legislated requirements.
39	Waterway Protection	-	2	2	**4**	Credit Achievement	**Credit** • The project demonstrates a reduction in average annual stormwater discharge (ML/yr) of 40% across the whole site. • Specified pollution reduction targets are met. **Exceptional** • The project demonstrates a reduction in average annual stormwater discharge (ML/yr) of 80% across the whole site. • Specified pollution reduction targets are met.
	Leadership				**4**		
40	Market Transformation	-	1	-	**1**		• The project implements a building solution or process that is considered leading in their targeted sector, nationally or globally.
41	Leadership Challenges	-	2	1	**3**		Circular Economy is currently the only Leadership Challenge published

Client	Structural	Sustainability	Architect	Mechanical	Electrical	Hydraulics	Fire Services	Vertical Transport	Civil	Facade	Landscape	Quantity Surveyor	Access Consultant	Acoustics
x	x	X	x	x	x	x	x	x	x	x	x			
x	x	X	x	x	x	x	x	x	x	x	x			
x	x	X	x	x	x	x	x	x	x	x	x			
X		x												
		x	x	x		X								
x	x	X	x	x	x	x	x	x	x	x	x			
x		X	x								x			
x		X	X								x			
x		X	x											
x		X	X								x			
x		X	X								x			
x		x	x								X			
x		x	x								X			
x		x	x							X				
X		x	x	x	x	x	x	x	x	x				
X		x	x	x	x	x	x	x	x	x				

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Attachment 8e - Transport Impact Statement Prepared by Shawmac Consulting (Received 11 September 2025)



Transport Impact Assessment

Project:	Proposed Mixed Use Development 24-26 Brighton Road, Scarborough
Client:	QS Developments Pty Ltd
Author:	P. Nguyen
Date:	21st August 2025
Shawmac Document #:	2506011-TIA-001

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1. Introduction

1.1. Proponent

Shawmac Pty Ltd has been engaged by QS Developments Pty Ltd to prepare a Transport Impact Assessment (TIA) for a proposed mixed-use development in Scarborough.

This TIA has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Impact Assessment Guidelines Volume 4 – Individual Developments*.

1.2. Site Location

The site address is 24-26 Brighton Road, Scarborough. The local authority is the City of Stirling. The general site location is shown in **Figure 1**.

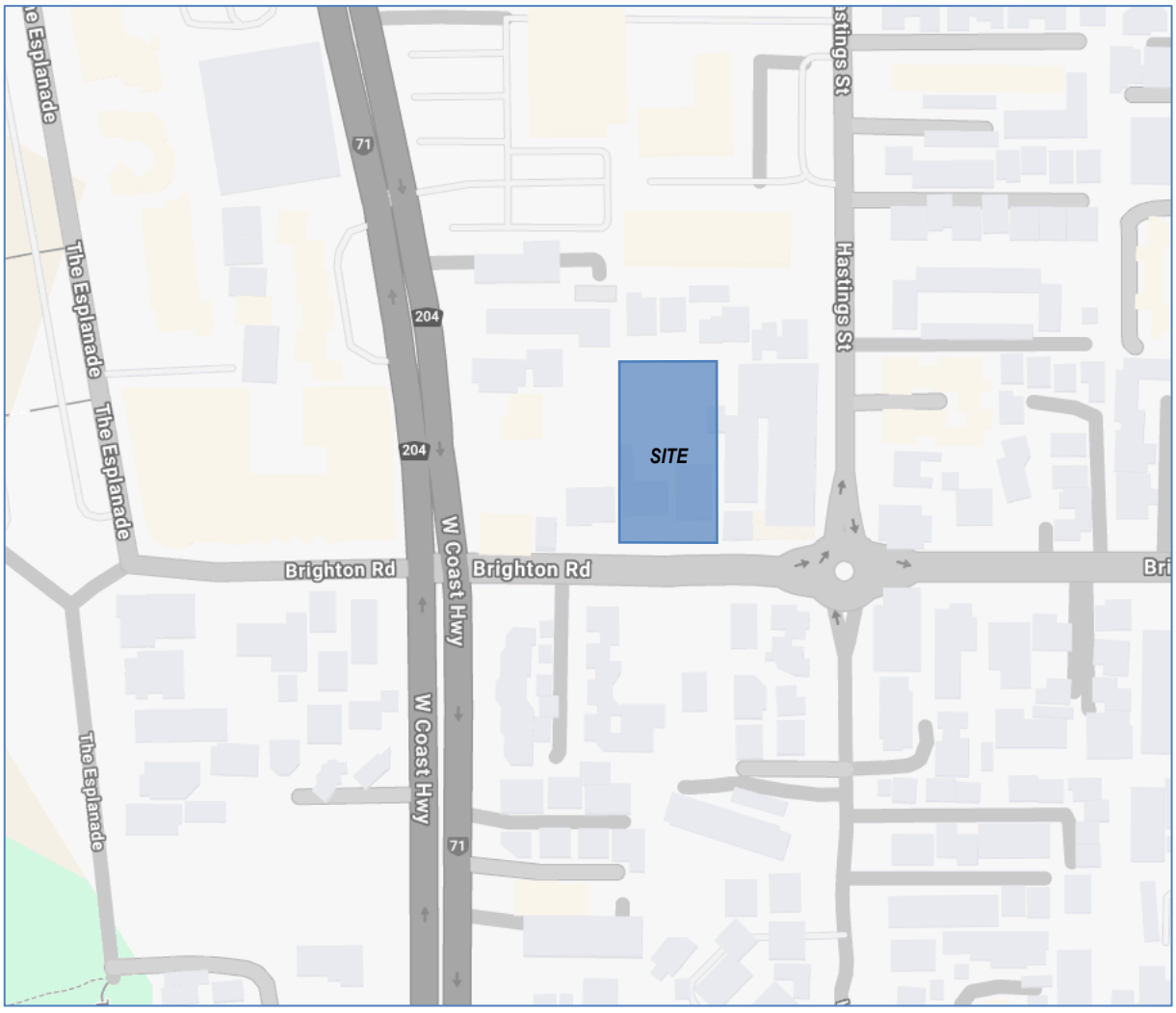


Figure 1: Site Location

An aerial view of the existing site is shown in **Figure 2**.

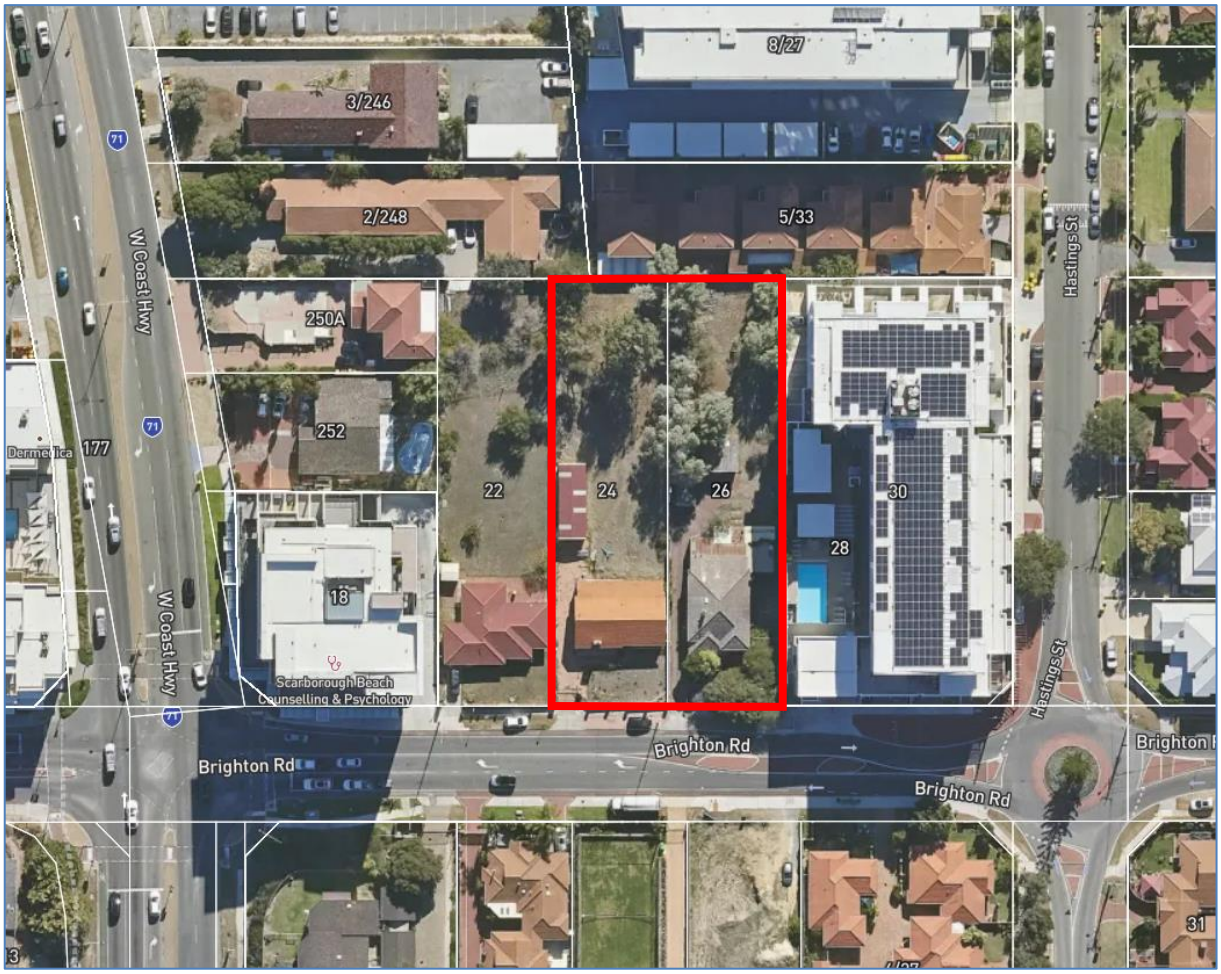


Figure 2: Aerial View (May 2025)

2. Proposed Development

2.1. Land Use

The proposal is a mixed-use development comprising 67 apartments, 1 commercial tenancy and two basement parking levels.

The ground floor plan and site layout is shown in **Figure 3**.

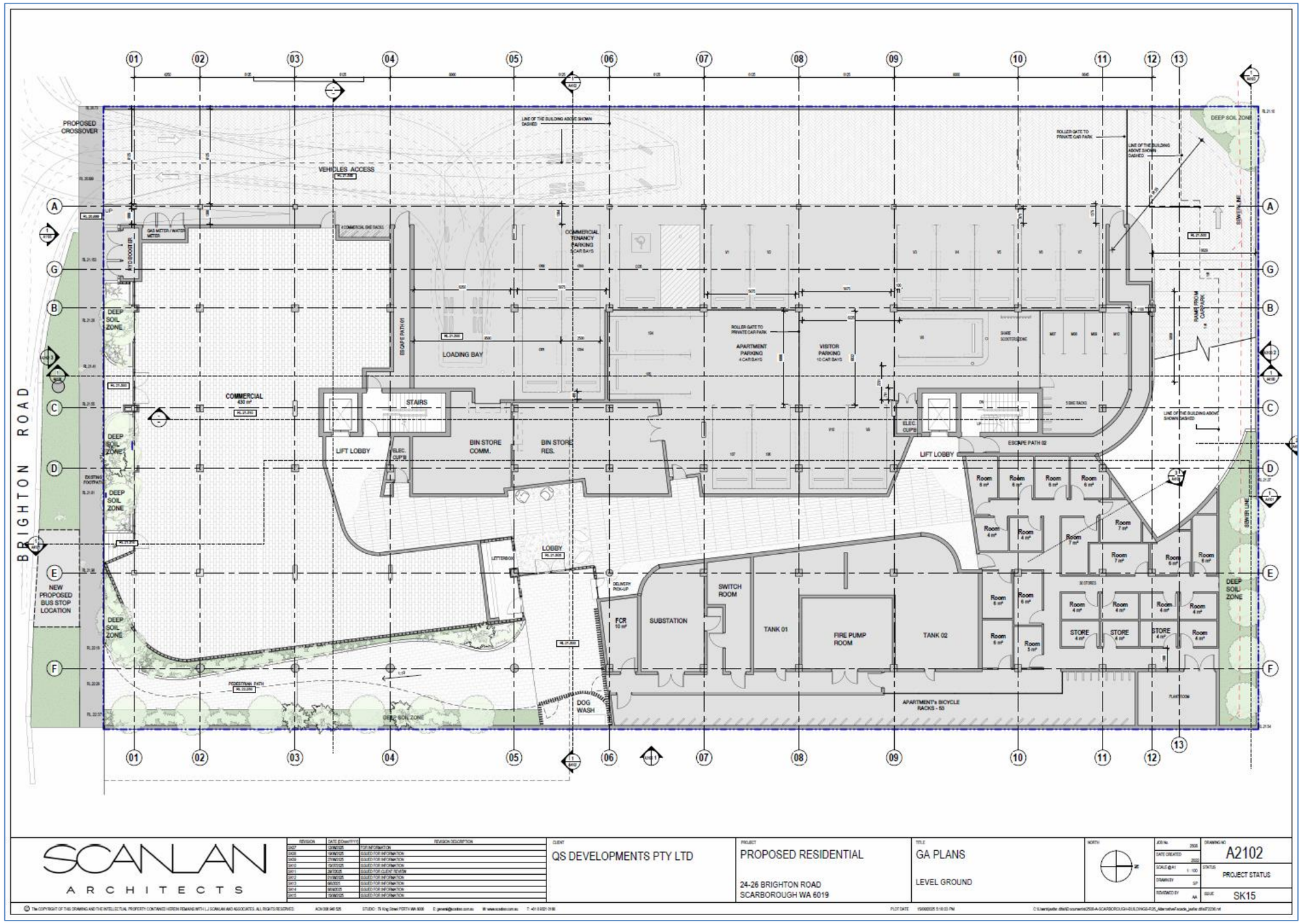


Figure 3: Ground Floor Plan

3. Traffic Management on Frontage Streets

3.1. Existing Road 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**.

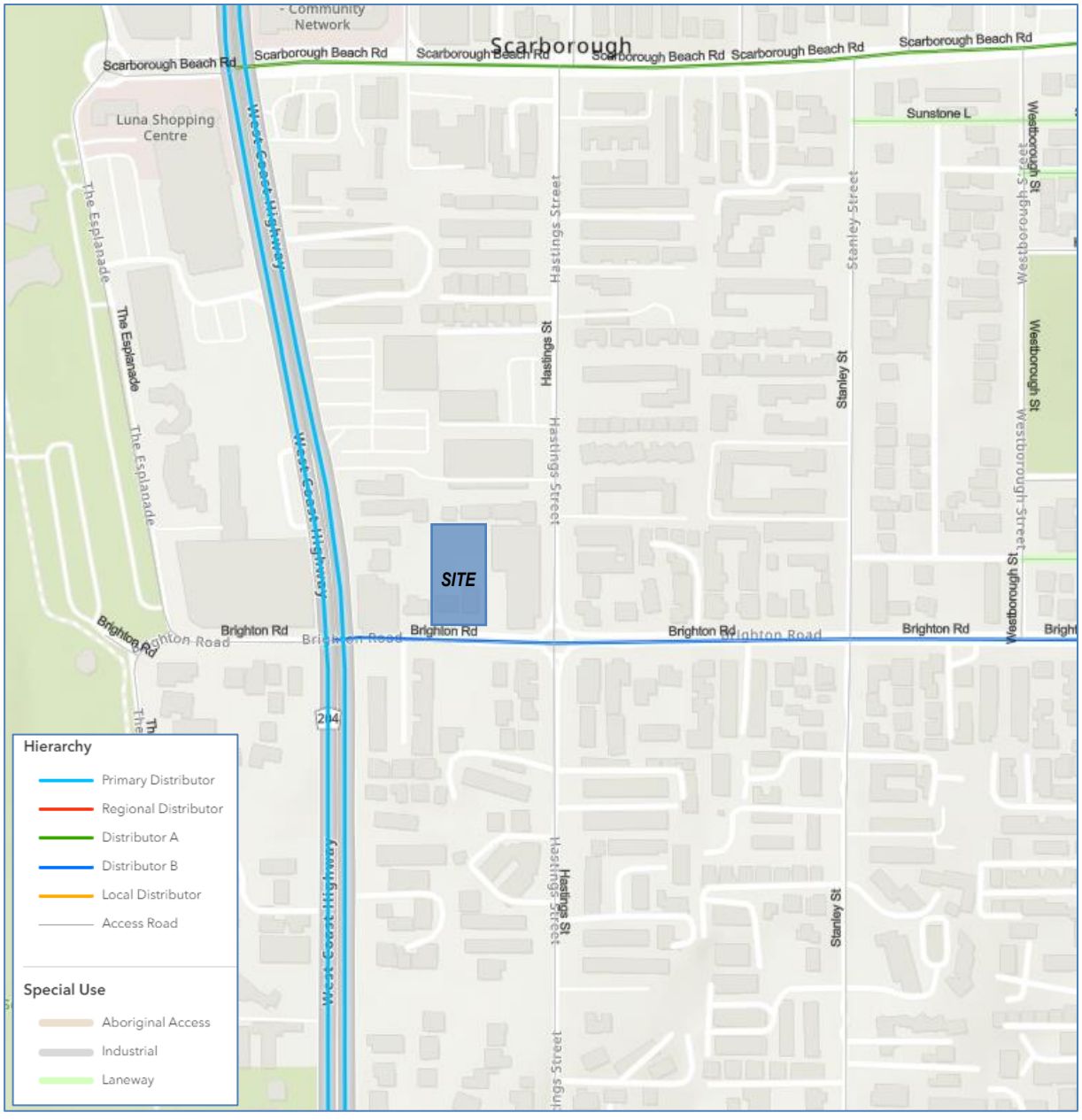


Figure 4: Existing Road Network Hierarchy

3.2. Speed Limits

The existing speed limits are shown in **Figure 5**.

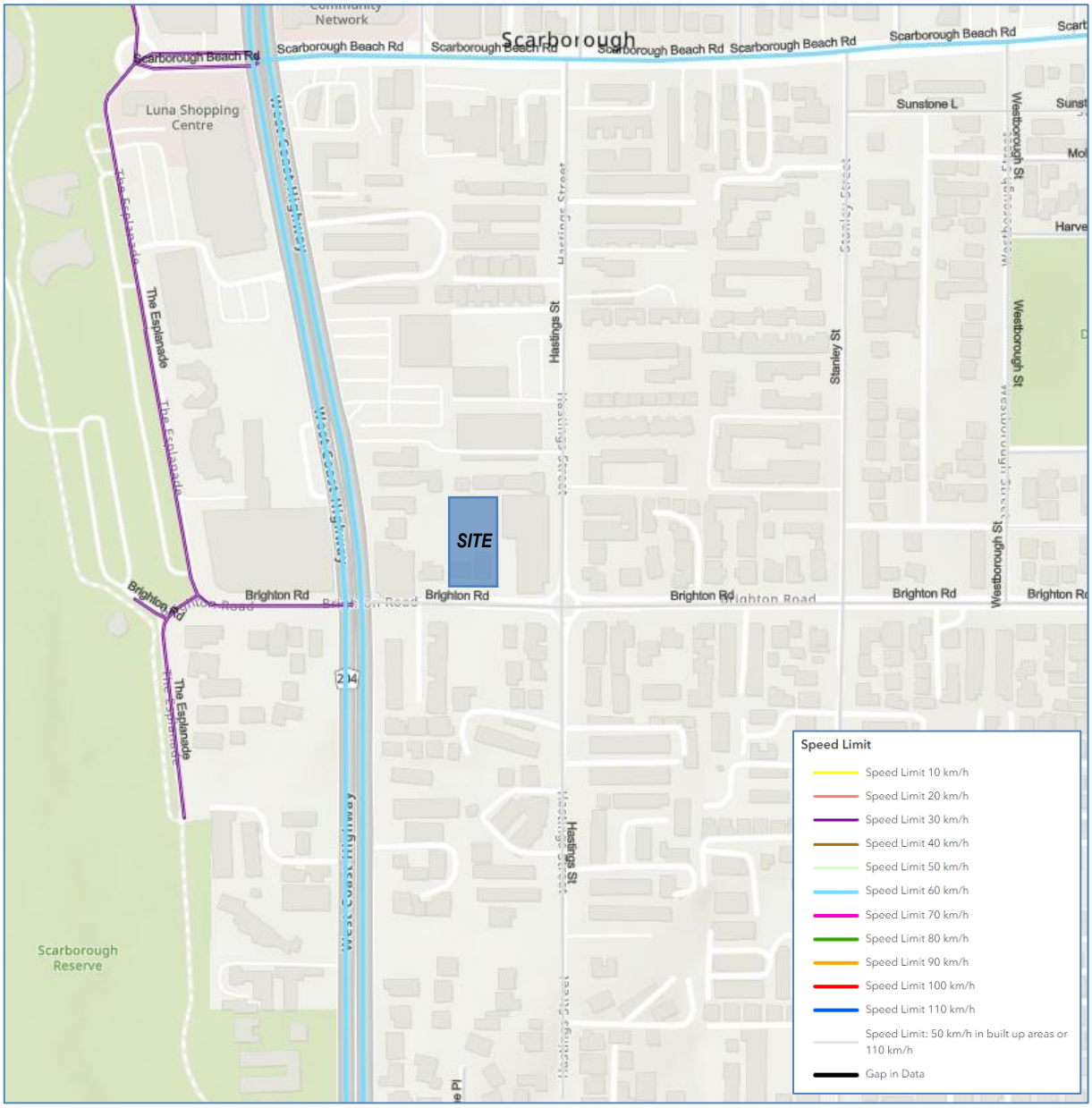


Figure 5: Existing Speed Limits

3.3. Traffic Volumes

Peak hour traffic surveys were undertaken on Wednesday 25th June 2025 by Matrix Traffic and Transport Data as summarised in **Figure 6** and **Figure 7**.

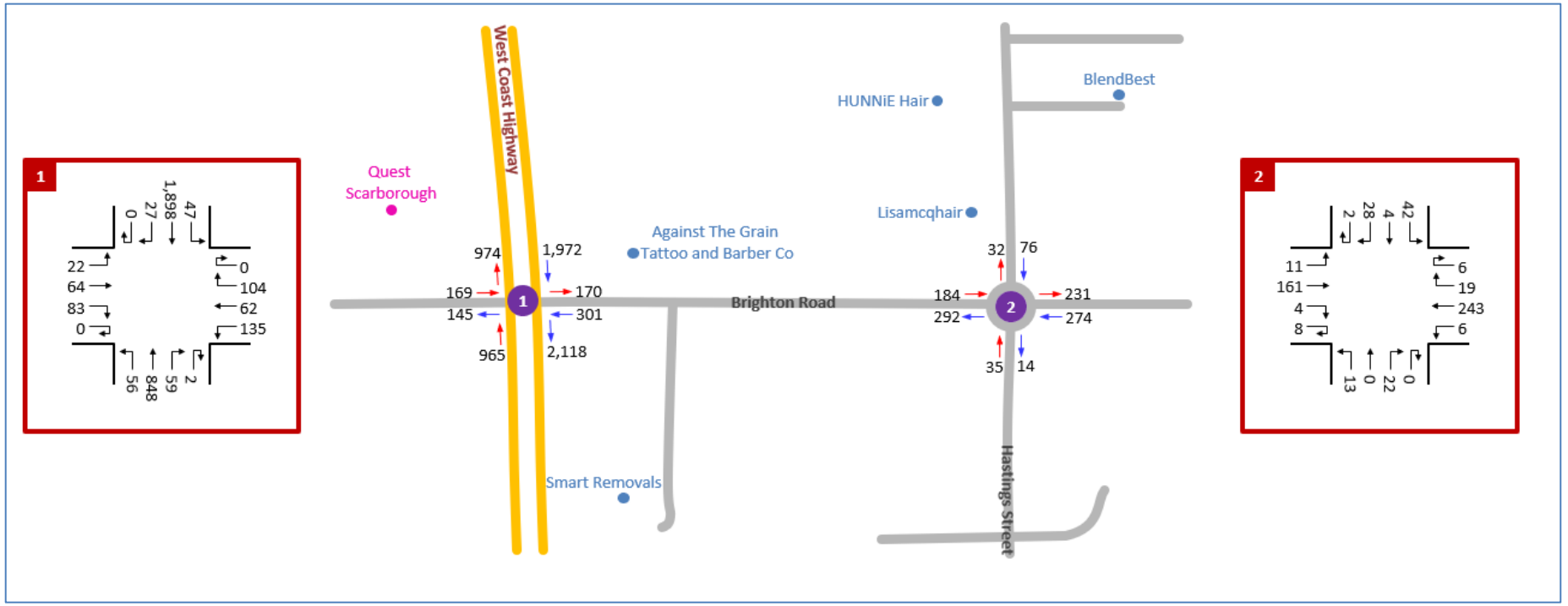


Figure 6: Traffic Volume Summary – June 2025 – Weekday AM Peak (7:45 to 8:45am)

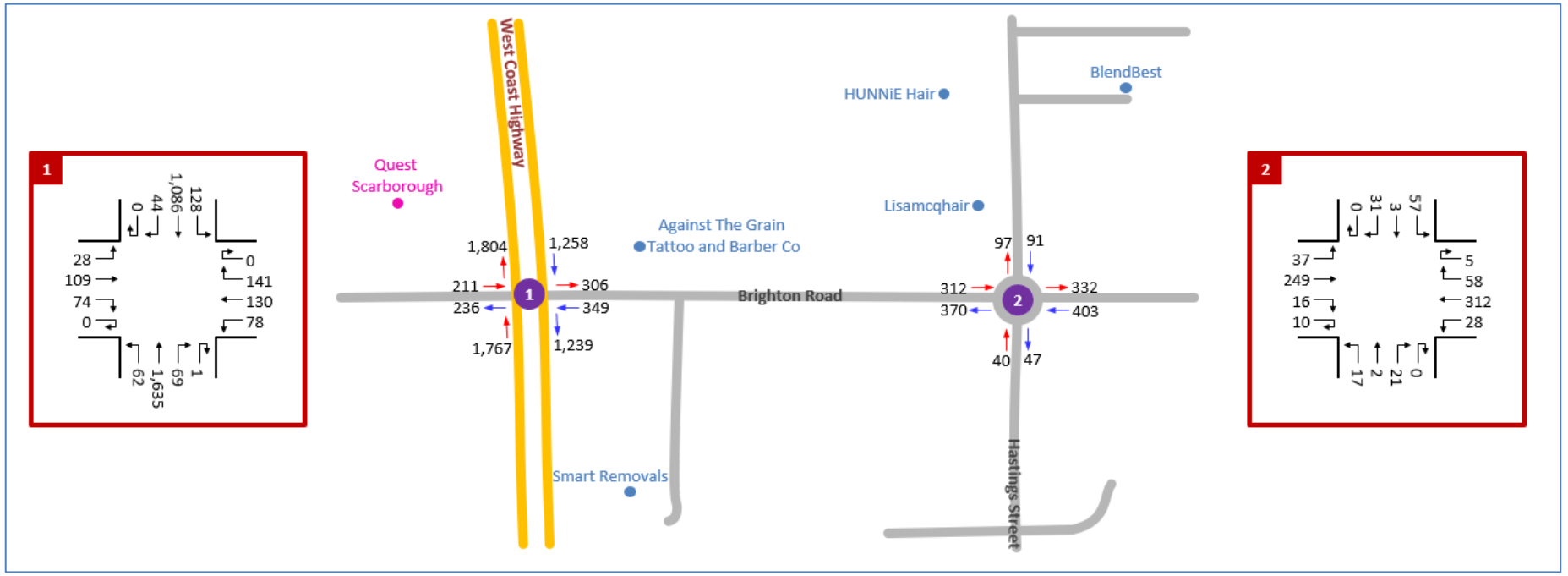


Figure 7: Traffic Volume Summary – June 2025 – Weekday PM Peak (4:45 to 5:45pm)

4. Vehicle Access and Parking

4.1. Vehicle Access

There is currently a single crossover to each of the two sites on Brighton Road. Vehicle access to the proposed development is via a consolidated single crossover to Brighton Road at the western extent of the lots as shown in **Figure 8**. Due to the existing right turn lane on Brighton Road and the proximity to the West Coast Highway / Brighton Road traffic signals, it is proposed to restrict the vehicle access to left turns only. The restriction will be enforced with a new back to back kerb and reflective bollards along the central median of Brighton Road across the proposed crossover. This is consistent with previously approved development on the same site.

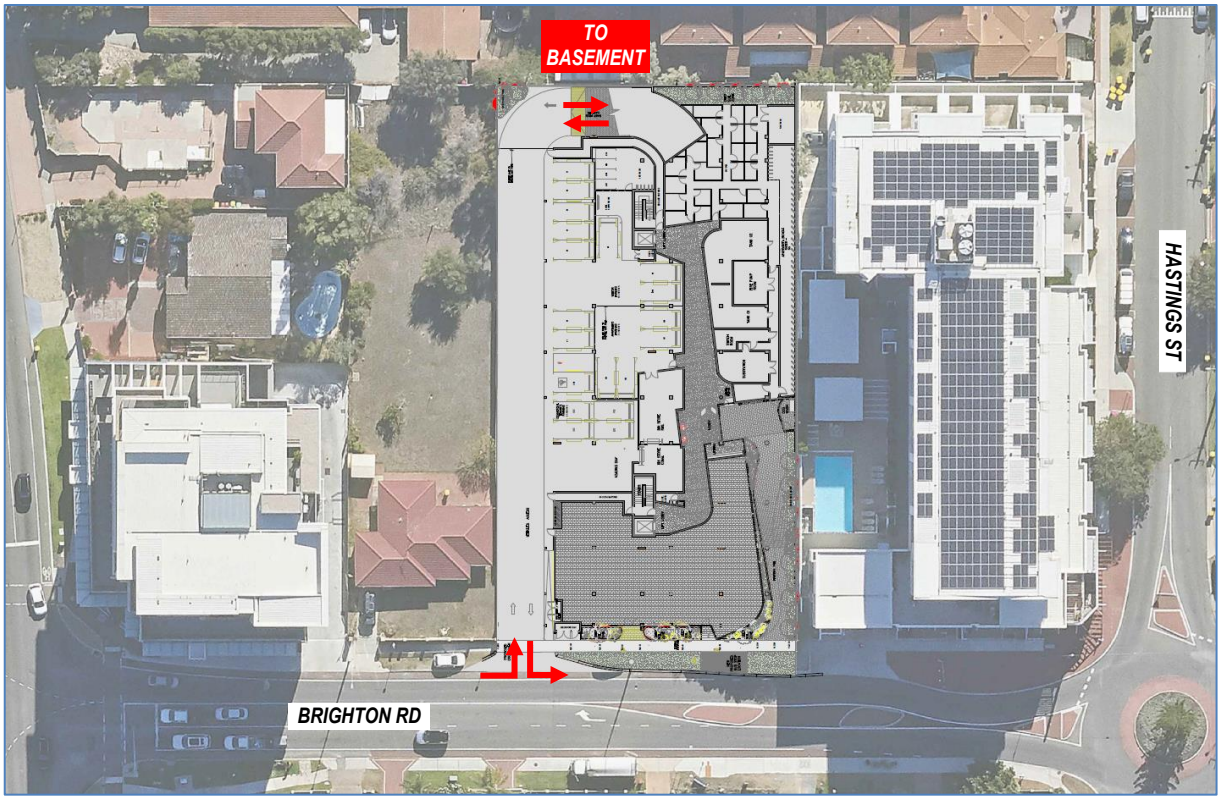
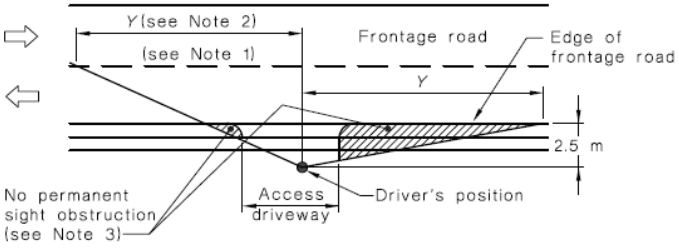


Figure 8: Vehicle Access Arrangement

4.2. Vehicle Sight Distance

Sight distance requirements from vehicle exit points are defined in Figure 3.2 of Australian Standard AS2890.1-2004 *Parking facilities Part 1: Off street car parking* (AS2890.1) which are based on the Austroads Stopping Sight Distance shown in **Figure 9**.



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2nd and 3rd columns
100	139	160	
110	153	190	

Figure 9: AS2890.1 Sight Distance Requirements

Based on the 50km/h speed limit along Brighton Road, the minimum required sight distance is 45m. As the exit is left only, sight distance is only required towards the west. As shown in **Figure 10**, the minimum required sight distance is achieved at the proposed crossover.

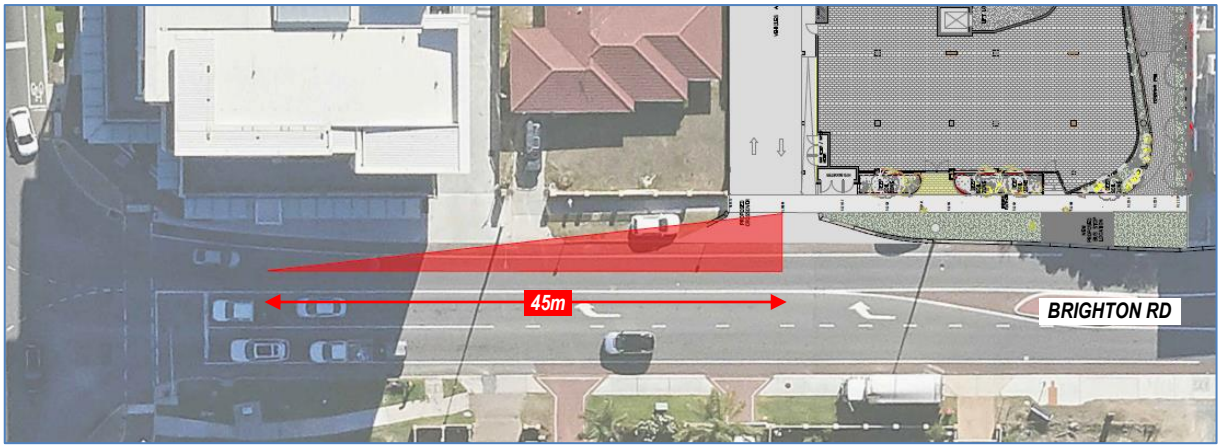


Figure 10: Sight Distance Check

4.3. Pedestrian Sight Distance

AS2890.1 also requires clear areas to allow for adequate sight distance to pedestrians when exiting crossovers as shown in **Figure 11**.

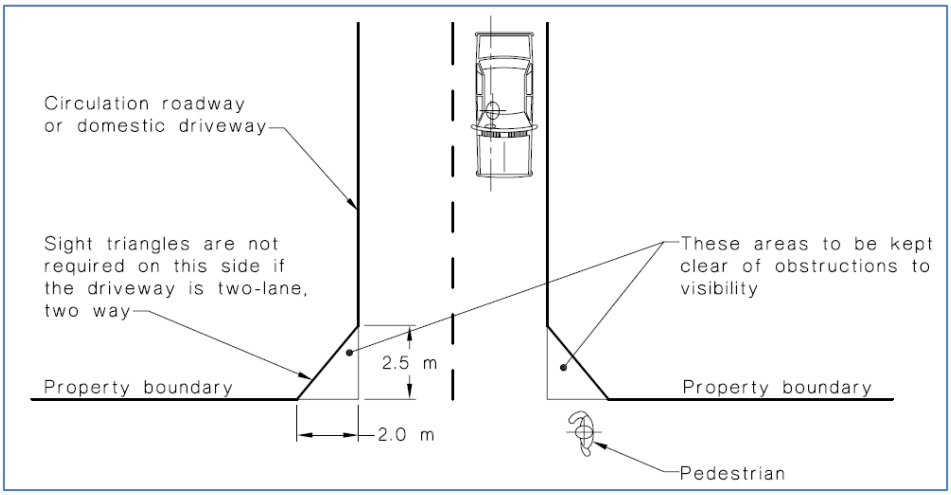


Figure 11: AS 2890.1 Requirements for Pedestrian Sight Lines

As shown in **Figure 12**, the sight triangle is achieved. There is a small column within the sight triangle but this is unlikely to full obstruct visibility of a pedestrian.

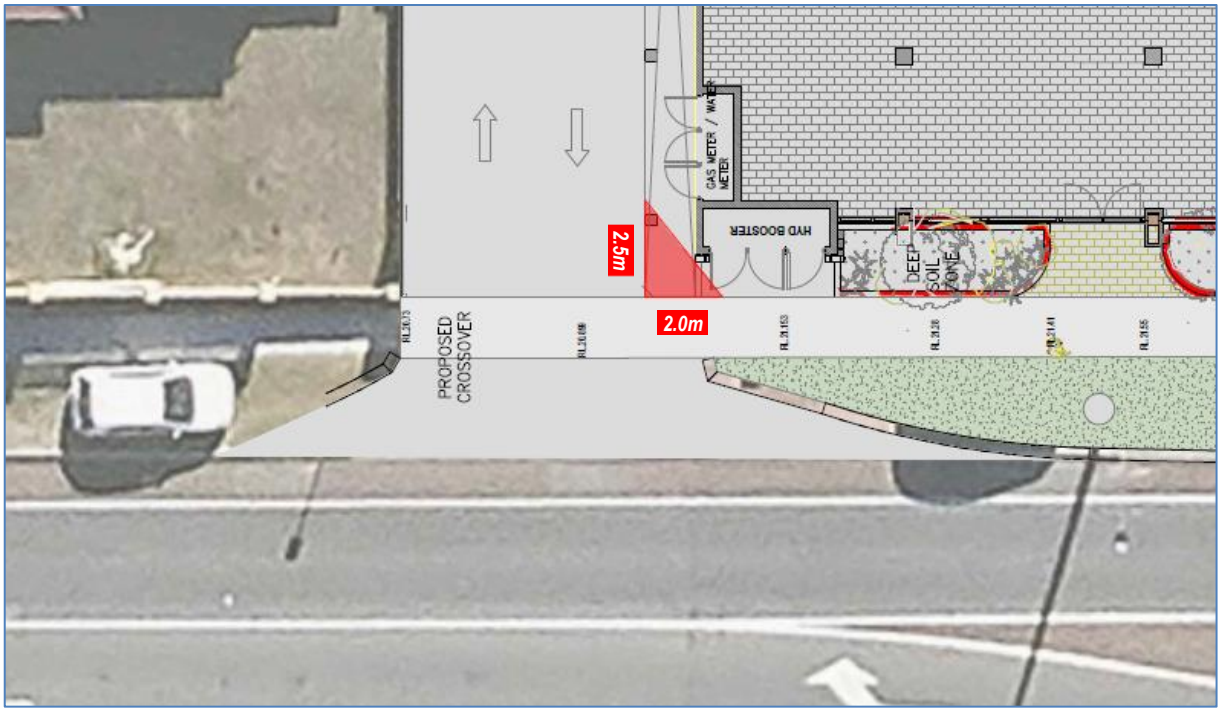


Figure 12: Pedestrian Sight Triangle

4.4. Parking Supply

The parking requirements for the residential component of the development are outlined in the Residential Design Codes. Based on the proposed residential density, the Residential Design Codes Volume 2 (RDC2) is considered to be applicable. As the site is not located within an activity centre or within the required distances to high frequency public transport, the Location B requirements of the RDC2 have been applied.

The non-residential car parking requirements are outlined in the City's *Local Planning Policy 6.7 Parking and Access* (LPP6.7). It is understood that the commercial tenancy is likely to be a gym and the typical maximum attendance is expected to be in the order of 20 to 25 persons.

The parking calculation is summarised in **Table 1**.

Table 1: Parking Requirements

Land Use	Unit	Minimum Requirement	Quantum	Required Bays
Gym / Private Recreation	Persons	1 bay per 4 persons in attendance	25	6
	Motorcycle / Scooter	Only required for 500m^2 Gross Floor Area (GFA) or more	NA	0
Residential – Multiple Dwellings (RDC2 – Location B)	1 bedroom dwellings	Min. 1 bay per dwelling	12	12
	2+ bedroom dwellings	Min. 1.25 bay per dwelling	55	69
	Visitor (13 or more dwellings)	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13th dwelling and above	67	10
	Motorcycle / Scooter	1 motorcycle / scooter bay for every 10 car bays for developments exceeding 20 dwellings	91	9

As above, the residential component of the development requires a minimum of 81 resident bays, 10 residential visitor bays and 9 motorcycle bays. The commercial tenancy requires a minimum of 6 car bays.

It is proposed to provide 108 resident car bays, 10 residential visitor bays, 10 motorcycle bays and 5 commercial car bays.

The parking provision satisfies the minimum calculated requirements other than a shortfall 1 commercial bay. In this instance, the shortfall is considered to be minor and it is noted that the gym is likely to serve many patrons within the building and in the local area who will walk to the gym and not require parking.

4.5. Parking Layout

The layout and dimensions of the car park have been assessed for compliance with AS2890.1 as detailed in **Table 2**. The resident and commercial staff bays are User Class 1A and commercial parking is typically User Class 2 for medium term parking.

Table 2: AS2890.1 Car Parking Compliance

Dimension	Requirement	Provided
90 degree parking – Class 1 or 1A – Residential, domestic parking		
Car Bay Width	2.4m	2.4m minimum
Car Bay Length (Standard Bay)	5.4m	5.4m
Parking Aisle Width	5.8m	6.0m minimum
Blind Aisle Extension	1.0m	1.0m minimum
90 degree parking – Class 2 – Medium Term Parking		
Car Bay Width	2.5m	2.5m
Car Bay Length (Standard Bay)	5.4m	5.4m
Parking Aisle Width	5.8m	6.4m minimum

As shown, the proposed parking layout complies with the minimum AS2890.1 requirements. A vehicle swept path analysis has been undertaken to check the critical parking bays at the end of blind aisles. The analysis was undertaken in AutoTURN using the Australian Standard B85 vehicle which is the standard for parking manoeuvres. The results of the analysis are attached as **Appendix B – Swept Path Analysis** and these that all bays will accommodate the Australian Standard B85 vehicle.

4.6. Provision for Service Vehicles

The site will need to accommodate on-site waste collection and delivery trucks via the proposed loading bay on the ground level. The largest truck to be accommodated is the City of Stirling rear 10.2m long rear loader waste collection vehicle. A vehicle swept path analysis has also been undertaken in AutoTURN using a custom rear loader waste truck template based on the specifications provided by the City of Stirling.

The results of the analysis are also attached in **Appendix B – Swept Path Analysis**. The swept path analysis indicates that the site access and loading bay will accommodate the expected waste vehicle in a satisfactory manner. The truck is able to enter and leave the site in a forward direction. Delivery and service vehicles will be smaller than the 10.2m rear loader and will be able to manoeuvre more easily than shown.

5. Traffic Volumes

5.1. Traffic Generation

The volume of traffic generated by the proposed development has been estimated using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation* as detailed in **Table 3**.

Based on the land use and the background traffic volumes, the peak periods of combined development and background traffic are likely to be the standard weekday AM and PM peak periods.

Table 3: Proposed Development Vehicle Trip Generation

Land Use	Units	Quantity	Generation Rate		Number of Trips	
			Weekday AM Peak	Weekday PM Peak	Weekday PM Peak	Weekday PM Peak
Mid-Rise Multifamily Housing	Dwellings	67	0.40	0.42	26	28
Gym / Fitness Club	100m^2 GFA	436m^2	1.41	3.71	6	16
				Total	**32**	**44**

The directional distribution of peak hour vehicle trips is summarised in **Table 4**.

Table 4: Peak Hour Vehicle Trip Generation – Directional

Land Use	Weekday AM Peak		Weekday PM Peak		Weekday AM Peak		Weekday PM Peak	
	% In	% Out	% In	% Out	Trips In	Trips Out	Trips In	Trips Out
Mid-Rise Multifamily Housing	23%	77%	61%	39%	6	20	17	11
Gym / Fitness Club	51%	49%	57%	43%	3	3	9	7
				Total	**9**	**23**	**26**	**18**

As shown, the proposed development is predicted to generate approximately 32 vehicle trips during the weekday AM peak hour and approximately 44 vehicle trips during the weekday PM peak hour. There are two existing dwellings on the site and so the net increase in traffic generation will be slightly lower but for simplicity, no reduction has been applied.

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 32 to 44 vehicles per hour is towards the lower end of this range and so the development traffic is considered to have a low impact and can be accommodated within the existing capacity of the road network.

5.2. Traffic Distribution

Based on the site location, the development traffic has been distributed 20% north, 50% east and 30% south. Due to the left only access, the traffic has been distributed as follows:

- North traffic would approach from West Coast Highway and Brighton Road and then leave by turning left onto Hastings Street, left onto Scarborough Beach Road and then right onto West Coast Highway.
- East traffic would approach from Scarborough Beach Road, West Coast Highway and Brighton Road and then leave via Brighton Road towards the east.
- South traffic would approach from West Coast Highway and Brighton Road and then leave but turning around at the Brighton Road / Hastings Road roundabout and turning left onto West Coast Drive.

The distribution of development traffic through the site crossovers and key intersections is shown in **Figure 13**.

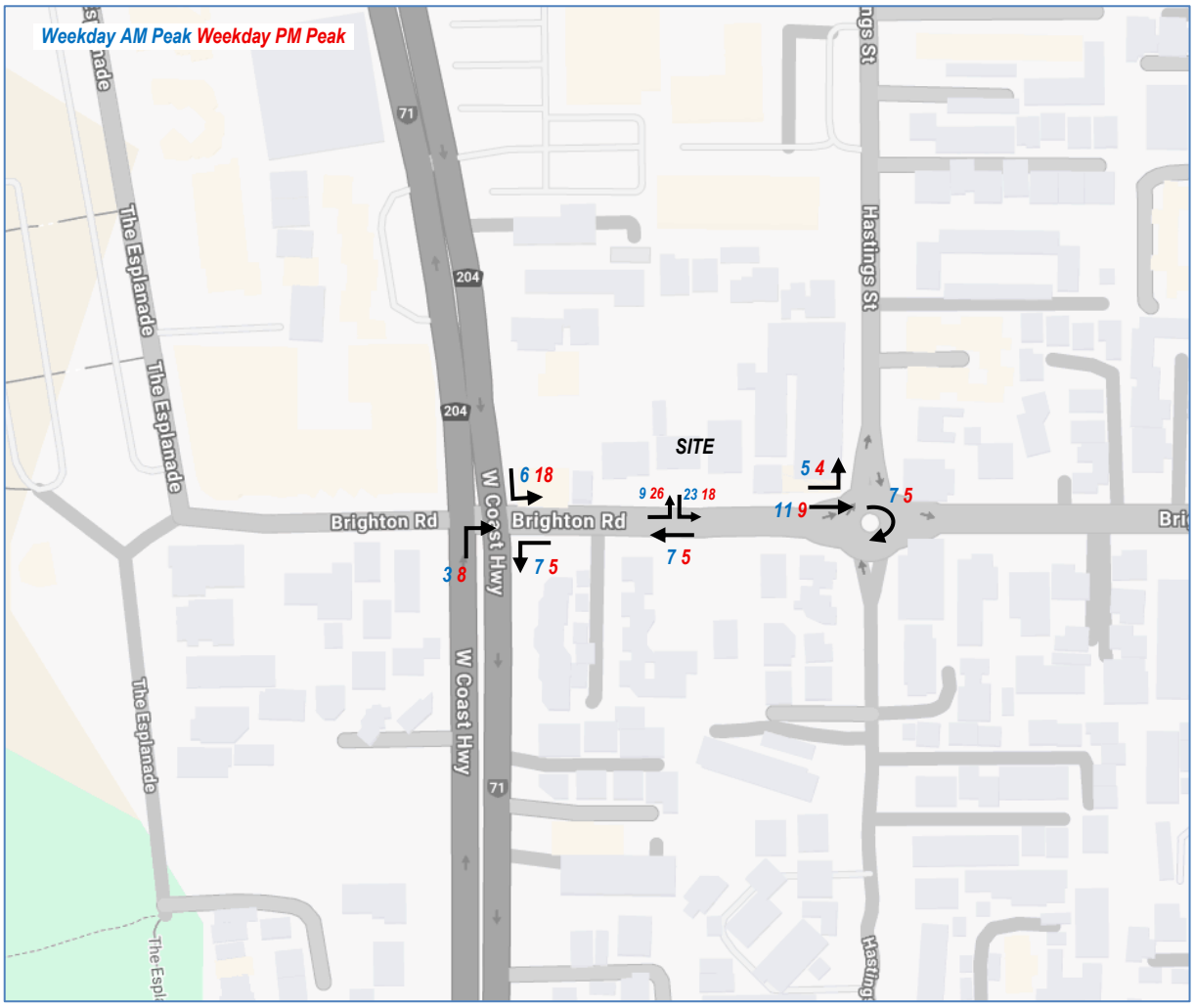


Figure 13: Development Traffic Distribution

5.3. Intersection and Access Capacity

As the development is on a distributor road and near a signalised intersection on a Primary Distributor road, a peak hour capacity analysis has been undertaken for the site accesses and the most impacted intersections near the site which are the West Coast Highway / Brighton Road signals and the Brighton Road / Hastings Street roundabout.

The analysis has been undertaken in SIDRA Intersection 9.1 and the model has been set up in accordance with Main Roads WA's *Operational Modelling Guidelines.*

SIDRA is a commonly used intersection modelling tool used by traffic engineers for all types of intersections. Outputs for four standard measures of operational performance can be obtained, being Degree of Saturation (DoS), Average Delay, Queue Length, and Level of Service (LoS).

- Degree of Saturation is a measure of how much physical capacity is being used with reference to the full capability of the particular movement, approach, or overall intersection. A DoS of 1.0 equates to full theoretical capacity although in some instances this level is exceeded in practice. According to Austroads guidelines, the target DoS is 0.9 for signalised intersections, 0.85 for roundabouts and 0.8 for unsignalised intersections.
- Average Delay reports the average delay per vehicle in seconds experienced by all vehicles in a particular lane, approach, or for the intersection as a whole. For severely congested intersections the average delay begins to climb exponentially.
- Queue Length measures the length of approach queues. In this document we have reported queue length in terms of the length of queue at the 95th percentile (the maximum queue length that will not be exceeded for 95 percent of the time). Queue lengths provide a useful indication of the impact of signals on network performance. It also enables the traffic engineer to consider the likely impact of queues blocking back and impacting on upstream intersections and accesses.

Level of Service is a combined appreciation of queuing incidence and delay time incurred, producing an alphanumeric ranking of A through F. A LoS of A indicates an excellent level of service whereby drivers delay is at a minimum and they clear the intersection at each change of signals or soon after arrival with little if any queuing. Values of B through D are acceptable in normal traffic conditions. Whilst values of E and F are typically considered undesirable, within central business district areas with significant vehicular and pedestrian numbers, corresponding delays/queues are unavoidable and hence, are generally accepted by road users.

The current peak hour volumes were captured during surveys undertaken in June 2025.

The modelled layout of the site accesses and adjacent intersections are shown in **Figure 14**.

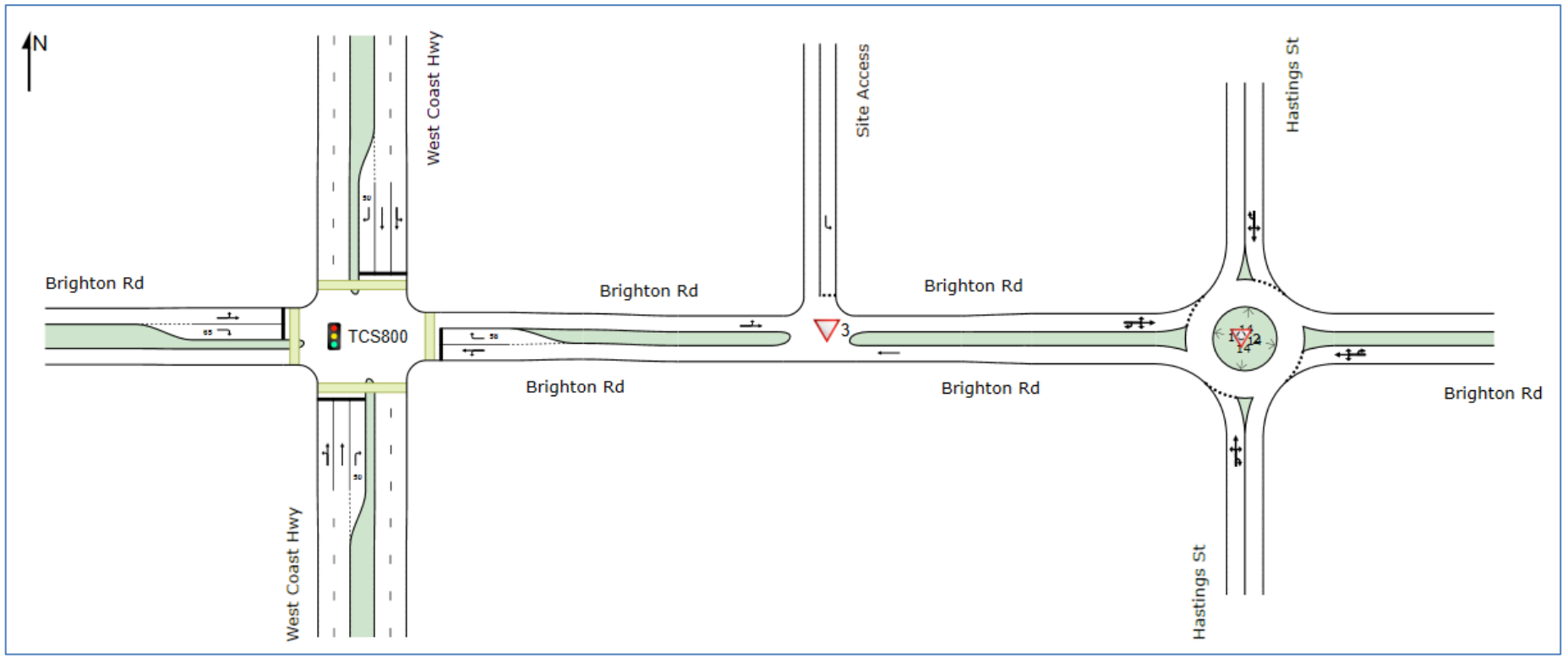


Figure 14: Modelled Network Layout

The capacity analysis results are attached as **Appendix A** and summarised in **Table 5**.

Table 5: SIDRA Capacity Analysis Results

Intersection	Scenario	DOS	Average Delay	Worst Delay	Max. Queue	Average LOS	Worst LOS
West Coast Highway / Brighton Road	Weekday AM Peak – without development	0.973	73.4s	123.2s	396.1m	E	F
	Weekday AM Peak – with development	0.976	74.8s	125.8s	400.7m	E	F
	Weekday PM Peak – without development	0.973	72.8s	116.4s	449.7m	E	F
	Weekday PM Peak – with development	1.002	82.5s	122.7s	501.5m	F	F
Brighton Road / Hastings Street	Weekday AM Peak – without development	0.210	4.3s	10.2s	3.5m	A	B
	Weekday AM Peak – with development	0.214	4.4s	10.3s	3.5m	A	B
	Weekday PM Peak – without development	0.314	4.6s	10.9s	5.9m	A	B
	Weekday PM Peak – with development	0.317	4.6s	11.0s	5.9m	A	B
Site Access	Weekday AM Peak – with development	0.157	0.4s	6.0s	0.2m	A	A
	Weekday PM Peak – with development	0.201	0.4s	6.4s	0.2m	A	A

As shown, the West Coast Highway / Brighton Road signals are currently operating close to capacity during the peak hours with delays for some movements currently beyond typically acceptable values. With the addition of the development traffic, the peak hour operation deteriorates by a small amount with negligible increases in queuing and delay. The development traffic equates to less than 0.5% of the background traffic through this intersection during the morning peak hour and less than 1% of the background traffic during the afternoon peak hour. On this basis, the traffic impact of the development at this intersection is low and acceptable.

In 2022, Main Roads WA completed a planning review for the future upgrade of West Coast Highway to address the current capacity issues and to plan for future growth. Potential improvements in the planning concept include:

- A centrally located three-lane lowered road section, which allows regional traffic to pass under the intersections at Brighton Road, Scarborough Beach Road and Manning Street.
- New, lower speed and lower volume parallel roads at ground level that are easier to cross, providing improved connectivity and accessibility.
- Full movement intersections at Brighton Road, Scarborough Beach Road and Manning Street remaining at surface level and operating grade-separated from regional traffic, allowing better east-west movements for local traffic.
- Generous intersections with purpose-built pedestrian crossing points.
- Wider verges for paths, landscaping and public amenities with minimal additional land impacts.

The project is currently unfunded and there is no construction timeline.

The Brighton Road / Hastings Street roundabout is modelled as operating within capacity both with and without the development traffic. Similarly, the site access is modelled as operating within capacity during both peak hours.

Overall, existing road network will be able to accommodate the expected low volume of traffic generated by the proposed development and future road network upgrades are currently being investigated to increase the capacity of West Coast Highway.

6. Pedestrian and Cyclist Access

6.1. Accessibility

All surrounding roads have at least one footpath except for laneways and minor access roads where traffic volumes and speeds are low or where pedestrian movement are unlikely to occur. There are crossing points with median breaks and pram ramps at key intersections.

The external path network is well established and considered to be adequate for pedestrians and cyclists to safely travel between the site and surrounding areas.

A dedicated pedestrian access is proposed along the eastern boundary of the site connecting the lobby and the existing footpath along Brighton Road.

6.2. Bicycle Parking

The bicycle parking requirements are also outlined in RDC2 and the City's LPP6.7. The bicycle parking requirements are calculated in **Table 6**.

Table 6: Bicycle Parking Requirements

Land Use	Unit	Requirement	Quantum	Required Spaces
Residential	dwellings	0.5 spaces per dwelling	67	34 resident spaces
Residential Visitor	dwellings	0.1 spaces per dwelling	67	7 visitor spaces
Gym	GFA	1 space per 400m^2 GFA	436m^2	1 space

As above, the development requires a total of 34 resident bicycle spaces, 7 residential visitor bicycle spaces and 1 bicycle space for the commercial tenancy.

The current plans a provision of 53 resident bicycles spaces within secure store rooms on the ground floor as well as a shared scooter zone. For residential visitors and the commercial tenancy, there are 9 bicycle spaces in the public area on the ground level.

The overall bicycle parking provision exceeds the minimum requirements.

7. Public Transport Access

The available public transport within walking distance of the site is shown below:

- Transperth Bus Route 410 which operates between Stirling Station and Scarborough Beach Bus Station via Millcrest Street.
- Transperth Bus Route 412 which operates between Stirling Station and Scarborough Beach Bus Station via Woodlands Village Shopping Centre and Cobb Street.

The closest stops are on Brighton Road along the site frontage.

The site is also approximately 650m walking distance from Scarborough Beach Bus Station which provides access to other bus services, including Routes 421, 422 and 990. Route 990 is a high frequency bus route with services running at least every 15 minutes from 7am to 7pm on weekdays, from 8am to 7pm on Saturday and from 9am to 7pm on Sundays.

The existing available public transport services are considered to be adequate to meet the demand for these services.

8. Site Specific Issues and Safety Issues

8.1. Crash History

The crash history of the adjacent road network was obtained from the MRWA Reporting Centre. The search included the length of Brighton Road between West Coast Highway and Hastings Street. A summary of crashes recorded over the five-year period from January 2020 to December 2024 is shown in **Figure 15**.

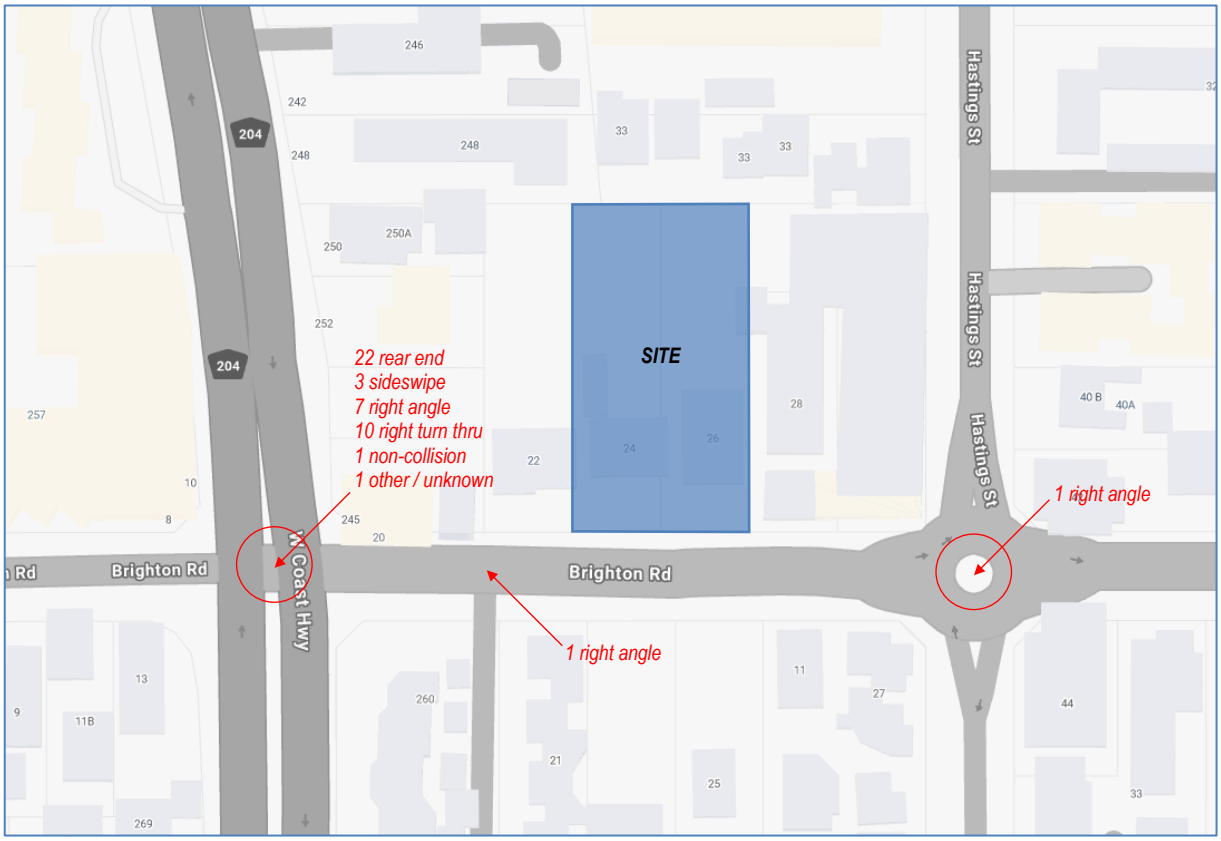


Figure 15: Crash History – January 2020 to December 2024

The crash history along the frontage section of Brighton Road and the intersection with Hastings Street is low and does not indicate any major safety issue. The volume and type of crashes at the West Coast Highway / Brighton Road intersection are fairly typical of a signalised intersection between a Primary Distributor and District Distributor road.

The development itself will generate a low volume of additional traffic and there is no indication that the development would increase the risk of crashes to unacceptable levels.

9. Conclusion

This Transport Impact Assessment for the proposed mixed-use development at 24-26 Brighton Road in Scarborough concluded the following:

- The proposed crossover on Brighton Road will be restricted to left turns only which is consistent with previous development approvals for the site.
- The minimum required sight distances to vehicles and pedestrians are achieved at the crossover. There is a small column within the sight triangle but this is unlikely to full obstruct visibility of a pedestrian.
- The residential component of the development requires a minimum of 81 resident bays, 10 residential visitor bays and 9 motorcycle bays. The commercial tenancy requires a minimum of 6 car bays.
- It is proposed to provide 108 resident car bays, 10 residential visitor bays, 10 motorcycle bays and 5 commercial car bays. The parking provision satisfies the minimum calculated requirements other than a shortfall 1 commercial bay. In this instance, the shortfall is considered to be minor and it is noted that the gym is likely to serve many patrons within the building and in the local area who will walk to the gym and not require parking.
- The car parking layout complies with the minimum AS2890.1 requirements.
- A vehicle swept path analysis has been undertaken to check the critical parking bays at the end of blind aisles and the results demonstrate that all critical bays will accommodate the Australian Standard B85 vehicle.
- The swept path analysis also indicates that the site will accommodate the manoeuvring of the expected service vehicles in a satisfactory manner.
- The proposed development is predicted to generate approximately 32 vehicle trips during both the weekday AM peak hour and 44 vehicle trips during the weekday PM peak hour.
- A SIDRA intersection capacity analysis demonstrates that the West Coast Highway / Brighton Road signals are currently operating close to capacity during the peak hours with delays for some movements currently beyond typically acceptable values. With the addition of the development traffic, the peak hour operation deteriorates by a small amount with negligible increases in queuing and delay. The development traffic equates to less than 0.5% of the background traffic through this intersection during the morning peak hour and less than 1% of the background traffic during the afternoon peak hour. On this basis, the traffic impact of the development at this intersection is low and acceptable.
- The Brighton Road / Hastings Street roundabout is modelled as operating within capacity both with and without the development traffic. Similarly, the site access is modelled as operating within capacity during both peak hours.
- Overall, the existing road network will be able to accommodate the expected low volume of traffic generated by the proposed development and future road network upgrades are currently being

investigated to increase the capacity of West Coast Highway.

- The external path network is well established and considered to be adequate for pedestrians and cyclists to safely travel between the site and surrounding areas. A dedicated pedestrian access is proposed along the eastern boundary of the site connecting the lobby and the existing footpath along Brighton Road.
- The development requires a total of 34 resident bicycle spaces, 7 residential visitor bicycle spaces and 1 bicycle space for the commercial tenancy.
- The current plans a provision of 53 resident bicycles spaces within secure store rooms on the ground floor as well as a shared scooter zone. For residential visitors and the commercial tenancy, there are 9 bicycle spaces in the public area on the ground level. The overall bicycle parking provision exceeds the minimum requirements.
- The existing available public transport services are considered to be adequate to meet the demand for these services.
- The crash history along the frontage section of Brighton Road and the intersection with Hastings Street is low and does not indicate any major safety issue. The volume and type of crashes at the West Coast Highway / Brighton Road intersection are fairly typical of a signalised intersection between a Primary Distributor and District Distributor road.
- The development itself will generate a low volume of additional traffic and there is no indication that the development would increase the risk of crashes to unacceptable levels.

Appendix A – SIDRA Analysis Results

MOVEMENT SUMMARY

Site: TCS800 [West Coast Hwy / Brighton Rd (Site Folder: Weekday PM Peak Hour - Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekday PM Peak - Existing (Network Folder: General)]

NA
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 197 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: West Coast Hwy															
1	L2	All MCs	65	1.6	65	1.6	0.973	75.1	LOS E	62.8	449.7	1.00	1.06	1.12	22.7
2	T1	All MCs	1721	2.7	1721	2.7	*0.973	89.7	LOS F	62.8	449.7	1.00	1.08	1.14	27.3
3	R2	All MCs	74	0.0	74	0.0	*0.265	67.3	LOS E	2.0	13.7	0.71	0.72	0.71	29.9
Approach			1860	2.5	1860	2.5	0.973	88.3	LOS F	62.8	449.7	0.99	1.06	1.12	24.0
East: Brighton Rd															
4	L2	All MCs	82	0.0	82	0.0	0.810	113.2	LOS F	9.3	65.0	1.00	0.91	1.09	16.0
5	T1	All MCs	137	0.0	137	0.0	0.810	111.6	LOS F	9.3	65.0	1.00	0.91	1.09	13.2
6	R2	All MCs	148	7.1	148	7.1	*0.819	116.4	LOS F	8.8	65.0	1.00	0.87	1.14	15.4
Approach			367	2.9	367	2.9	0.819	113.9	LOS F	9.3	65.0	1.00	0.89	1.11	12.9
North: West Coast Hwy															
7	L2	All MCs	135	3.1	135	3.1	0.643	31.7	LOS C	22.5	159.8	0.77	0.73	0.77	31.9
8	T1	All MCs	1143	1.6	1143	1.6	*0.643	36.1	LOS D	22.5	159.8	0.77	0.71	0.77	41.8
9	R2	All MCs	46	0.0	46	0.0	0.228	102.9	LOS F	2.4	16.8	0.96	0.72	0.96	20.8
Approach			1324	1.7	1324	1.7	0.643	38.0	LOS D	22.5	159.8	0.78	0.71	0.78	35.8
West: Brighton Rd															
10	L2	All MCs	29	3.6	29	3.6	0.456	81.4	LOS F	7.6	53.8	0.95	0.78	0.95	21.0
11	T1	All MCs	115	0.0	115	0.0	0.456	79.4	LOS E	7.6	53.8	0.95	0.78	0.95	13.2
12	R2	All MCs	78	2.7	78	2.7	0.420	85.5	LOS F	4.2	30.2	0.99	0.77	0.99	20.4
Approach			222	1.4	222	1.4	0.456	81.8	LOS F	7.6	53.8	0.96	0.78	0.96	17.2
All Vehicles			3774	2.2	3774	2.2	0.973	72.8	LOS E	62.8	449.7	0.91	0.91	0.99	25.2

MOVEMENT SUMMARY

Site: 2 [Brighton Rd / Hastings St (Site Folder: Weekday PM Peak Hour - Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekday PM Peak - Existing (Network Folder: General)]

NA
Site Category: Base Year
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h]	Demand Flows HV] %	Arrival Flows [Total veh/h]	Arrival Flows HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh]	Aver. Back Of Queue Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Hastings St															
1	L2	All MCs	18	0.0	18	0.0	0.048	5.6	LOS A	0.1	0.7	0.53	0.64	0.53	41.6
2	T1	All MCs	2	0.0	2	0.0	0.048	5.5	LOS A	0.1	0.7	0.53	0.64	0.53	44.8
3	R2	All MCs	22	0.0	22	0.0	0.048	9.3	LOS A	0.1	0.7	0.53	0.64	0.53	44.3
3u	U	All MCs	1	0.0	1	0.0	0.048	10.9	LOS B	0.1	0.7	0.53	0.64	0.53	44.3
Approach			43	0.0	43	0.0	0.048	7.6	LOS A	0.1	0.7	0.53	0.64	0.53	43.6
East: Brighton Rd															
4	L2	All MCs	29	0.0	29	0.0	0.314	3.6	LOS A	0.8	5.9	0.25	0.43	0.25	46.0
5	T1	All MCs	328	3.2	328	3.2	0.314	3.6	LOS A	0.8	5.9	0.25	0.43	0.25	44.1
6	R2	All MCs	61	1.7	61	1.7	0.314	7.4	LOS A	0.8	5.9	0.25	0.43	0.25	45.7
6u	U	All MCs	5	0.0	5	0.0	0.314	9.0	LOS A	0.8	5.9	0.25	0.43	0.25	45.7
Approach			424	2.7	424	2.7	0.314	4.2	LOS A	0.8	5.9	0.25	0.43	0.25	44.7
North: Hastings St															
7	L2	All MCs	60	0.0	60	0.0	0.097	4.9	LOS A	0.2	1.4	0.47	0.59	0.47	45.2
8	T1	All MCs	3	0.0	3	0.0	0.097	4.9	LOS A	0.2	1.4	0.47	0.59	0.47	45.5
9	R2	All MCs	33	0.0	33	0.0	0.097	8.7	LOS A	0.2	1.4	0.47	0.59	0.47	42.8
9u	U	All MCs	1	0.0	1	0.0	0.097	10.3	LOS B	0.2	1.4	0.47	0.59	0.47	45.0
Approach			97	0.0	97	0.0	0.097	6.3	LOS A	0.2	1.4	0.47	0.59	0.47	44.7
West: Brighton Rd															
10	L2	All MCs	39	2.7	39	2.7	0.256	3.8	LOS A	0.6	4.3	0.28	0.43	0.28	43.6
11	T1	All MCs	262	1.2	262	1.2	0.256	3.7	LOS A	0.6	4.3	0.28	0.43	0.28	44.0
12	R2	All MCs	17	0.0	17	0.0	0.256	7.5	LOS A	0.6	4.3	0.28	0.43	0.28	43.2
12u	U	All MCs	11	0.0	11	0.0	0.256	9.1	LOS A	0.6	4.3	0.28	0.43	0.28	30.1
Approach			328	1.3	328	1.3	0.256	4.1	LOS A	0.6	4.3	0.28	0.43	0.28	43.8
All Vehicles			893	1.8	893	1.8	0.314	4.6	LOS A	0.8	5.9	0.30	0.45	0.30	44.3

MOVEMENT SUMMARY

Site: TCS800 [West Coast Hwy / Brighton Rd (Site Folder: Weekday PM Peak Hour - Existing)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekday PM Peak - Existing (Network Folder: General)]

NA
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 197 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: West Coast Hwy															
1	L2	All MCs	65	1.6	65	1.6	0.973	75.1	LOS E	62.8	449.7	1.00	1.06	1.12	22.7
2	T1	All MCs	1721	2.7	1721	2.7	*0.973	89.7	LOS F	62.8	449.7	1.00	1.08	1.14	27.3
3	R2	All MCs	74	0.0	74	0.0	*0.265	67.3	LOS E	2.0	13.7	0.71	0.72	0.71	29.9
Approach			1860	2.5	1860	2.5	0.973	88.3	LOS F	62.8	449.7	0.99	1.06	1.12	24.0
East: Brighton Rd															
4	L2	All MCs	82	0.0	82	0.0	0.810	113.2	LOS F	9.3	65.0	1.00	0.91	1.09	16.0
5	T1	All MCs	137	0.0	137	0.0	0.810	111.6	LOS F	9.3	65.0	1.00	0.91	1.09	13.2
6	R2	All MCs	148	7.1	148	7.1	*0.819	116.4	LOS F	8.8	65.0	1.00	0.87	1.14	15.4
Approach			367	2.9	367	2.9	0.819	113.9	LOS F	9.3	65.0	1.00	0.89	1.11	12.9
North: West Coast Hwy															
7	L2	All MCs	135	3.1	135	3.1	0.643	31.7	LOS C	22.5	159.8	0.77	0.73	0.77	31.9
8	T1	All MCs	1143	1.6	1143	1.6	*0.643	36.1	LOS D	22.5	159.8	0.77	0.71	0.77	41.8
9	R2	All MCs	46	0.0	46	0.0	0.228	102.9	LOS F	2.4	16.8	0.96	0.72	0.96	20.8
Approach			1324	1.7	1324	1.7	0.643	38.0	LOS D	22.5	159.8	0.78	0.71	0.78	35.8
West: Brighton Rd															
10	L2	All MCs	29	3.6	29	3.6	0.456	81.4	LOS F	7.6	53.8	0.95	0.78	0.95	21.0
11	T1	All MCs	115	0.0	115	0.0	0.456	79.4	LOS E	7.6	53.8	0.95	0.78	0.95	13.2
12	R2	All MCs	78	2.7	78	2.7	0.420	85.5	LOS F	4.2	30.2	0.99	0.77	0.99	20.4
Approach			222	1.4	222	1.4	0.456	81.8	LOS F	7.6	53.8	0.96	0.78	0.96	17.2
All Vehicles			3774	2.2	3774	2.2	0.973	72.8	LOS E	62.8	449.7	0.91	0.91	0.99	25.2

MOVEMENT SUMMARY

Site: 2 [Brighton Rd / Hastings St (Site Folder: Weekday PM Peak Hour - Existing)]

Network: N101 [Weekday PM Peak - Existing (Network Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA
Site Category: Base Year
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Hastings St															
1	L2	All MCs	18	0.0	18	0.0	0.048	5.6	LOS A	0.1	0.7	0.53	0.64	0.53	41.6
2	T1	All MCs	2	0.0	2	0.0	0.048	5.5	LOS A	0.1	0.7	0.53	0.64	0.53	44.8
3	R2	All MCs	22	0.0	22	0.0	0.048	9.3	LOS A	0.1	0.7	0.53	0.64	0.53	44.3
3u	U	All MCs	1	0.0	1	0.0	0.048	10.9	LOS B	0.1	0.7	0.53	0.64	0.53	44.3
Approach			43	0.0	43	0.0	0.048	7.6	LOS A	0.1	0.7	0.53	0.64	0.53	43.6
East: Brighton Rd															
4	L2	All MCs	29	0.0	29	0.0	0.314	3.6	LOS A	0.8	5.9	0.25	0.43	0.25	46.0
5	T1	All MCs	328	3.2	328	3.2	0.314	3.6	LOS A	0.8	5.9	0.25	0.43	0.25	44.1
6	R2	All MCs	61	1.7	61	1.7	0.314	7.4	LOS A	0.8	5.9	0.25	0.43	0.25	45.7
6u	U	All MCs	5	0.0	5	0.0	0.314	9.0	LOS A	0.8	5.9	0.25	0.43	0.25	45.7
Approach			424	2.7	424	2.7	0.314	4.2	LOS A	0.8	5.9	0.25	0.43	0.25	44.7
North: Hastings St															
7	L2	All MCs	60	0.0	60	0.0	0.097	4.9	LOS A	0.2	1.4	0.47	0.59	0.47	45.2
8	T1	All MCs	3	0.0	3	0.0	0.097	4.9	LOS A	0.2	1.4	0.47	0.59	0.47	45.5
9	R2	All MCs	33	0.0	33	0.0	0.097	8.7	LOS A	0.2	1.4	0.47	0.59	0.47	42.8
9u	U	All MCs	1	0.0	1	0.0	0.097	10.3	LOS B	0.2	1.4	0.47	0.59	0.47	45.0
Approach			97	0.0	97	0.0	0.097	6.3	LOS A	0.2	1.4	0.47	0.59	0.47	44.7
West: Brighton Rd															
10	L2	All MCs	39	2.7	39	2.7	0.256	3.8	LOS A	0.6	4.3	0.28	0.43	0.28	43.6
11	T1	All MCs	262	1.2	262	1.2	0.256	3.7	LOS A	0.6	4.3	0.28	0.43	0.28	44.0
12	R2	All MCs	17	0.0	17	0.0	0.256	7.5	LOS A	0.6	4.3	0.28	0.43	0.28	43.2
12u	U	All MCs	11	0.0	11	0.0	0.256	9.1	LOS A	0.6	4.3	0.28	0.43	0.28	30.1
Approach			328	1.3	328	1.3	0.256	4.1	LOS A	0.6	4.3	0.28	0.43	0.28	43.8
All Vehicles			893	1.8	893	1.8	0.314	4.6	LOS A	0.8	5.9	0.30	0.45	0.30	44.3

MOVEMENT SUMMARY

Site: TCS800 [West Coast Hwy / Brighton Rd (Site Folder: Weekday AM Peak Hour - Future)]

Network: N101 [Weekday AM Peak - Future (Network Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 203 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: West Coast Hwy															
1	L2	All MCs	59	0.0	59	0.0	0.613	51.6	LOS D	22.6	165.1	0.83	0.76	0.83	26.5
2	T1	All MCs	893	5.9	893	5.9	0.613	60.4	LOS E	22.6	165.1	0.83	0.75	0.83	34.1
3	R2	All MCs	65	3.2	65	3.2	*0.413	84.1	LOS F	2.2	15.7	0.99	0.76	0.99	21.5
Approach			1017	5.4	1017	5.4	0.613	61.4	LOS E	22.6	165.1	0.84	0.75	0.84	29.0
East: Brighton Rd															
4	L2	All MCs	149	0.7	149	0.7	0.804	117.8	LOS F	9.2	65.0	1.00	0.90	1.08	15.5
5	T1	All MCs	65	0.0	65	0.0	0.804	116.2	LOS F	9.2	65.0	1.00	0.90	1.08	12.9
6	R2	All MCs	109	2.9	109	2.9	*0.804	125.8	LOS F	6.7	48.4	1.00	0.88	1.15	14.6
Approach			324	1.3	324	1.3	0.804	120.2	LOS F	9.2	65.0	1.00	0.89	1.10	12.8
North: West Coast Hwy															
7	L2	All MCs	56	18.9	56	18.9	*0.976	62.8	LOS E	55.0	400.7	1.00	1.05	1.10	21.0
8	T1	All MCs	1998	4.1	1998	4.1	*0.976	73.5	LOS E	55.0	400.7	1.00	1.05	1.11	30.9
9	R2	All MCs	28	3.7	28	3.7	0.052	67.1	LOS E	0.9	6.6	0.62	0.69	0.62	29.0
Approach			2082	4.4	2082	4.4	0.976	73.2	LOS E	55.0	400.7	0.99	1.04	1.10	27.0
West: Brighton Rd															
10	L2	All MCs	23	4.5	23	4.5	0.301	82.2	LOS F	4.8	34.7	0.93	0.74	0.93	20.9
11	T1	All MCs	67	3.1	67	3.1	0.301	80.2	LOS F	4.8	34.7	0.93	0.74	0.93	13.1
12	R2	All MCs	87	0.0	87	0.0	0.633	96.4	LOS F	5.2	36.2	1.00	0.79	1.02	19.2
Approach			178	1.8	178	1.8	0.633	88.4	LOS F	5.2	36.2	0.96	0.76	0.97	17.5
All Vehicles			3601	4.3	3601	4.3	0.976	74.8	LOS E	55.0	400.7	0.95	0.93	1.02	25.3

MOVEMENT SUMMARY

Site: 2 [Brighton Rd / Hastings St (Site Folder: Weekday AM Peak Hour - Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekday AM Peak - Future (Network Folder: General)]

NA
Site Category: Base Year
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Hastings St															
1	L2	All MCs	14	0.0	14	0.0	0.039	4.9	LOS A	0.1	0.5	0.45	0.61	0.45	41.9
2	T1	All MCs	1	0.0	1	0.0	0.039	4.9	LOS A	0.1	0.5	0.45	0.61	0.45	45.0
3	R2	All MCs	23	0.0	23	0.0	0.039	8.6	LOS A	0.1	0.5	0.45	0.61	0.45	44.5
3u	U	All MCs	1	0.0	1	0.0	0.039	10.3	LOS B	0.1	0.5	0.45	0.61	0.45	44.5
Approach			39	0.0	39	0.0	0.039	7.3	LOS A	0.1	0.5	0.45	0.61	0.45	43.9
East: Brighton Rd															
4	L2	All MCs	6	0.0	6	0.0	0.214	3.5	LOS A	0.5	3.5	0.21	0.40	0.21	46.2
5	T1	All MCs	256	1.6	256	1.6	0.214	3.5	LOS A	0.5	3.5	0.21	0.40	0.21	44.6
6	R2	All MCs	20	5.3	20	5.3	0.214	7.4	LOS A	0.5	3.5	0.21	0.40	0.21	45.9
6u	U	All MCs	6	0.0	6	0.0	0.214	8.9	LOS A	0.5	3.5	0.21	0.40	0.21	45.9
Approach			288	1.8	288	1.8	0.214	3.9	LOS A	0.5	3.5	0.21	0.40	0.21	44.8
North: Hastings St															
7	L2	All MCs	44	0.0	44	0.0	0.075	4.5	LOS A	0.1	1.0	0.40	0.57	0.40	45.3
8	T1	All MCs	4	0.0	4	0.0	0.075	4.4	LOS A	0.1	1.0	0.40	0.57	0.40	45.6
9	R2	All MCs	29	0.0	29	0.0	0.075	8.2	LOS A	0.1	1.0	0.40	0.57	0.40	42.9
9u	U	All MCs	2	0.0	2	0.0	0.075	9.8	LOS A	0.1	1.0	0.40	0.57	0.40	45.0
Approach			80	0.0	80	0.0	0.075	6.0	LOS A	0.1	1.0	0.40	0.57	0.40	44.7
West: Brighton Rd															
10	L2	All MCs	17	6.3	17	6.3	0.168	3.6	LOS A	0.4	2.7	0.20	0.41	0.20	43.8
11	T1	All MCs	181	8.7	181	8.7	0.168	3.5	LOS A	0.4	2.7	0.20	0.41	0.20	44.2
12	R2	All MCs	4	0.0	4	0.0	0.168	7.3	LOS A	0.4	2.7	0.20	0.41	0.20	43.4
12u	U	All MCs	16	0.0	16	0.0	0.168	8.9	LOS A	0.4	2.7	0.20	0.41	0.20	30.9
Approach			218	7.7	218	7.7	0.168	4.0	LOS A	0.4	2.7	0.20	0.41	0.20	43.9
All Vehicles			625	3.5	625	3.5	0.214	4.4	LOS A	0.5	3.5	0.24	0.44	0.24	44.4

MOVEMENT SUMMARY

Site: 3 [Site Access (Site Folder: Weekday AM Peak Hour - Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekday AM Peak - Future (Network Folder: General)]

NA
Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Brighton Rd															
5	T1	All MCs	307	1.4	307	1.4	0.157	0.0	LOS A	3.8	26.7	0.00	0.00	0.00	49.9
Approach			307	1.4	307	1.4	0.157	0.0	NA	3.8	26.7	0.00	0.00	0.00	49.9
North: Site Access															
7	L2	All MCs	24	0.0	24	0.0	0.013	6.0	LOS A	0.0	0.2	0.29	0.53	0.29	49.4
Approach			24	0.0	24	0.0	0.013	6.0	LOS A	0.0	0.2	0.29	0.53	0.29	49.4
West: Brighton Rd															
10	L2	All MCs	9	0.0	9	0.0	0.109	4.5	LOS A	0.0	0.0	0.00	0.03	0.00	47.9
11	T1	All MCs	194	8.7	194	8.7	0.109	0.0	LOS A	0.0	0.0	0.00	0.03	0.00	48.0
Approach			203	8.3	203	8.3	0.109	0.3	NA	0.0	0.0	0.00	0.03	0.00	48.0
All Vehicles			535	3.9	535	3.9	0.157	0.4	NA	3.8	26.7	0.01	0.04	0.01	49.2

MOVEMENT SUMMARY

Site: TCS800 [West Coast Hwy / Brighton Rd (Site Folder: Weekday PM Peak Hour - Future)]

Network: N101 [Weekday PM Peak - Future (Network Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

NA
Site Category: Base Year
Signals - EQUISAT (Fixed-Time/SCATS) Isolated Cycle Time = 197 seconds (Site User-Given Cycle Time)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: West Coast Hwy															
1	L2	All MCs	65	1.6	65	1.6	1.002	92.3	LOS F	70.1	501.5	1.00	1.15	1.19	20.5
2	T1	All MCs	1721	2.7	1721	2.7	*1.002	107.7	LOS F	70.1	501.5	1.00	1.17	1.21	24.1
3	R2	All MCs	82	0.0	82	0.0	*0.302	68.9	LOS E	2.1	14.8	0.74	0.74	0.74	29.7
Approach			1868	2.5	1868	2.5	1.002	105.4	LOS F	70.1	501.5	0.99	1.15	1.19	21.5
East: Brighton Rd															
4	L2	All MCs	87	0.0	87	0.0	0.838	117.5	LOS F	9.3	65.0	1.00	0.93	1.12	15.6
5	T1	All MCs	137	0.0	137	0.0	0.838	115.9	LOS F	9.3	65.0	1.00	0.93	1.12	13.0
6	R2	All MCs	148	7.1	148	7.1	*0.861	122.7	LOS F	8.8	65.0	1.00	0.92	1.19	14.9
Approach			373	2.8	373	2.8	0.861	119.0	LOS F	9.3	65.0	1.00	0.93	1.15	12.5
North: West Coast Hwy															
7	L2	All MCs	154	2.7	154	2.7	0.671	33.3	LOS C	23.9	169.8	0.80	0.75	0.80	31.0
8	T1	All MCs	1143	1.6	1143	1.6	*0.671	38.7	LOS D	23.9	169.8	0.80	0.74	0.80	41.0
9	R2	All MCs	46	0.0	46	0.0	0.344	114.0	LOS F	2.6	18.4	0.98	0.72	0.98	19.7
Approach			1343	1.6	1343	1.6	0.671	40.7	LOS D	23.9	169.8	0.80	0.74	0.80	34.8
West: Brighton Rd															
10	L2	All MCs	29	3.6	29	3.6	0.456	81.4	LOS F	7.6	53.8	0.95	0.78	0.95	21.0
11	T1	All MCs	115	0.0	115	0.0	0.456	79.4	LOS E	7.6	53.8	0.95	0.78	0.95	13.2
12	R2	All MCs	78	2.7	78	2.7	0.442	86.8	LOS F	4.3	30.5	0.99	0.77	0.99	20.2
Approach			222	1.4	222	1.4	0.456	82.2	LOS F	7.6	53.8	0.97	0.78	0.97	17.1
All Vehicles			3806	2.2	3806	2.2	1.002	82.5	LOS F	70.1	501.5	0.92	0.96	1.04	23.5

MOVEMENT SUMMARY

Site: 2 [Brighton Rd / Hastings St (Site Folder: Weekday PM Peak Hour - Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Network: N101 [Weekday PM Peak - Future (Network Folder: General)]

NA
Site Category: Base Year
Roundabout

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Hastings St															
1	L2	All MCs	18	0.0	18	0.0	0.048	5.6	LOS A	0.1	0.7	0.54	0.64	0.54	41.6
2	T1	All MCs	2	0.0	2	0.0	0.048	5.6	LOS A	0.1	0.7	0.54	0.64	0.54	44.8
3	R2	All MCs	22	0.0	22	0.0	0.048	9.4	LOS A	0.1	0.7	0.54	0.64	0.54	44.2
3u	U	All MCs	1	0.0	1	0.0	0.048	11.0	LOS B	0.1	0.7	0.54	0.64	0.54	44.2
Approach			43	0.0	43	0.0	0.048	7.7	LOS A	0.1	0.7	0.54	0.64	0.54	43.5
East: Brighton Rd															
4	L2	All MCs	29	0.0	29	0.0	0.317	3.7	LOS A	0.8	5.9	0.26	0.43	0.26	46.0
5	T1	All MCs	328	3.2	328	3.2	0.317	3.7	LOS A	0.8	5.9	0.26	0.43	0.26	44.1
6	R2	All MCs	61	1.7	61	1.7	0.317	7.4	LOS A	0.8	5.9	0.26	0.43	0.26	45.7
6u	U	All MCs	5	0.0	5	0.0	0.317	9.0	LOS A	0.8	5.9	0.26	0.43	0.26	45.7
Approach			424	2.7	424	2.7	0.317	4.3	LOS A	0.8	5.9	0.26	0.43	0.26	44.7
North: Hastings St															
7	L2	All MCs	60	0.0	60	0.0	0.099	5.0	LOS A	0.2	1.4	0.48	0.59	0.48	45.2
8	T1	All MCs	3	0.0	3	0.0	0.099	5.0	LOS A	0.2	1.4	0.48	0.59	0.48	45.5
9	R2	All MCs	33	0.0	33	0.0	0.099	8.8	LOS A	0.2	1.4	0.48	0.59	0.48	42.7
9u	U	All MCs	1	0.0	1	0.0	0.099	10.4	LOS B	0.2	1.4	0.48	0.59	0.48	44.9
Approach			97	0.0	97	0.0	0.099	6.4	LOS A	0.2	1.4	0.48	0.59	0.48	44.7
West: Brighton Rd															
10	L2	All MCs	43	2.4	43	2.4	0.270	3.8	LOS A	0.6	4.6	0.29	0.43	0.29	43.5
11	T1	All MCs	272	1.2	272	1.2	0.270	3.8	LOS A	0.6	4.6	0.29	0.43	0.29	44.0
12	R2	All MCs	17	0.0	17	0.0	0.270	7.5	LOS A	0.6	4.6	0.29	0.43	0.29	43.1
12u	U	All MCs	16	0.0	16	0.0	0.270	9.2	LOS A	0.6	4.6	0.29	0.43	0.29	29.9
Approach			347	1.2	347	1.2	0.270	4.2	LOS A	0.6	4.6	0.29	0.43	0.29	43.7
All Vehicles			912	1.7	912	1.7	0.317	4.6	LOS A	0.8	5.9	0.31	0.46	0.31	44.3

MOVEMENT SUMMARY

Site: 3 [Site Access (Site Folder: Weekday PM Peak Hour - Future)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

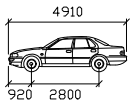
Network: N101 [Weekday PM Peak - Future (Network Folder: General)]

NA
Site Category: Base Year
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	Aver. Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
East: Brighton Rd															
5	T1	All MCs	389	2.7	389	2.7	0.201	0.0	LOS A	4.2	30.3	0.00	0.00	0.00	49.9
Approach			389	2.7	389	2.7	0.201	0.0	NA	4.2	30.3	0.00	0.00	0.00	49.9
North: Site Access															
7	L2	All MCs	19	0.0	19	0.0	0.011	6.4	LOS A	0.0	0.2	0.38	0.55	0.38	49.0
Approach			19	0.0	19	0.0	0.011	6.4	LOS A	0.0	0.2	0.38	0.55	0.38	49.0
West: Brighton Rd															
10	L2	All MCs	27	0.0	27	0.0	0.183	4.5	LOS A	0.0	0.0	0.00	0.06	0.00	47.9
11	T1	All MCs	328	1.3	328	1.3	0.183	0.1	LOS A	0.0	0.0	0.00	0.06	0.00	47.0
Approach			356	1.2	356	1.2	0.183	0.4	NA	0.0	0.0	0.00	0.06	0.00	47.4
All Vehicles			764	1.9	764	1.9	0.201	0.4	NA	4.2	30.3	0.01	0.04	0.01	48.6

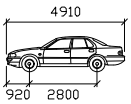
Appendix B – Swept Path Analysis



B85

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

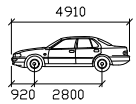




B85

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



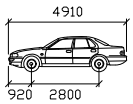


B85

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



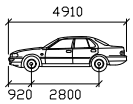




B85

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

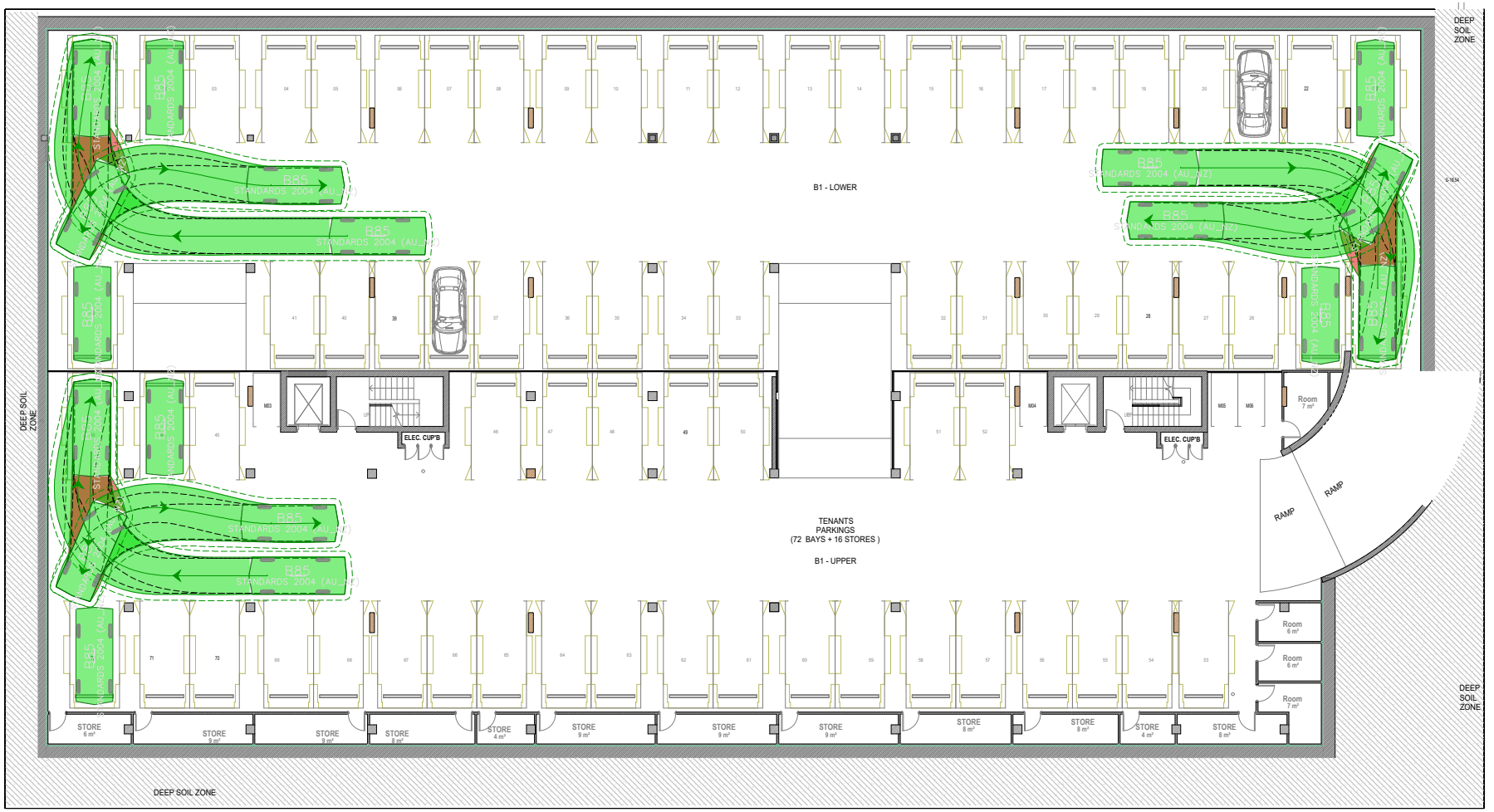


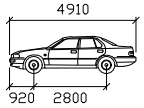


B85

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

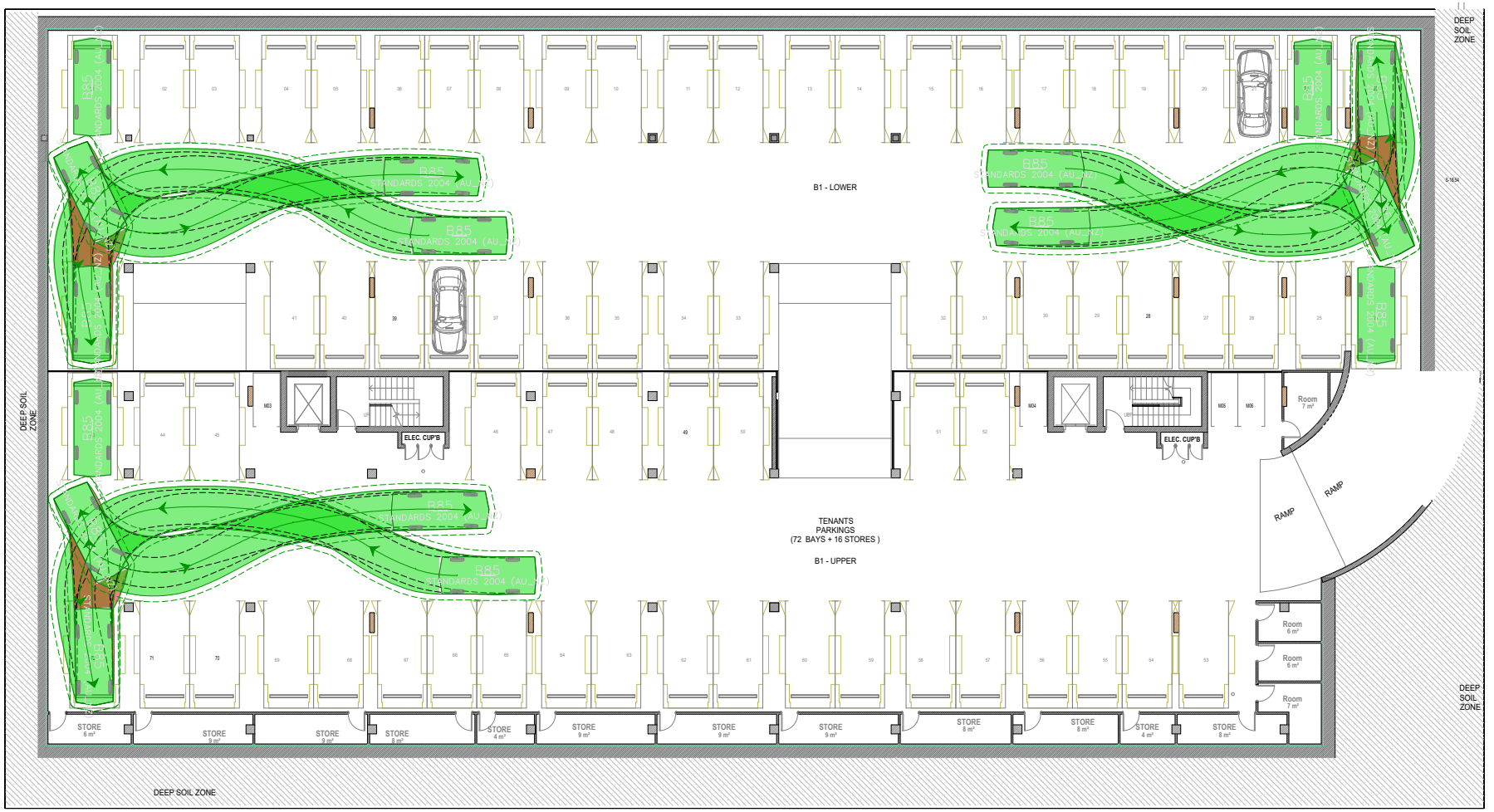

10200
1920
5175
Urbin 20 Rear Loader
mm
Width : 2490
Track : 2490
Lock to Lock Time 6.0
Steering Angle : 38.9
Urbin 20 Rear Loader Custom
Urbin 20 Rear Loader Custom

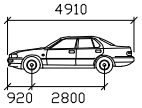




B85

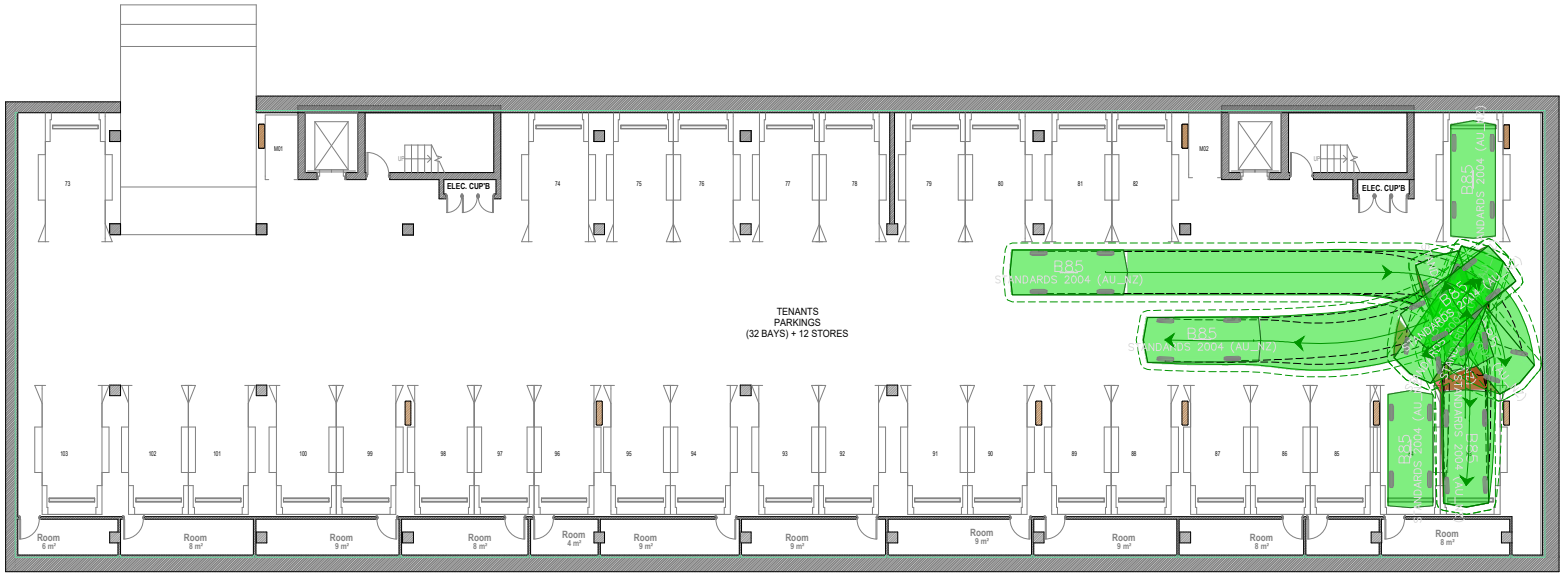
	mm
Width	: 1870
Track	: 1770
Lock to Lock Time	: 6.0
Steering Angle	: 34.1

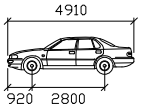




B85

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





B85

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

Attachment 8f - Noise Management Plans Prepared by Herring Storrer Acoustics (Received 11 September 2025)

HERRING STORER ACOUSTICS

QS DEVELOPMENTS PTY LTD

MIXED USE DEVELOPMENT
24-26 BRIGHTON ROAD
SCARBOROUGH

SPP 5.4 NOISE MANAGEMENT PLAN

JULY 2025

OUR REFERENCE: 34996-1-25228

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SPP 5.4 NOISE MANAGEMENT PLAN
24-26 BRIGHTON ROAD
SCARBOROUGH

Job No: 25228

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FOR

QS DEVELOPMENTS PTY LTD

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1. INTRODUCTION

Herring Storer Acoustics were commissioned to carry out an acoustic study with regards to road traffic noise for the proposed mixed-use development at 24-26 Brighton Road, Scarborough.

The purpose of the study was to:

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

A plan is attached in Appendix A.

2. ACOUSTIC CRITERIA

2.1 NOISE

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

POLICY APPLICATION (Section 4)

When and where it applies (Section 4.1)

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

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

Policy trigger distances (Section 4.1.2)

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

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

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

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.

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*

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.*

<u>Noise Exposure Forecast (Section 6.2)</u>

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

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

3. NOISE LEVEL MEASUREMENT

The road noise measurements were conducted at 4:50 PM on the 23rd of June 2025 on West Coast Highway near Brighton Road to determine the L_{A10} noise level traffic for approximately 15 minutes. This time period has been identified as peak traffic period for the road. Traffic volume details for this road section are included in Appendix C.

Utilising this measurement the $L_{A10,18hr}$ and the $L_{Aeq,8hr}$ and the $L_{Aeq,16hr}$ have been calculated per the DEFRA publication *Method For Converting The Uk Road Traffic Noise Index $L_{a10,18h}$ To The EU Noise Indices For Road Noise Mapping.*

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

TABLE 3.1: SUMMARY OF MEASURED ROAD NOISE LEVELS

Measurement Location	Measured/Calculated Noise Level, dB(A)		
	L_{A10}	$L_{Aeq,\ day\ (6am\ to\ 10pm)}$	$L_{Aeq,\ night\ (10pm\ to\ 6am)}$
West Coast Highway	74.5	70.6	63.3

4. NOISE MODELLING

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

The input data for the model included:

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

Traffic observations and modelling by Mainroads (ref # 43383), attached in Appendix C, were utilised to determine traffic volumes.

1 *Calculation of Road Traffic Noise* UK Department of Transport 1987

TABLE 4.1 - NOISE MODELLING INPUT DATA – WEST COAST HIGHWAY

Parameter	West Coast Highway (Measured) 2023	West Coast Highway (Current) 2025*	West Coast Highway (Future) 2046**
Traffic Volumes	31,500	32,800	37,800
Percentage traffic 0600 – 2400 hours (Assumed)	94%	94%	94%
Heavy Vehicles (%) (Assumed)	5.5%	5.5%	5.5%
Speed (km/hr)	60 km/hr	60 km/hr	60 km/hr
Road Surface	Dense Grade Asphalt	Dense Grade Asphalt	Dense Grade Asphalt

* Based on an assumed 2% increase per year
** As supplied by MRWA, attached in Appendix C

Based on the measured noise levels, the difference between the $L_{Aeq,(16hr)}$ and $L_{Aeq,(8hr)}$ is 11.2 dB, hence, the day period is the critical period for compliance. Achieving compliance with the day period criteria would also result in compliance with the night period criteria.

5. TRAFFIC NOISE ASSESSMENT

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

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

TABLE 5.1 – QUIET HOUSE DESIGN REQUIREMENTS

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

6. CONCLUSION

In accordance with the WAPC Planning Policy 5.4, an assessment of the noise that would be received within the development at 24-26 Brighton Road, Scarborough from road and rail traffic. The following would be the acoustic criteria applicable to this project:

External

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

Internal

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

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

APPENDIX A

Plans



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CLIENT: QS DEVELOPMENTS PTY LTD

PROJECT: PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE: GA PLANS

LEVEL GROUND

SCALE: 1:100

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DRAWING NO: A2101

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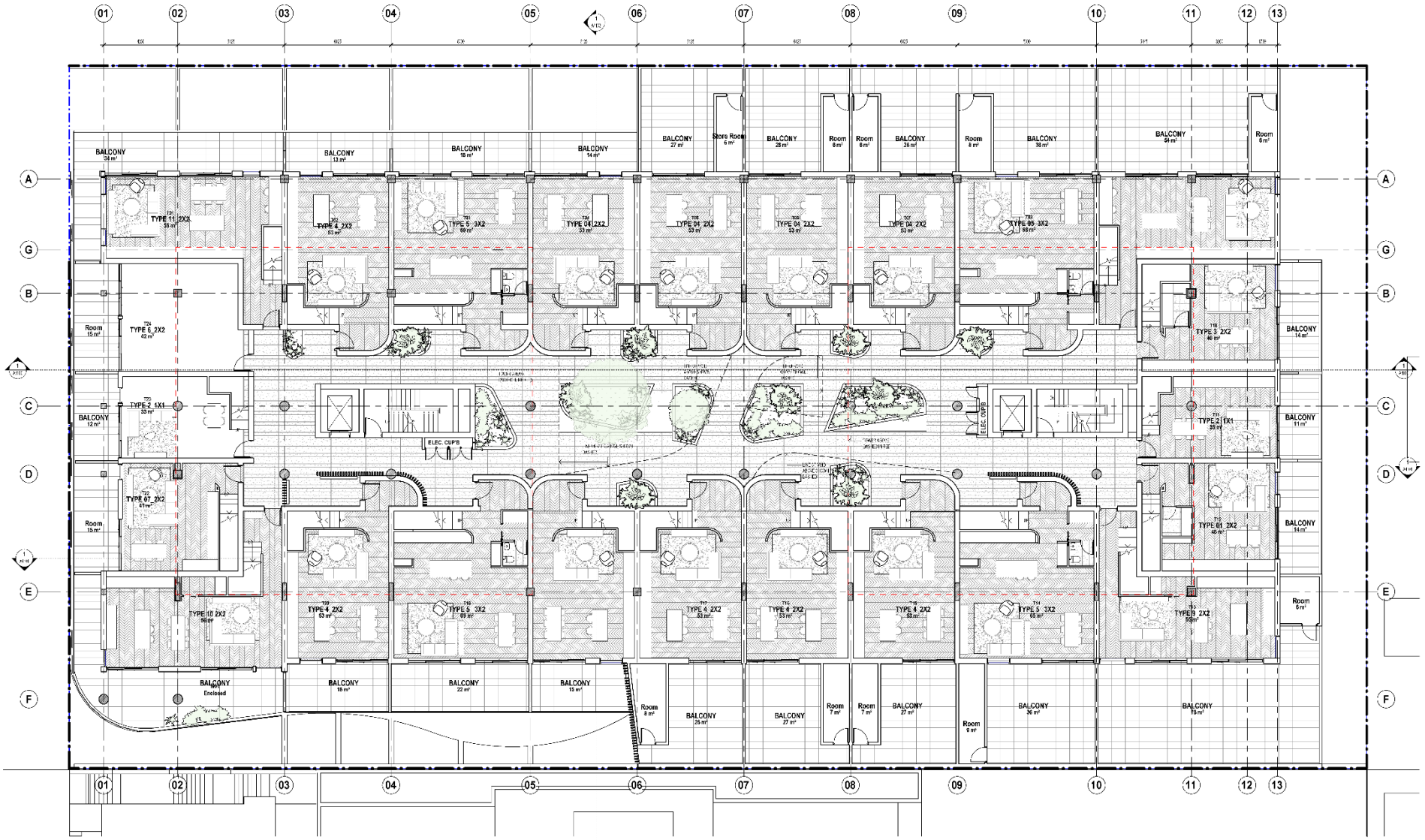

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PROJECT: PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE: GA PLANS

LEVEL 1

SCALE: 1:100

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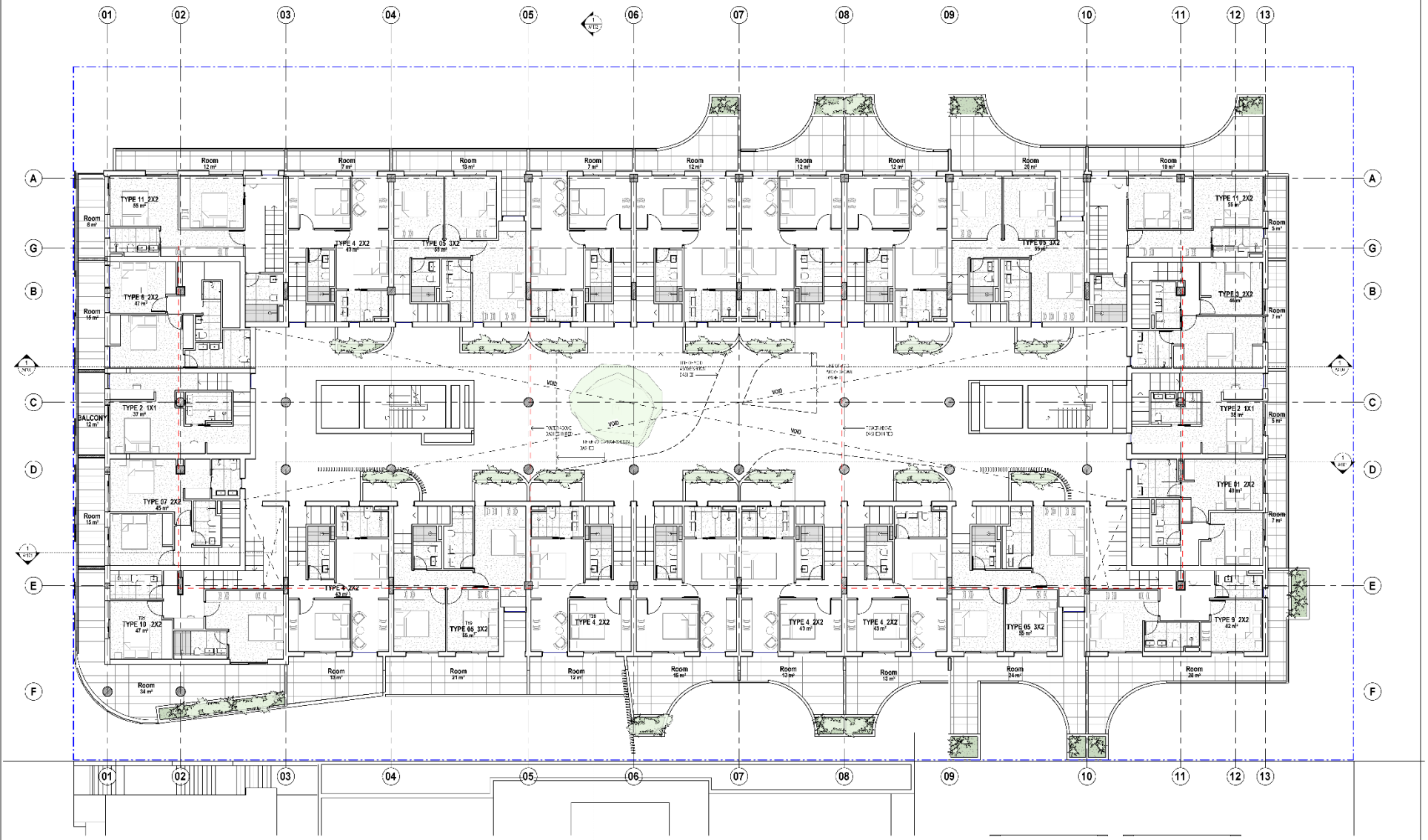

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PROJECT: PROPOSED RESIDENTIAL

24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE: GA PLANS

LEVEL 3

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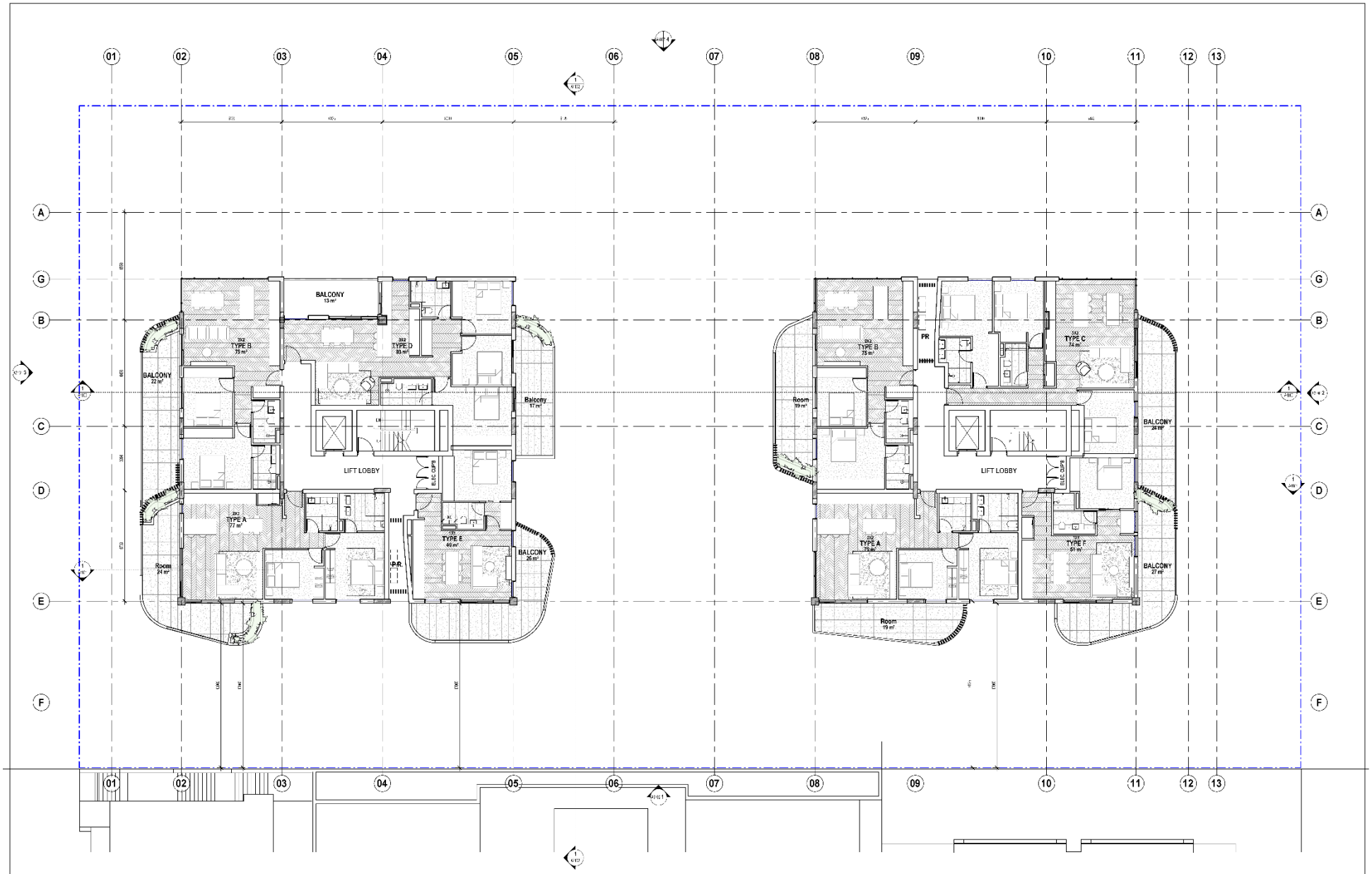

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TITLE
GA PLANS

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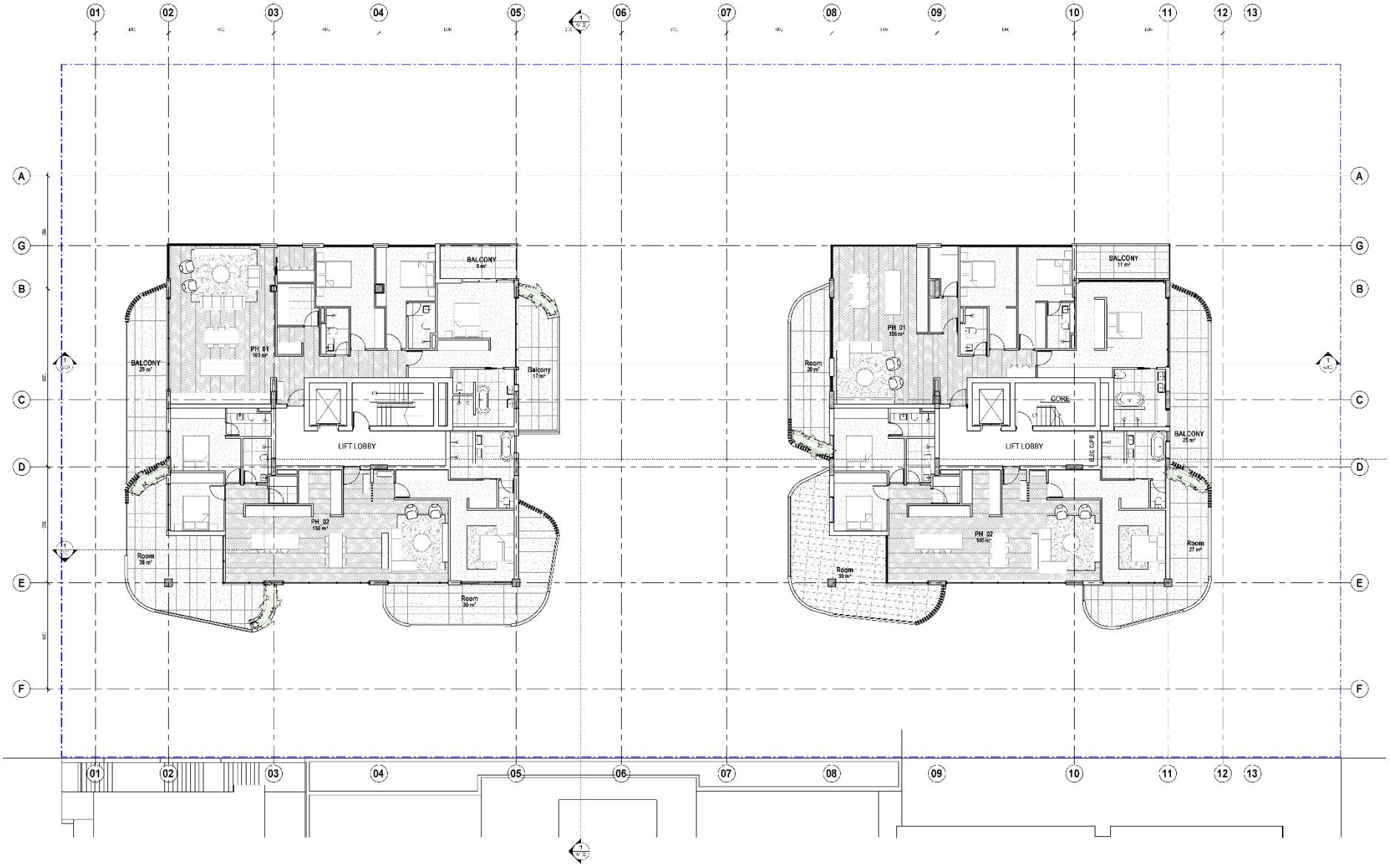

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APPENDIX B

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

1. TOWNHOUSES

Façade	Level	Leq	R_w+C_{tr} Requirements					
			Bedrooms window to room ratio			Living areas window to room ratio		
			0.3	0.5	0.8	0.3	0.5	0.8
N	1	57	23	23	25	23	23	23
	2	59	23	25	27	23	23	23
E	1	38	23	23	23	23	23	23
	2	39	23	23	23	23	23	23
S	1	57	23	23	25	23	23	23
	2	59	23	24	26	23	23	23
W	1	59	23	25	27	23	23	23
	2	61	25	27	29	23	23	24

2. NORTH TOWER

Façade	Level	Leq	R_w+C_{tr} Requirements					
			Bedrooms window to room ratio			Living areas window to room ratio		
			0.3	0.5	0.8	0.3	0.5	0.8
N	3	60	23	26	28	23	23	23
	4	62	25	28	30	23	23	25
	5	63	26	29	31	23	24	26
	6	64	27	29	31	23	24	26
	7	64	27	30	32	23	25	27
	8	64	28	30	32	23	25	27
E	3	37	23	23	23	23	23	23
	4	37	23	23	23	23	23	23
	5	38	23	23	23	23	23	23
	6	40	23	23	23	23	23	23
	7	43	23	23	23	23	23	23
	8	48	23	23	23	23	23	23
S	3	50	23	23	23	23	23	23
	4	54	23	23	23	23	23	23
	5	58	23	23	26	23	23	23
	6	58	23	24	26	23	23	23
	7	59	23	25	27	23	23	23
	8	60	23	25	27	23	23	23
W	3	62	26	28	30	23	23	25
	4	64	28	30	32	23	25	27
	5	65	29	31	33	24	26	28
	6	66	29	31	33	24	26	28
	7	66	30	32	34	25	27	29
	8	66	30	32	34	25	27	29

3. SOUTH TOWER

Façade	Level	Leq	R_w+C_{tr} Requirements					
			Bedrooms window to room ratio			Living areas window to room ratio		
			0.3	0.5	0.8	0.3	0.5	0.8
N	3	52	23	23	23	23	23	23
	4	58	23	24	26	23	23	23
	5	62	25	27	29	23	23	24
	6	62	26	28	30	23	23	25
	7	63	26	28	31	23	23	26
	8	63	26	29	31	23	24	26
E	3	37	23	23	23	23	23	23
	4	37	23	23	23	23	23	23
	5	38	23	23	23	23	23	23
	6	40	23	23	23	23	23	23
	7	43	23	23	23	23	23	23
	8	48	23	23	23	23	23	23
S	3	57	23	23	25	23	23	23
	4	60	24	26	28	23	23	23
	5	61	25	27	29	23	23	24
	6	62	25	27	30	23	23	25
	7	62	26	28	30	23	23	25
	8	63	27	29	31	23	24	26
W	3	62	26	28	30	23	23	25
	4	64	27	29	31	23	24	26
	5	64	28	30	32	23	25	27
	6	65	29	31	33	24	26	28
	7	66	29	31	33	24	26	28
	8	66	29	32	34	24	27	29

APPENDIX C

MRWA TRAFFIC FLOW DATA

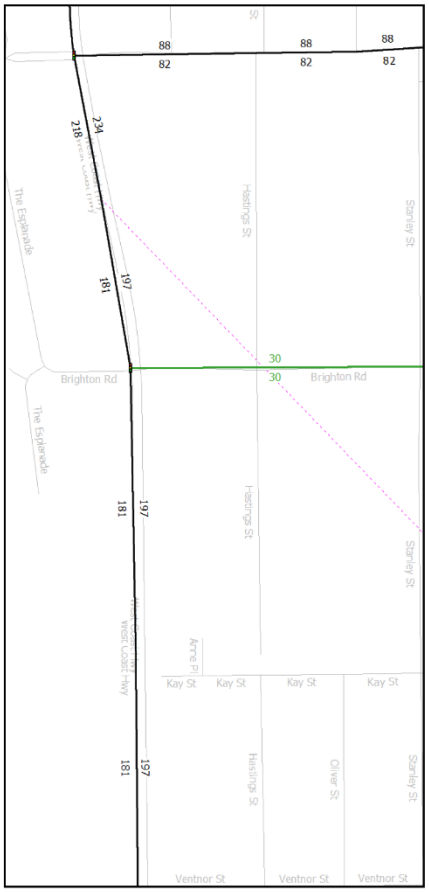
7

MAIN ROADS WESTERN AUSTRALIA

2046 ROM24 Scenario

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

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



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

Outlook

RE: Project No 2508 Brighton Apartments Scarborough - RFI

From George Watts (HSA) <george@hsacoustics.com.au>
Date Thu 5/2/2026 09:28
To Alice Ardit <alice@scanlan.com.au>; Accounts at Scanlan Architects <accounts@scanlan.com.au>
Cc Laurie Scanlan <laurie@scanlan.com.au>; Aidan Strumpher (HSA) <aidan@hsacoustics.com.au>; Sheryl Xie <sheryl.xie@scanlan.com.au>

Hi Alice,

The request from the council is noted, with the following information provided :

Gym Space

During the design development phase of the project, consideration will be given to the methodology of how potential structure borne noise issues will be addressed.

This could be things such as :
- Restriction of equipment
- Restriction of hours of use
- Matting and/or floating floors

At this preliminary stage, the types of equipment and proposed use of the gym space is not known, hence no detailed information can be provided at this (very) early stage in the process. As the method of how to deal with the above is a combination of structural, operational and costings – which would not be able to be addressed until the detailed design phase of the project.

Pool and Spa

During the design development phase of the project the structural vibration isolation of pumps/motors and pipework will be addressed. The development application drawings indicate that the pool will be “elevated” above the Level 3 podium area, hence, equipment is likely to be located on that level, below the decking indicated in the drawings around the pool. This makes the isolation of the equipment a relatively straight forward process compared to other designs.

The pool itself, located above apartments, would also be recommended to be structurally isolated from the supporting slab to prevent any possible impact generated noise from “aggressive” pool entry.

Until the detailed design phase of the project, no detailed design is possible to be undertaken – additionally it is noted that this work needs to be undertaken alongside structural design requirements, and outside our expertise to provide detailed designs. As structural design considerations will not be progressed until development approval has been granted, this further emphasises the inability to provide detailed information on these matters at this stage.

Trust the above addresses the councils query.

Regards,

George Watts

HERRING STORER ACOUSTICS
Suite 34, 11 Preston St, COMO WA 6152
Tel 9367 6200
www.hsacoustics.com.au

From: Alice Ardit <alice@scanlan.com.au>
Sent: Sunday, 1 February 2026 4:01 PM

Attachment 8g - Waste Management Plan Prepared by LID Consulting (Received 11 September 2025)

Low Impact Development Consulting

Waste Management Plan & Operations Guide

Mixed Use Development

24-26 Brighton Road, Scarborough WA

Prepared for: QS Developments Pty Ltd
Prepared by: PM- Low Impact Development Consulting

Date: 25/08/2025

Not for council submission

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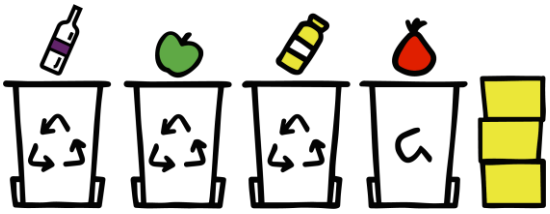

Version	Date	Description	Prepared by	Checked by
0.1	25/08/2025	Coordination Issue	PM	AV

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The content of this document represents the entirety of work output or recommendations offered by LID Consulting for this particular project. This content supersedes all other verbal discussions undertaken by LID Consulting representatives in relation to this project.

Commercial waste calculations are based on rates provided by government organisations and adopted and used as an industry standard. Bin numbers and spatial requirements have been calculated in accordance with these guidelines. The end user requirements may vary from this depending on the business use, type and operational practice.

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 LID acknowledges and pays respect to the Australian Aboriginal and Torres Strait Islander people, to their ancestors and elders, past, present and emerging, as the traditional custodians of the lands upon which we work and live. We recognise Aboriginal and Torres Strait Islander people's deep cultural and spiritual relationships to the water, land and sea, and their rich contribution to society.

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1 Waste Summary

1.1 Proposed Development

Address:	24-26 Brighton Road, Scarborough WA
Type:	Mixed Use Development
Council:	City of Stirling
Scope of this WMP:	Addressing waste from GF retail tenancy and all levels of the residential multiunit development
Break up of Units:	1 x Commercial tenancy-general retail (430m^2) 24 x Townhouses 44 x Apartments
Type(s) of waste generated:	Comingled recyclables, landfill, bulky waste.
Bin store area(s) location:	Ground floor bin stores adjacent to loading bay
Collection service(s):	Council collection service
Collection location(s):	Onsite – from the bin store area using loading bay
Source of waste rates:	City of Perth Waste Guidelines and WALGA Commercial rates City of Stirling waste departments verbal advise for residential rates
Occupancy use type for waste rates:	General retail rates for commercial tenancy Standard council rates for residential units

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Council waste contractors will collect following bins at indicated frequency from both ground floor bins store areas.

Commercial Waste	**Council Collection Service – onsite collection from within bin store area**	
Waste streams	**No. of bins and capacity**	**Collection frequency**
Landfill Waste	3 x 660L	once weekly
Co-mingled Recycling	2 x 1100L	once weekly
Bulky waste including E waste	5m^3 space provided	Private collection as often as required to maintain storage space

Residential Waste	**Council Collection Service – onsite collection from within bin store area**	
Waste streams	**No. of bins and capacity**	**Collection frequency**
Landfill Waste	5 x 660L	3 times weekly
Co-mingled Recycling	5 x 660L	3 times weekly
Bulky waste including E waste	6m^3 space provided	Council collection- 1 free and booked on charge services as often as required.

1.2 Bin Store(s) & Collection Plan including Waste truck swept path

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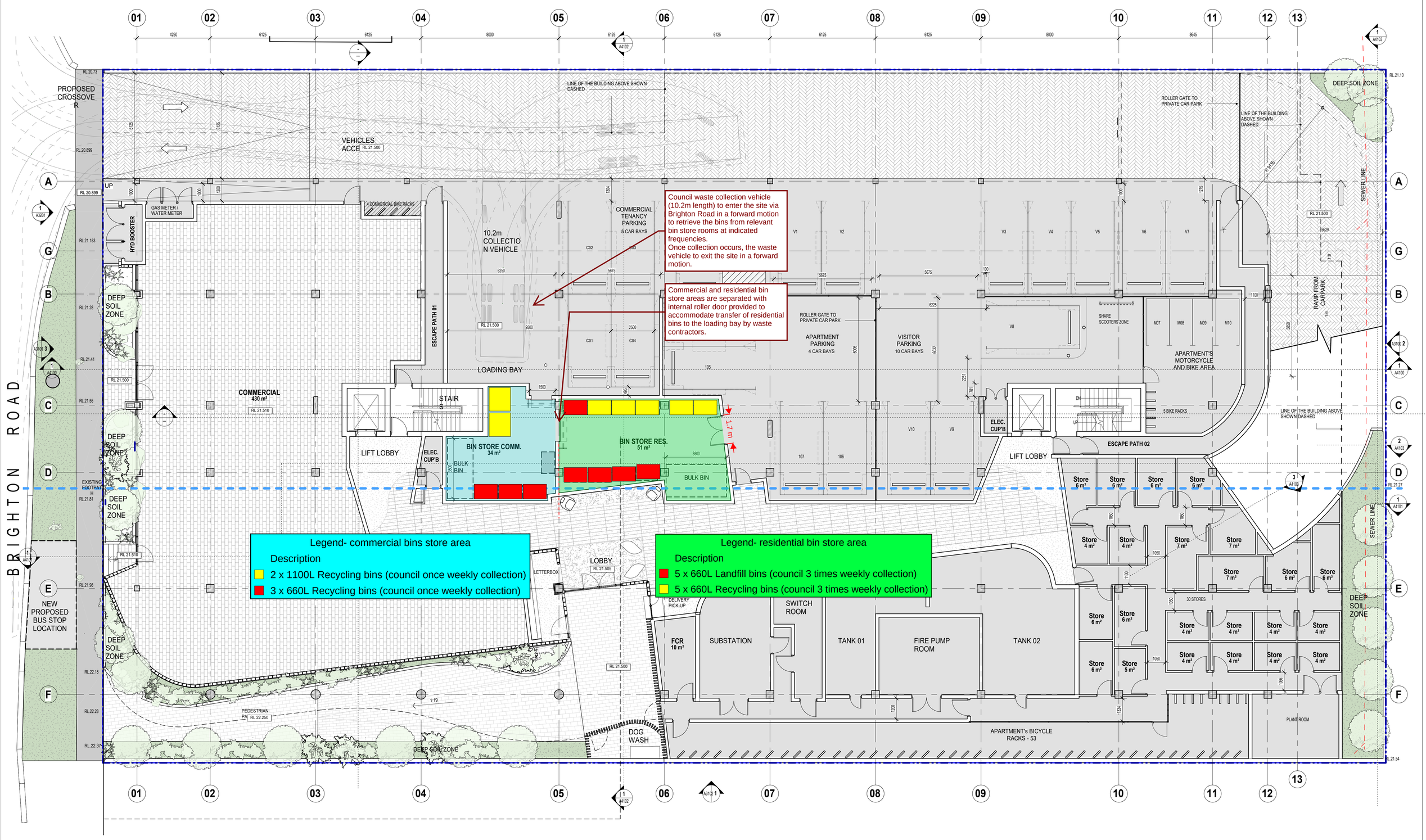

SCANLAN ARCHITECTS

REVISION	DATE (DDmmYYYY)	REVISION DESCRIPTION
SK08	19/06/2025	ISSUED FOR INFORMATION
SK09	27/06/2025	ISSUED FOR INFORMATION
SK10	15/07/2025	ISSUED FOR INFORMATION
SK11	29/7/2025	ISSUED FOR CLIENT REVIEW
SK12	01/08/2025	ISSUED FOR INFORMATION
SK13	6/8/2025	ISSUED FOR INFORMATION
SK14	8/08/2025	ISSUED FOR INFORMATION
SK15	15/08/2025	ISSUED FOR INFORMATION
SK16	21/08/2025	ISSUED FOR INFORMATION

CLIENT: QS DEVELOPMENTS PTY LTD

PROJECT: PROPOSED RESIDENTIAL
24-26 BRIGHTON ROAD
SCARBOROUGH WA 6019

TITLE: GA PLANS
LEVEL GROUND

NORTH

JOB No.	2508
DATE CREATED	2022
SCALE @ A1	1 : 100
DRAWN BY	SP
REVIEWED BY	AA
DRAWING NO	A2102
STATUS	PROJECT STATUS
ISSUE	SK16

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PLOT DATE 21/08/2025 9:55:42 AM

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2 Waste Management Functionality

2.1 Planning, Policy, and Drawing parameters

Low Impact Development (LID) Consulting was engaged to assess the proposed development at 24-26 Brighton Road, Scarborough WA to provide a Waste Management Plan (as required by Statutory Planning).

A waste management analysis has been undertaken based on the following documents:

a) City of Perth Council's waste Guidelines for all Developments

This report is based on the drawing sets:

- Revision SK16, dated 21/08/2025 prepared by Scanlan Architects.

2.2 Collection Solution Logic

The following factors were key considerations in preparing this waste collection strategy:

a) City of Stirling offers council collection services to residential and commercial properties with an option of onsite collection service using 10.2m long waste vehicle. Proposed site can accommodate onsite waste collection with council waste vehicle entering and exiting the site in forward motion.

b) Proposed collection frequencies are discussed with council's waste department.

2.3 Waste Generation Calculation and Waste Bins Solution

Commercial Tenancy Type	AREA (m2)	Days open	Waste Generation Rates (L/100m2/day)		Source	Waste Generated (L/Week)	
			Landfill	Recycling		Landfill	Recycling
General retail	430	7	50	50	WALGA-Perth Guidelines p.4	1505	1505
	430		**Total Litres per Week**			**1505**	**1505**
					Council once a week collection bin requirements->	**3 x 660L bins**	**2 x 1100L bins**

Residential type	No. units	Waste Generation Rates (L/unit per week)		Source	Waste Generated (L/Week)	
		Garbage	Recycling		Garbage	Recycling
Apartments	44	140	120	Council officers verbal recommendation	6160	5280
Townhouses	24	140	120		3360	2880
Total	68				**9520**	**8160**
				3 times weekly council collection bin requirements ->	**5 x 660L bins**	**5 x 660L bins**

Each residential unit and commercial area and will be equipped with smaller internal bins to accommodate proposed waste streams. Residents and commercial tenancy staff will be responsible for routinely transferring the contents of these internal bins to the bulk bins located in the main bin store areas located on ground level.

2.4 Management Responsibilities

The building management is responsible for all aspects of waste management including implementing adequate safe operating procedures. Items to be addressed by the Building Management include:

a) Requesting a copy of the endorsed Waste Management Plan from Council if the developer has failed to provide the WMP to them.

b) Ensuring minimal contamination occurs between waste streams to maximise recycling. This is to be achieved by:

- Providing separate smaller internal bins for each waste stream within commercial tenancy and residential units etc. and providing bulk bins for each waste stream within the main bins store area as proposed in Section 2.3.
- Routine inspection bulk bins within bin store area to ensure their appropriate use.
- Providing information to residents, staff and cleaners with guides of how to using the various bin systems e.g. boxes to be flattened, containers for recycling washed, bins to not be over-full.
- Ensuring building staff and cleaners are aware of good recycling practices per Appendix 2 of this report.
- Providing feedback to residents, staff and cleaners if the system is not working properly. Undertaking a waste audit should it be suspected waste is not being placed in the correct bins.

c) Ensuring all residents, staff and cleaners are aware of their responsibility with regard to waste & bin management.

d) The tenancy agreements are to outline a schedule of waste collection dates in accordance with the collection parameters outlined herein.

e) Ensuring the council waste contractors have access to the site and bin store areas on the days of collection and for also providing information to make residents/staff aware that waste vehicles enter the site.

f) Allocation of responsibility to the council contractors to retrieve bins directly from the bin store area and return emptied bins at the time of collection. Responsibility should include ensuring the contractor collects any waste that spills from the bins during emptying.

g) That bulk bins and bins store area are monitored regularly with bins rotated as required to ensure areas are fully operational with regular cleaning of the bins and bin store spaces and clean-up after collection if necessary.

h) Management and coordination with appointed private contractor for landscaping maintenance and green garden waste removal as often as required.

i) Management and coordination with private contractor for commercial bulky waste and council for residential bulky waste collections.

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2.5 Individual Occupants Responsibilities

The residents/staff are responsible for their own waste. Items to be addressed in maintaining the system include:

a) Residents/staff are responsible for placing their waste in the appropriate colour coded internal bins provided. Residents/staff to make sure waste streams are separated and routinely transfer waste from internal bins into the main bin stores.

b) Bulky hard waste items and e-waste items are to be taken directly to the storage area.

c) Residents/staff to ensure landfill waste is placed in plastic bags before placement into bins.

d) Residents/staff to ensure recycling materials are not bagged and are to be placed loosely into the recycling bins. (Items in plastic bags in recycling bins are not recycled).

2.6 Occupational Health & Safety

A preliminary OHS risk assessment has been included to identify potential OHS issues, however this risk assessment does not replace the need for the Management and collection contractors to complete their own OHS assessment for the bin collection process. See Appendix 1 for further detail.

2.7 Bin Store Area Design

The Bin store area design/location must include the following:

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a) All screening should be suitably designed for durability and to blend in with the development. Floor and wall surfaces are to be appropriately durable and easily cleaned.

b) Doors located in the allocated storage areas should be designed for easy access of larger bins sizes and hard waste.

c) Space suitable for bin wash down is to be available in the development. If this is the bin store then the floor is to be graded to a sewer waste outlet with a litter trap and access to a tap and hose is to be available. Alternately, a private contractor can be arranged to swap dirty bins for clean ones on a regular basis.

d) Bin stores or bins should be vermin proof - particularly where food waste is included. Ensure bin lids are closed and lockable if needed or the bin store is an enclosed space and considered to be largely vermin proof.

e) A waterproof power point in or near the bin store.

f) Adequate mechanical ventilation.

g) Ensure adequate lighting is provided in accordance with National Construction Code (NCC) guidelines if to be accessed after hours.

h) Meter boxes should not be included in bin store areas.

2.8 Bin Store Area Access

A layout that allows access to all of the bins with adequate size to allow easy movement/transfer of the required number of bins.

a) Manoeuvrability within the bin store area is open.

b) There is to be no significant step at any threshold between the bin store area and the point of collection.

2.9 Bin Types & Bin Sizes

Mobile Wheelie Bins (MGBs)

The following sizes are indicative bin sizes taken from the City of Perth Waste Guidelines for all developments. These sizes are the size allowances required by most Councils in bin store areas. Allow 100mm between 4 wheel bins and 50mm between 2 wheel bins for movement.

Mobile garbage bin dimensions

	120 Litre MGB	240 Litre MGB	660 Litre MGB	1100 Litre MGB
Height	930mm	1060mm	1200mm	1390mm
Depth	545mm	730mm	770mm	1090mm
Width	480mm	550mm	1360mm	1360mm

Internal Bins

To enable better recycling streamed waste bins should be included in each dwelling or tenancy (perhaps built into joinery under the kitchen sink, as a separate deep bins' drawer or separate bins in a pantry or location on the floor. Internal Bins – Commercial areas, common areas and work areas

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2.10 What Goes in Each Bin

This information can be found at:
https://www.stirling.wa.gov.au/waste-and-environment/waste-and-recycling/waste-and-recycling-guide-2025-26

2.11 Signage, Education & Safety

It will be the responsibility of Building Management to ensure all residents, staff, and cleaners have all of the material available to them and that they adhere to the required practices regarding waste management, sustainability and promoting waste minimisation.

a) All education material will be in accordance with Council requirement or if this is not available, per signage on the following website:

b) Directional signage should be installed to direct occupants and bin collectors to the bin storage areas.

c) The hard waste storage zone should also be signed.

d) Instructional signage within shared communal bin stores is to indicate which bin is for landfill and which is for recyclables or other waste streams.



Simple, brightly coloured signs to quickly communicate what items are acceptable for each bin.

2.12 Waste Vehicle Requirements

a) Collection for all waste streams is to occur by council collection contractors using 10.2m long waste vehicles from the main bin store areas within development boundary.

b) The waste collection vehicle is to enter and exit the site in a forward direction. Waste collection will occur from the loading bay with waste vehicle performing 3 point turn onsite. Refer to Section 1.2 for waste vehicle manoeuvrability.

c) The waste contractors will be responsible for retrieving, emptying and returning bins to/from the bin store area at the time of collection.

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d) The Building Management is responsible for ensuring the waste contactor has access to the site and bin store on the days of collection. If there is a security code or key required for access, the contractor should be provided with these so they may access the bin store on the specified collection days.

2.13 Traffic Management

a) Traffic management along Brighton Road should not be an issue with collection occurring within the property boundary.

b) Appropriate engineering standards will need to be addressed in the detailed design stage to ensure adequate pavement profile and clearance height.

c) Swept paths have been provided for suitable waste truck collections.

2.14 Noise management

Minimizing noise associated with waste movement and collections include:

a) Locating bin stores and collection points at an appropriate distance from both onsite occupants and adjoining residences;

b) Collections occurring during the stipulated collection times restrict the hours of noise from collections.

c) Collection vehicles should not break up bottles at the point of collection, only once off site. Compaction of waste should only be carried out whilst waste vehicles are on the move and off-site.

2.15 Response to Increasing Waste

a) The total waste capacity exceeds the required allowance calculation by rounding up to the nearest bin size so there is built in capacity should waste levels increase beyond estimates.

b) The rates above do not take account of the impact of Container Deposit Schemes in reducing the volume of recyclable waste going to co-mingled or glass recycling bins. Where building occupants choose to return recyclable containers (typically aluminium, plastic, glass and liquid paper board) to a Container Deposit Scheme location for a refund, the volume of recyclable waste in these bins will be reduced below the calculated figures. All Australian states and territories now have a Container Deposit Scheme (WA – Containers for Change)

c) A waste audit can be undertaken to understand the content of the waste bins. Audits provide feedback to clients of good or poor recycling practices.

d) If landfill bins consistently overflow, staff or cleaners are to be directed to educational material as to the appropriate streaming of waste including food and other recyclables.

e) If recycling bins continue to overflow, staff or cleaners should be reminded to crush and flatten all cardboard boxes and appropriate packaging before placing these in the recycling bin(s). If may also be appropriate to obtain an additional recycling bin.

2.16 Reducing Odour

Odour from waste primarily emanates from bin store areas. Control of odour must occur in the bin store area with the provision of suitable natural or mechanical ventilation. If installed the mechanical ventilation system for the bin storage area must not cause a public health nuisance (noise and odour generation) and comply with EPA requirements and in accordance with the ventilation requirements of the Building Code of Australia and AS 1668.2.

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a) The bin store area and bins are to be monitored and cleaned on a regular basis to remove sources of smells.

2.17 Litter Spread

a) Litter spread is to be managed by ensuring bins are not overloaded, and lids are always closed.

b) Litter spread is to be managed by the system of contractors collecting bins from within the property. As bins are not left outside overnight, the possibility of vandalism is removed.

c) The collection contractor's agreement should require their pickup of any waste that spills from the bins during collections.

Appendix 1 - Preliminary Risk Review

Class 1 Risk = Potential to cause death or permanent injury.	**Class 2 Risk** = Potential to cause injury requiring medical attention.	**Class 3 Risk** = Potential to cause an injury treatable with first aid.

Activity	Steps involved in completing activity & risk	Risk level	Risk mitigating measures	Implementation responsibility
Vehicle comes on site for collection	Large vehicle entering site, and reversing before exiting site. Major risk is hitting young children, the elderly or unaware people, particularly when reversing,	1 1	Vehicle driver entering site is to survey turning area for activity and proceed at 10km per hour within the site. Vehicle driver entering site is to survey the area for activity. If there is no activity near reversing location, driver to execute reverse move (if required) immediately before the situation can change. If there is activity, the driver should ensure the person/persons moving in the area are aware of the pending reversing action, and have time to stay away from the reversing zone or ensure children are away from the reversing zone. Reversing should be at very slow speed. There should be no/few people in the carpark area at the time of collection. Vehicle driver is to survey the area for activity prior to reversing. Reversing should be at very slow speed.	Waste collection contractor / Building Management
Movement of commercial waste to the bin store	Carting waste from the commercial area to the bin store. Risk of manual handling injuries.	2-3	Commercial tenants should ensure their bin sizes are not excessive and cannot carry too much weight to safely negotiate to the bin store. Building owner to include clause in tenants contract to ensure bin sizes are not excessive due to this risk.	Building owner/manager

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Activity	Steps involved in completing activity & risk	Risk level	Risk mitigating measures	Implementation responsibility
Note this assessment is for consideration during the design phase of the project. It is <u>not</u> to replace a risk assessment / Safe Work Method Statement being completed by the contractor and persons undertaking the waste removal process.				

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Appendix 2 - Better Practice Waste Minimisation and Recycling

Circular Economy

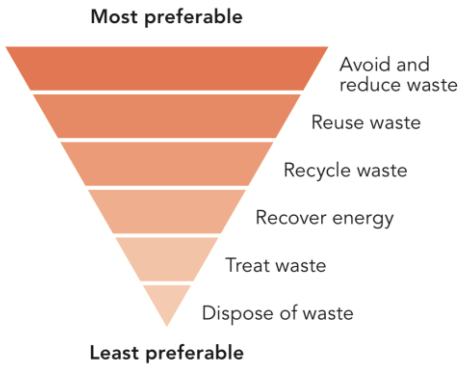
A circular economy is a system where products and services are designed to be reused or ideally be regenerative i.e. to repair the environment. This differs from the predominantly linear model of "take, make and waste" that we have seen in the last few decades which sees vast numbers of products disposed of in landfill.



Food organics is an example of where waste can be circular and also regenerative. Food waste is now being actively collected in many local government areas and used via composting to improve the quality of soils.

While occupants of buildings are generally limited in how they can impact on the design of products to make them re-useable, they can change their own and others behaviour to minimise waste.

The waste reduction hierarchy is another critical concept and subset of the circular economy concept.



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Waste Minimisation

Waste minimisation commences with the design of new buildings/products and decisions of constructers/manufacturers and purchasers.

Key principles of waste minimisation:

- Construct/manufacture or purchase with a strategy in mind for successful re-use at the end of the useful life of a product
- Purchase long lasting products, and only what you need
- Undertake a waste audit to understand what is going to waste
- Set goals and targets for waste minimisation
    - Set waste reduction targets
    - Longer term: Zero Waste to Landfill and zero waste leaving the property.
    - Report on performance against targets.
    - Zero waste supports net zero carbon
- Identify an end location and path to recycling a product or its components

- Provide infrastructure and a storage location to collect waste for each stream prior to recycling a product or its components
- Stream all waste appropriately.

Waste Streaming & Contamination

Managing waste contamination requires the correct separation of products that are recycled differently. This is called waste streaming. Correct streaming requires consideration by stakeholders that generate, dispose of or manage waste.

Good waste streaming reduces contamination to ensure more effective recycling.

Preliminary Waste Streaming

The development should include space internally in kitchens or central hubs for the initial separation/streaming of waste. These cupboards or spaces are to be readily accessible to all occupants are to accommodate separate bins or drawers for the following major waste streams:

1. Co-mingled recyclables
2. Landfill
3. Bulky waste / eWaste

Green Garden Waste

A private maintenance contractor should be responsible for removing any common area green garden waste and can also by arrangement, remove green waste from private spaces if required.

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Bulky Hard Waste Collection

Unwanted bulky items, clothes and other consumables should be donated to charities, sold on online or at second-hand market places if in good condition. If repairs are required, seek out repair community centres for re-purposing.

Local information regarding the recycling of common items for each Council can be found at: www.recyclingnearyou.com.au

E-Waste & Battery Recycling.

a) Some councils provides e-Waste collections as part of the annual residential at call hard rubbish collections. These items are to be placed separately to aid collection.

b) Between collections, authorised electrical and battery waste disposal locations can be found:
   - Most council depots collect e-waste
   - Officeworks collects e-waste



- https://recyclingnearyou.com.au/electrical
- https://www.sustainability.vic.gov.au/Campaigns/eWaste/Where-do-I-take-ewaste
- https://www.mobilemuster.com.au
- Collection stand and collection service providers also exist for batteries. See the **EcoBatt** and **Envirostream** schemes. Collection locations are provided on their websites or you can arrange to have your own onsite stand. (Ecobatt include most Woolworths stores, EnviroStream most Bunnings and Officeworks stores.)





Australasian Recycling Label

The following actions improve recycling outcomes.

- Empty containers and bottles of any leftover food or liquid. Ideally rinse them out.
- Generally, keep lids on all bottles even when made from another product or plastic type (as is the case with most plastic drink bottles).
- Don't put anything inside plastic bottles or containers
- Paper – if it can't be ripped, it can't be recycled due to the plastic coating.
- Ensure awareness of the **Australasian Recycling Label (ARL)** which is on an increasing number of products. The ARL indicates which components of packaging are recyclable and helps ensure better recycling of packaging waste.
- For more detail including on the Conditionally recyclable label instructions refer to https://recyclingnearyou.com.au/arl/

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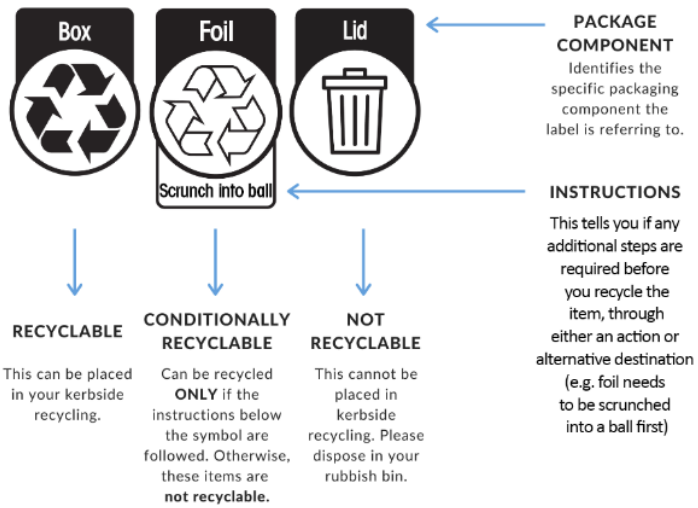
- Select packaging products that include the **ARL** – this is particularly relevant for high waste take-way food and beverage businesses. See below from Ward Packaging.



- Be aware that if they are not sure whether an item is recyclable, then it should be placed in the landfill bin(s). Placing incorrect items in recycling is to be avoided as it leads to contamination of recycling streams, and complexity in recycling.
- Understand not all plastic resin codes can be recycled in all states, cities or councils. Many Council areas or waste collection contractors can only recycle a number of the plastics

codes. Check with Council publications.

Plastics codes

- Plastic resin codes 1, 2 and 5 are readily recycled and collected by most councils,
- Be aware of whether compostable packaging is home/garden compostable or requires higher temperatures as is available in commercial composting.
- Ensure compostable packaging is not placed in recycling streams. Compostable packaging is not useful as a recycled plastic as it breaks down.
- Check local waste collection / contractor requirements – some recycle all plastic resin codes, some are more restricted. Some want lids on bottles, some want them separate and in landfill.

Symbol	Description
1 PETE	Clear tough plastic such as soft drink, juice and water bottles.
2 HDPE	Common white or coloured plastic such as milk containers and shampoo bottles.
3 V	Hard rigid clear plastic such as cordial bottles.
4 LDPE	Soft flexible plastic e.g. squeezable bottles such as sauce bottles.
5 PP	Hard but flexible plastic such as microwave ware, takeaway containers, some yoghurt/ ice cream/jam containers, hinged lunch boxes.
6 PS	Rigid, brittle plastic such as small tubs and margarine/butter containers.
7 OTHER	All other plastics, including acrylic and nylon. Examples include some sports drink bottles, sunglasses, large water cooler bottles.

Additional good recycling practices

For more details refer to our website pages:

- **Recycling at home and work** https://wastemanagementplan.com.au/better-practice-waste-recycling
- **Commercial food and packaging waste minimisation** https://wastemanagementplan.com.au/commercial-food-and-packaging-waste
- **Plastics, glass and aluminium** https://wastemanagementplan.com.au/plastics-glass-and-aluminium-recycling
- **Other items – Clothes, shoes, nappies / incontinence pads, polystyrene, paint**, https://wastemanagementplan.com.au/other-items

Not for council submission

Attachment 8h - Environmental Wind Assessment Prepared by MEL Consultants (Recieved 11 September 2025)

24-26 BRIGHTON ROAD
SCARBOROUGH, WA

ENVIRONMENTAL WIND ASSESSMENT

by

A. Loie

MEL CONSULTANTS

Report: 25068A-DE-EWA00

MEL CONSULTANTS

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1. INTRODUCTION

The proposed 24-26 Brighton Road development will consist of two 6 storey residential towers on a common 3 level podium building, on a site located on the north side of Brighton Road, between West Coast Highway and Hastings Street, in Scarborough, Western Australia. The location of the proposed development is shown in Figure 1 (highlighted in red).

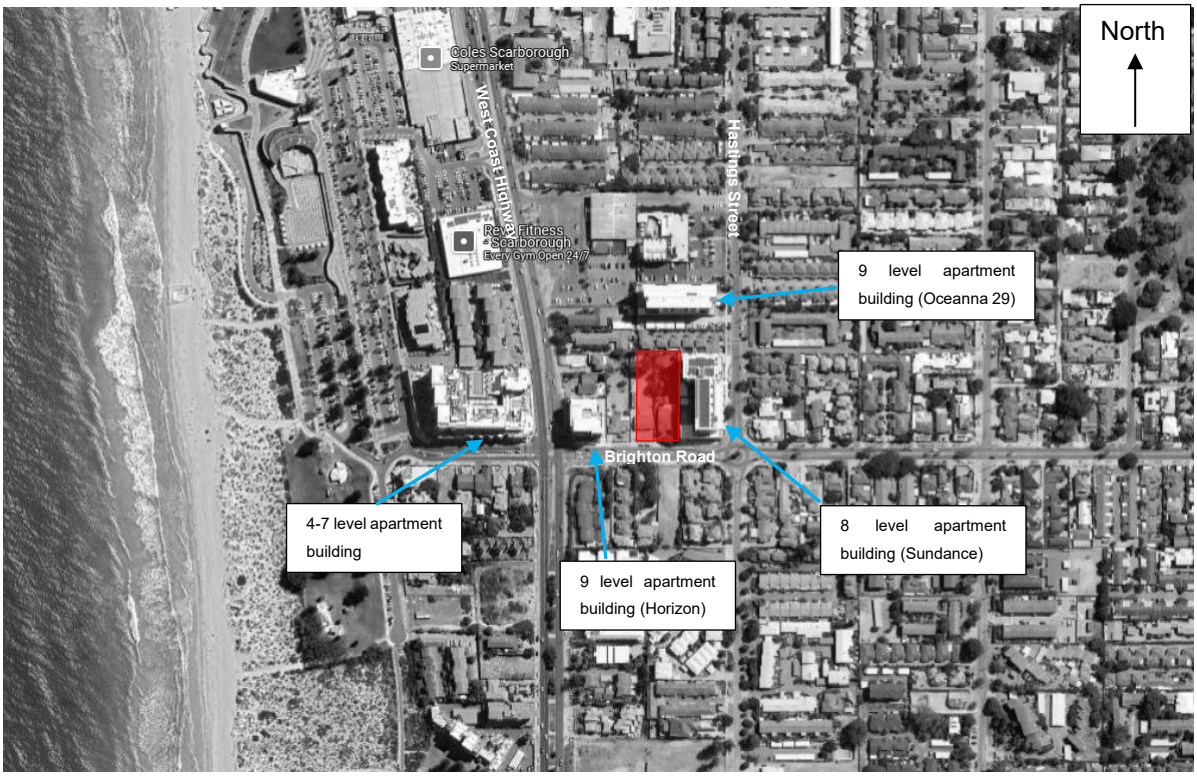


Figure 1: Proposed 24-26 Brighton Road Development location (highlighted in red)

This desktop environmental wind assessment has been prepared based on a review of drawings prepared by Scanlan Architects listed in Appendix A and only considers current existing surrounds and under-construction buildings (i.e. no proposed future buildings). This desktop environmental wind assessment is based on MEL Consultants knowledge of wind flow around buildings and structures from undertaking numerous wind tunnel model studies, no wind tunnel study has been undertaken for this study.

2. ASSESSMENT CRITERIA

This desktop assessment of the environmental wind conditions will be based on the following criteria:

In main public access-ways wind conditions are considered

(a) unacceptable if the peak gust speed during the hourly mean with a probability of exceedence of 0.1% in any 22.5° wind direction sector exceeds 23ms^{-1} (the gust wind speed at which people begin to get blown over);

(b) generally acceptable for walking in Perth waterfront locations if the peak gust speed during the hourly mean with a probability of exceedence of 0.1% in any 22.5° wind direction sector does not exceed 21 ms^{-1} (which results in 83% of the wind pressure of a 23 ms^{-1} gust).

(c) generally acceptable for walking in urban and suburban areas if the peak gust speed during the hourly mean with a probability of exceedence of 0.1% in any 22.5° wind direction sector does not exceed 16 ms^{-1} (which results in half the wind pressure of a 23 ms^{-1} gust).

For more recreational activities wind conditions are considered

(d) generally acceptable for stationary short exposure activities (window shopping, standing or sitting in plazas) if the peak gust speed during the hourly mean with a probability of exceedence of 0.1% in any 22.5° wind direction sector does not exceed 13 ms^{-1};

(e) generally acceptable for stationary long exposure activities (outdoor restaurants, theatres) if the peak gust speed during the hourly mean with a probability of exceedence of 0.1% in any 22.5° wind direction sector does not exceed 10 ms^{-1}.

The probability of exceedence of 0.1% relates approximately to the annual maximum mean wind speed occurrence for each wind direction sector.

3. THE DEVELOPMENT

The proposed Development will consist of two 6 storey residential towers on a shared 3 storey podium building. The ground level shown in Figure 2 will have commercial entrances to the commercial tenancies along Brighton Road while the Residential lobby will be located centrally on the east face of the development and accessed via a pedestrian path along the east boundary. Vehicular access to the basement carparking will be through a driveway along the west boundary.

The podium building will have balconies on all building faces on Levels 1 and 2 (Figures 3 and 4, respectively). On Level 3 (Figure 5) the space between the two towers has been designated for entertainment, outdoor exercise, gym and pool, with the remaining areas around the towers designated for use as terraces. On Levels 4-7 of the towers (Figure 6) there will be balconies on the north, east and south faces, and balconies inset on the west face of the southern tower. On Level 8 of both towers (Figure 7) there will be a continuous balcony that wraps around the eastern corners, and balconies at, or near the western corners.

Figures 8 and 9 show the north and east elevations, respectively, of the proposed development.

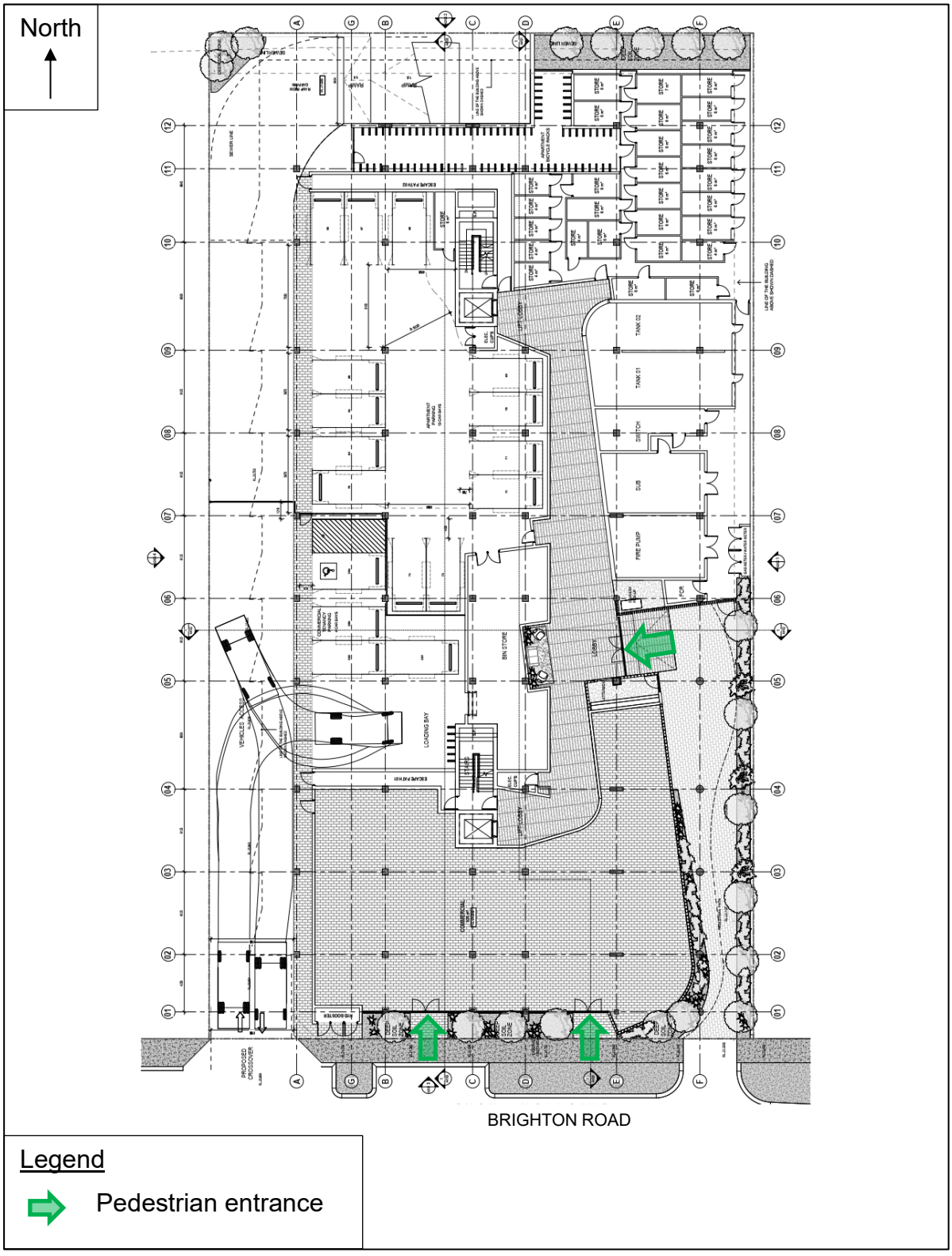


Figure 2: Ground Level of the proposed 24-26 Brighton Road Development

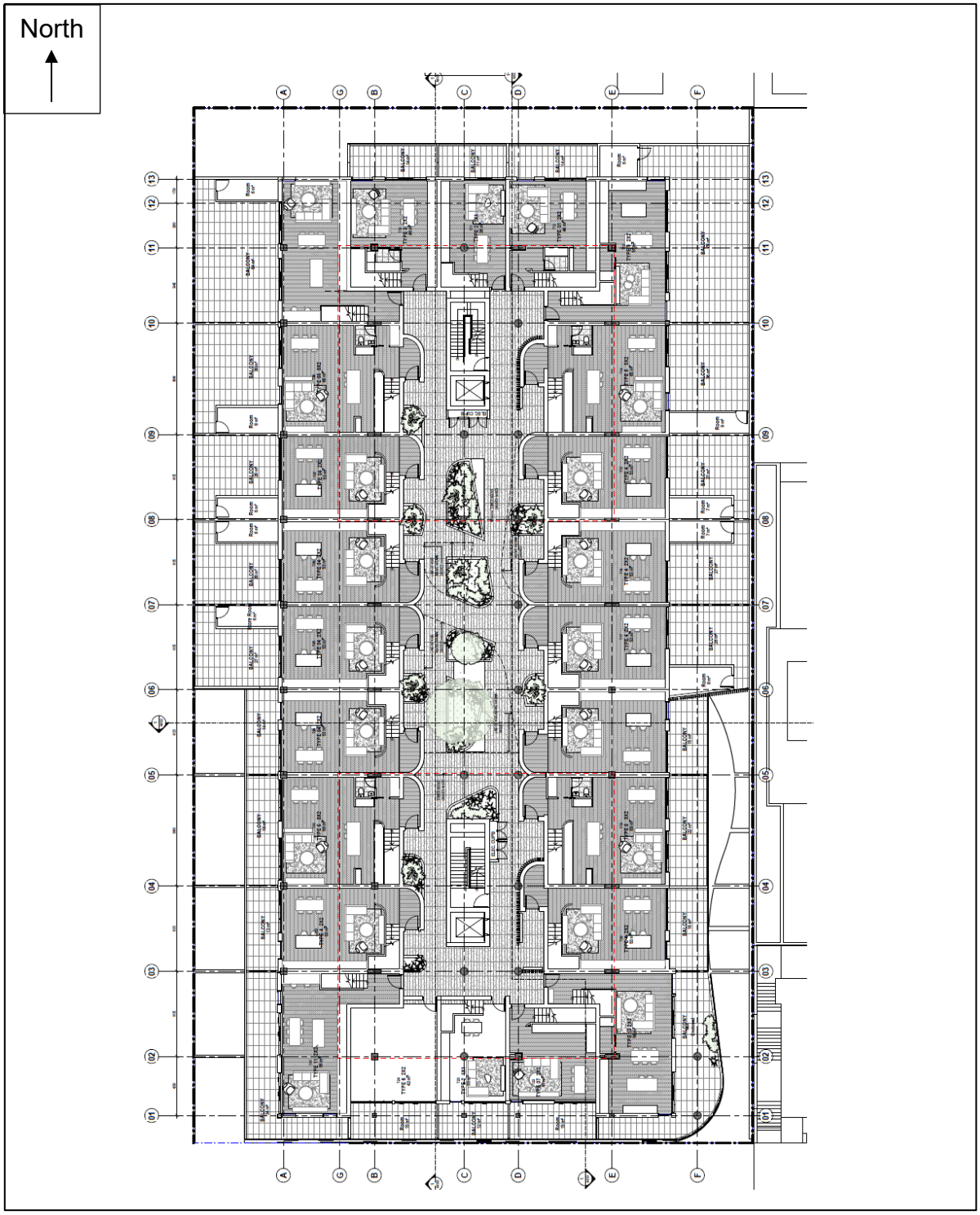


Figure 3: Level 1 of the proposed 24-26 Brighton Road Development.

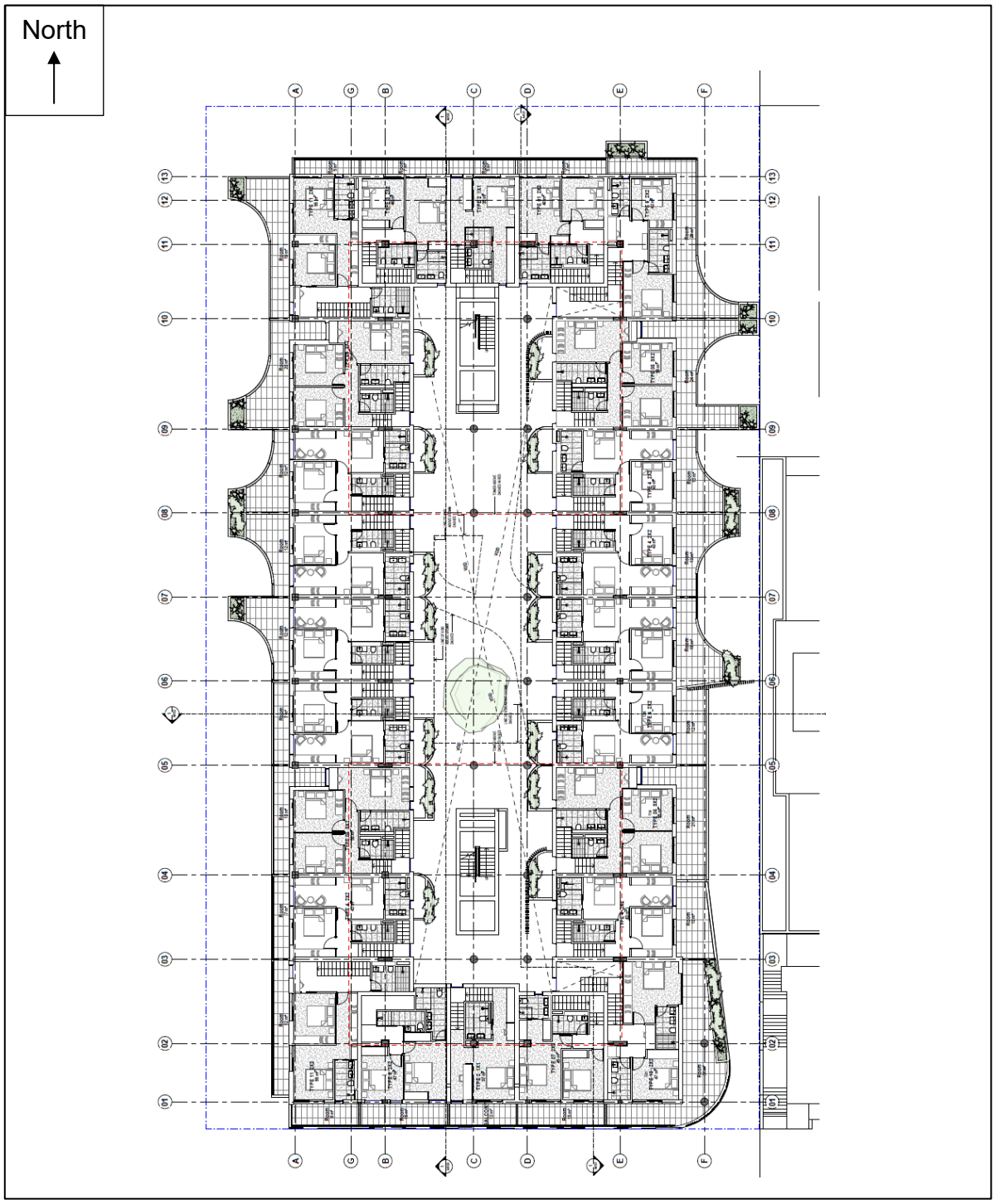


Figure 4: Level 2 of the proposed 24-26 Brighton Road Development.

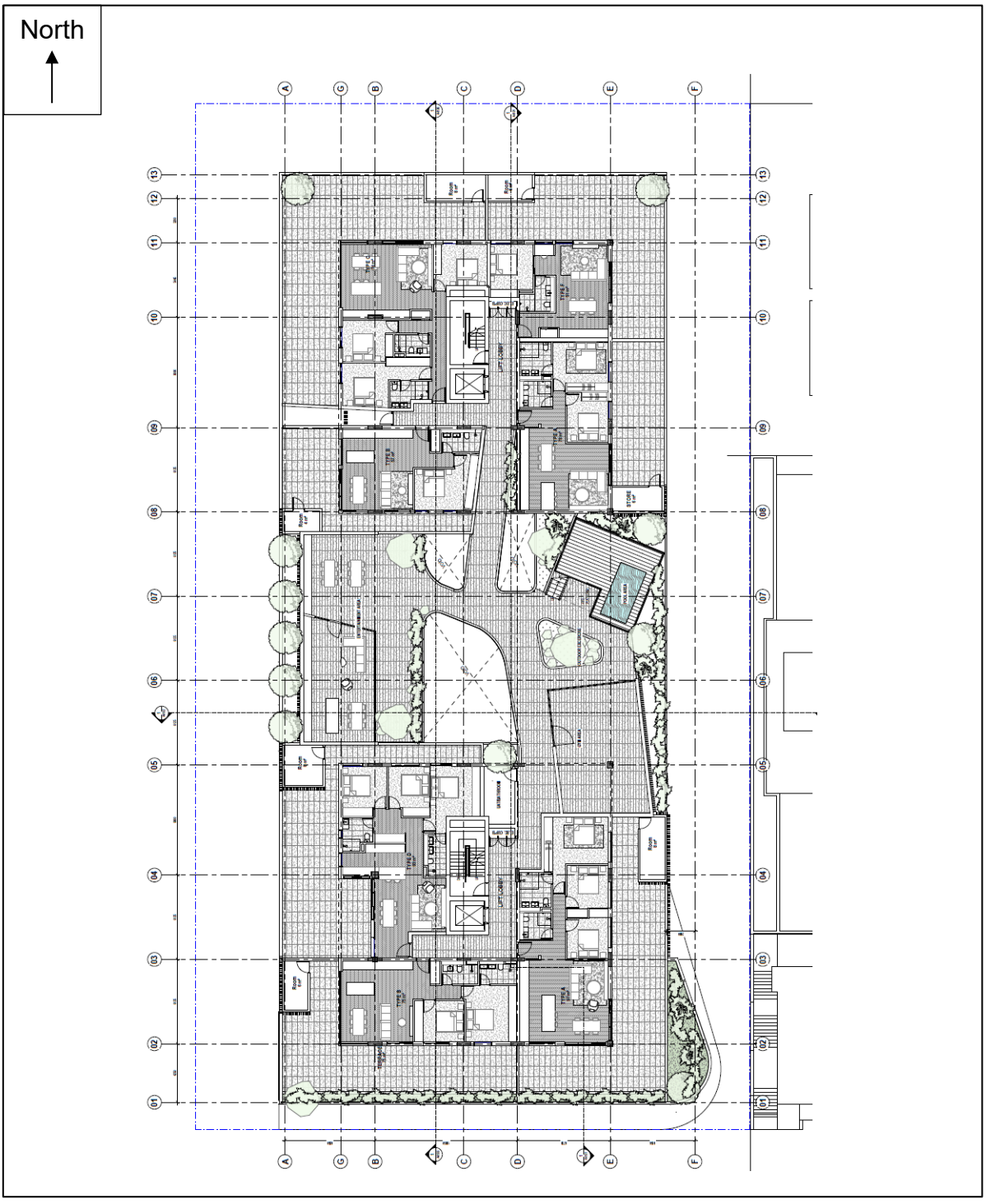


Figure 5: Level 3 of the proposed 24-26 Brighton Road Development.

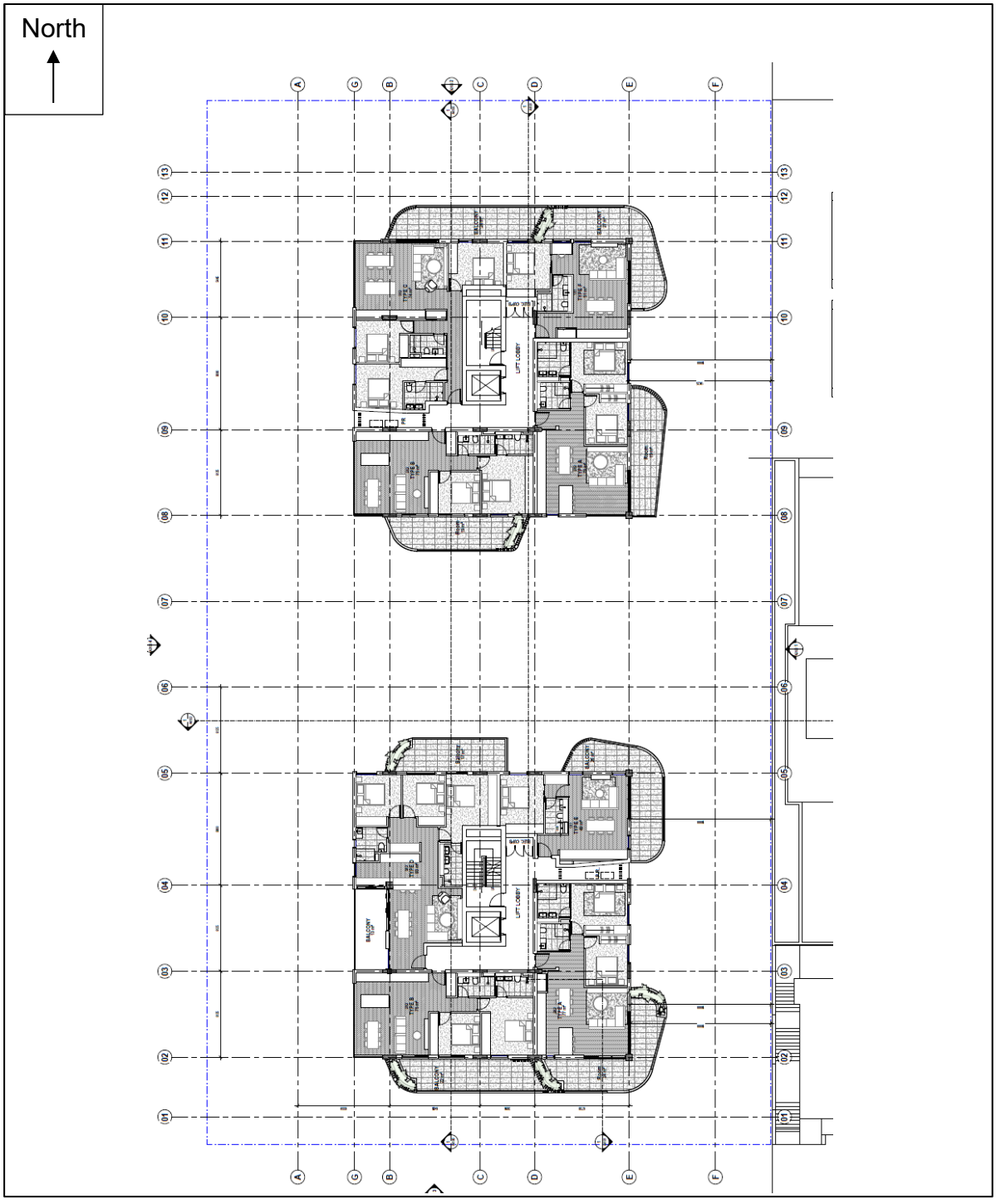


Figure 6: Typical Level 4-7 of the proposed 24-26 Brighton Road Development.

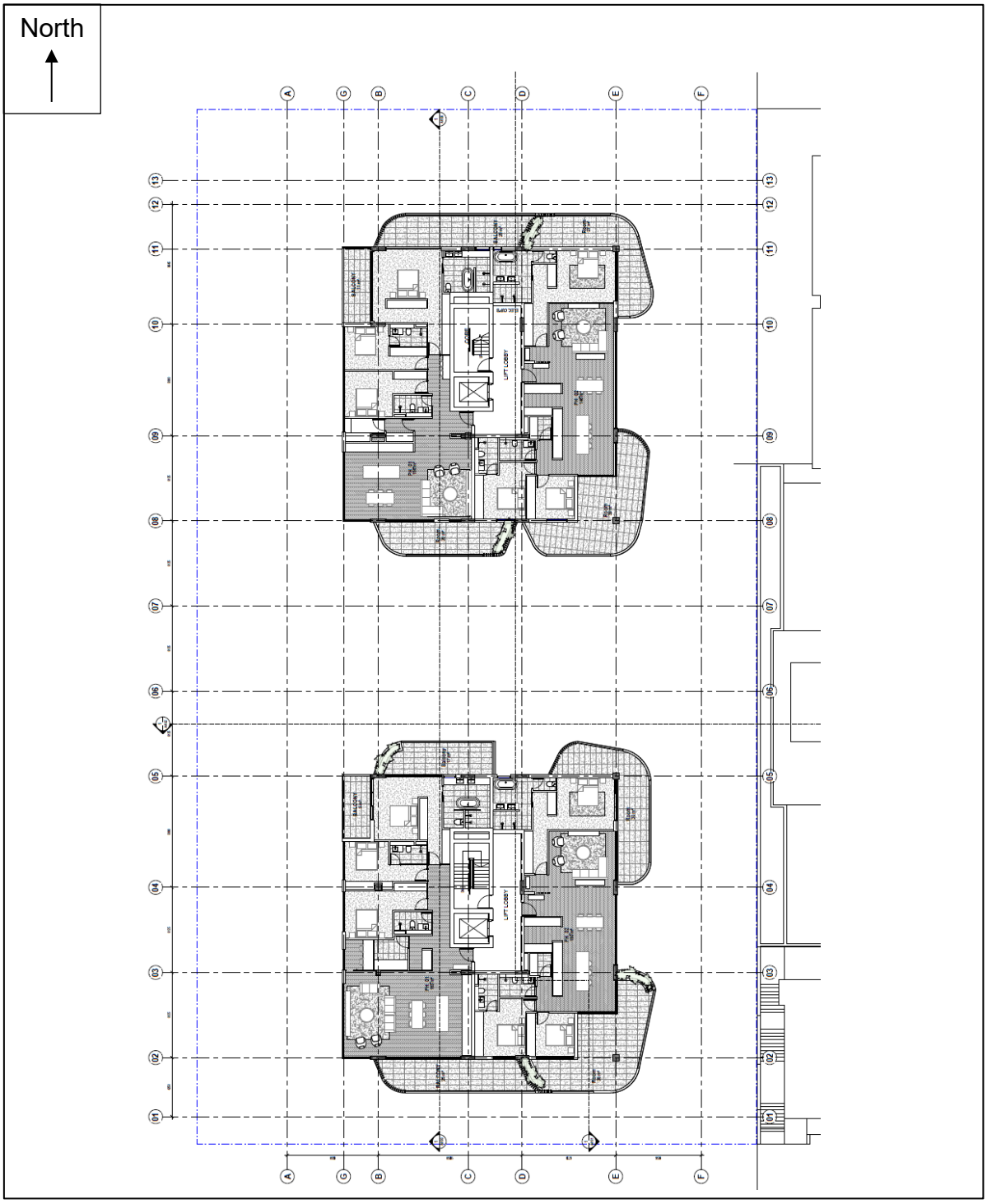


Figure 7: Level 8 of the proposed 24-26 Brighton Road Development.

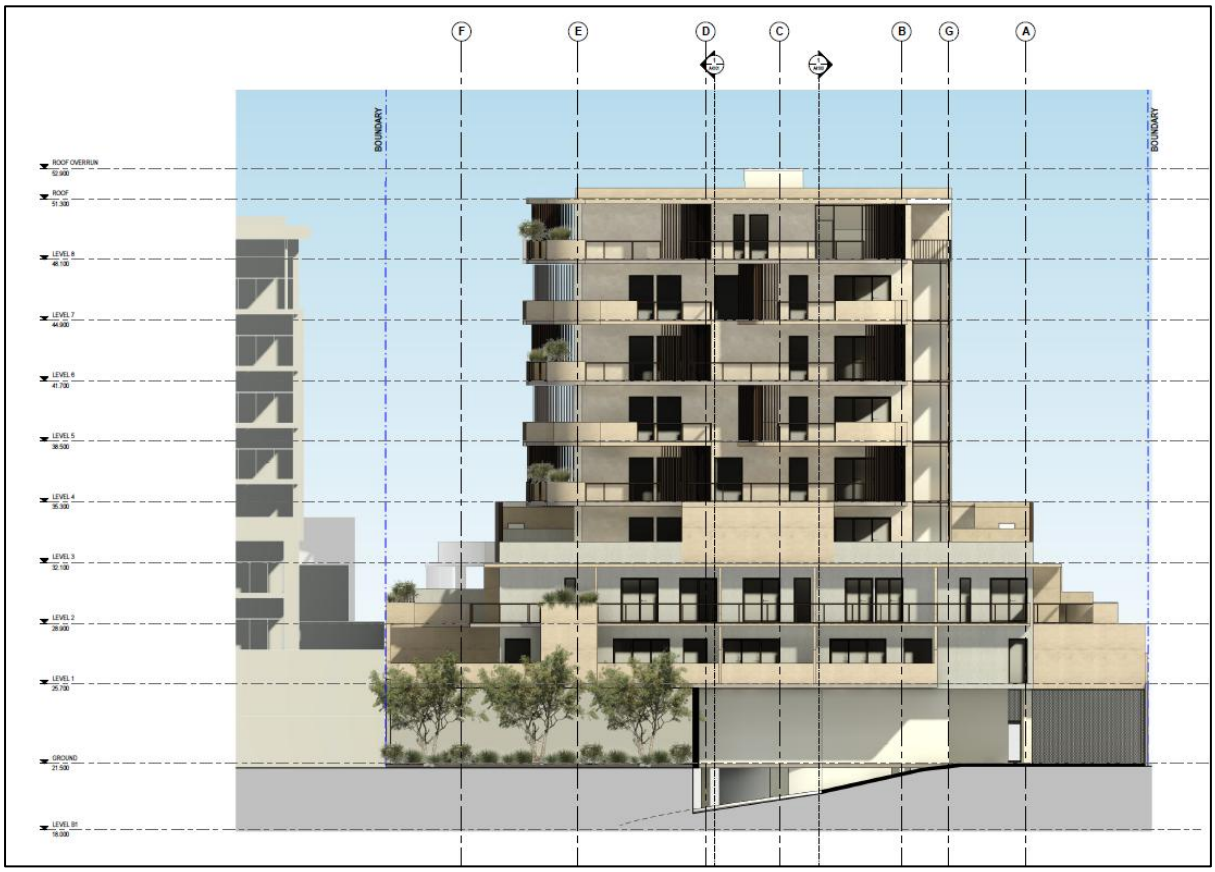


Figure 8: North elevation of the proposed 24-26 Brighton Road Development.



Figure 9: East elevation of the proposed 24-26 Brighton Road Development.

4. WIND ENVIRONMENT AND EXPOSURE

The Perth synoptic wind conditions are caused by the west to east motion of atmospheric pressure systems and these produce prevailing strong winds from the south-west to north-west that occur all year. During the cooler months (June to September), the prevailing strong winds are these synoptic winds from the south-west to north-west while moderate winds exist from the remaining wind directions. During the warmer months (October to May), due to the thermal effects of the land and sea regime, the predominant prevailing wind direction in Perth varies with the time of day. In the mornings the moderate to strong winds are from the east to north-east wind directions and swing around through north to the west and south-west wind directions in the late morning to early afternoon. Towards early evening the strength of the sea breeze reduces and the wind direction swings to a more southerly direction. The afternoon south-west wind direction is a particularly strong wind direction as the sea breeze (Fremantle Doctor) often combines with the synoptic winds.

For the north to northeast wind directions, the lower levels of the proposed development would be shielded by the neighbouring Oceanna 29 residential apartments (9 storeys) located at 29 Hastings Street. Further north are typical 1 to 2 storey residential housings with some taller (3-7 storey) buildings along Scarborough Beach Road.

For the east sector wind directions, the lower levels of the proposed development would be shielded from direct wind flow by the adjacent Sundance residential apartments (8 storeys), with typical 1 to 2 storey residential houses further east beyond Hastings Street.

For the south sector wind directions, the proposed development would be exposed to direct wind flow over the low level (1 to 2 storeys) residential housings. There are some taller (approximately 5 storeys) residential apartments further southwest at 287 West Coast Highway.

For the west sector wind directions, the lower levels of the proposed development would be shielded from direct wind flow by the adjacent Horizon residential apartments

(9 storeys), and buildings (4 to 7 storeys) along The Esplanade, which includes Quest Scarborough, West Beach Lagoon, and Sandcastles Scarborough. However, beyond these buildings is the Indian Ocean.

5. WIND ASSESSMENT

5.1. Ground level

5.1.1. Brighton Road

The southern tower would have good shielding from direct wind flow from the west, and east sector wind directions by the Horizon and Sundance Apartments, respectively. However, it will be exposed to direct wind flow from the south sector wind directions which would be expected to be induced down into Brighton Road. It should also be noted that the orientation and exposure of Brighton Road would mean that westerly winds from the Indian Ocean would flow along Brighton Road.

Given the above, the wind conditions in the streetscapes surrounding the proposed Development along Brighton Road would be expected to achieve the criterion for walking comfort for all wind directions. The main residential entrance, which will be tucked away to the east of the development, would be expected to have wind conditions that achieve the stationary criteria (i.e. recommended for building entrances) for all wind directions. The commercial entrances on Brighton Road would be recessed away from the footpath such that wind conditions would be expected to achieve the short-term stationary criterion.

5.1.2. West Coast Highway and Hastings Street

A row of buildings which includes the Horizon Apartments (9 storeys) and residential houses (1 to 2 storeys) separates the proposed Development from the West Coast Highway. Therefore, the wind conditions along the West Coast Highway would be expected to be similar to those of the Existing Configuration, and this would be expected to achieve the criterion for walking comfort.

To the east of the proposed Development, the Sundance Apartments (8 storeys) separates the proposed Development from Hastings Street. Therefore, the wind conditions along the Hastings Street would be expected to be similar to those of the

Existing Configuration, and this would be expected to achieve the criterion for walking comfort.

5.1.3. Adjacent buildings

Given the exposure of the proposed Development, the wind conditions around the low-rise residential buildings located immediately north and west would be expected to be influenced by the wind flow incident onto the west faces of the towers and the west face of the podium building. For prevailing westerly winds incident onto the west face of the northern tower the winds would be deflected off its northwest corner and flow onto the northern low-rise residential buildings as well as being induced down towards lower levels and the neighbouring site at 22 Brighton Road. The wind conditions in the adjacent low-rise residential buildings to the immediate north and west of the proposed development would be expected to increase compared to its existing conditions but would be expected to be within the criterion for walking comfort for all wind directions.

The proposed Development would also create relatively narrow gaps with the adjacent Sundance Apartments which, for northerly and southerly winds, would be expected to increase wind speeds between the buildings and across the existing west facing private terraces of the Sundance Apartments. Therefore, wind conditions in the west facing private terraces of the existing Sundance Apartments would be expected to increase compared to those of the existing conditions but be within the criterion for walking comfort for all wind directions.

5.2. Level 3 outdoor areas

The wind conditions on the Level 3 outdoor areas between the towers and residential terraces surrounding the towers would be mainly influenced by the downwash wind effects of the building. Given the exposure of the building, as discussed in Section 4, wind flow from westerly wind directions incident onto the west faces of the towers would be expected to be induced down towards these outdoor areas and accelerate around the corners of the building and between the towers. Therefore, the wind conditions at the western corners of the towers and between the towers on Level 3

would be expected to be above the criterion for walking comfort, and potentially unsafe, for the prevailing westerly wind directions, with wind conditions for the remaining wind directions achieving the criterion for walking comfort.

Wind mitigation strategies, such as canopies extending from the building facade and local wind break features (pergolas, wind break screens, dense landscaping) would be necessary to improve wind conditions and achieve the walking comfort criterion or better. These strategies would need to be developed with the assistance of wind tunnel model measurements.

5.3. Private balconies

The wind conditions on the balconies would be expected to satisfy the walking comfort criterion but would be expected to be gustier for balconies near, or at, corners of the towers. Corner balconies are known to experience higher wind conditions compared to balconies located centrally on a facade due to the tendency of wind flowing towards, and accelerating around, building corners. This means that the amenity of corner balconies can be considerable reduced compared to more centrally located balconies. Increasing the heights of the balcony balustrades and the returns would be expected to improve the wind conditions on the balconies.

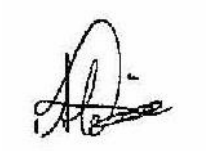
It would be recommended that users be educated on the wind impacts on balconies and that any objects to be left permanently on the balconies would be tethered/ fixed securely to the balconies and the fixing/ tethers inspected regularly for damage/ corrosion. Any loose items should not be left on the balconies when unattended.

6. CONCLUSIONS

We have assessed the environmental wind conditions in the surrounding streetscapes and on the proposed 24-26 Brighton Road development, in Scarborough based on drawings by Scanlan Architects in Appendix A.

It has been assessed that the wind conditions in the streetscapes surrounding the proposed Development would be expected to achieve the walking comfort criterion for all wind directions. However, the wind conditions on the Level 3 outdoor areas between the towers and terraces around the western corners of the towers, would be expected to be above the walking comfort criterion (potentially unsafe). The addition of canopies extending from the building's facade and local wind break features (pergolas, wind break screens, dense landscaping) would be necessary to improve wind conditions and achieve the walking comfort criterion or better. These strategies would need to be developed with the assistance of wind tunnel model measurements.

Prepared by



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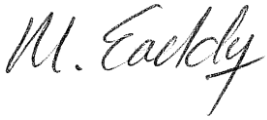

M. Eaddy

16th July 2025

Appendix A – Drawing Register

DRAWING NUMBER	TITLE	REVISION	DATE
A2100	GA PLANS – LEVEL B1	SK10	15/07/25
A2101	GA PLANS – GROUND LEVEL	SK10	15/07/25
A2102	GA PLANS – LEVEL 1	SK10	15/07/25
A2103	GA PLANS – LEVEL 2	SK10	15/07/25
A2104	GA PLANS – LEVEL 3	SK10	15/07/25
A2105	GA PLANS – LEVEL 4-7 (TYPICAL)0	SK10	15/07/25
A2106	GA PLANS – LEVEL 8	SK10	15/07/25
A2107	GA PLANS – LEVEL ROOF	SK10	15/07/25
A3100	GA ELEVATIONS – NORTH	SK02	15/07/25
A3101	GA ELEVATIONS – SOUTH	SK02	15/07/25
A3101	GA ELEVATIONS – EAST	SK02	15/07/25
A3101	GA ELEVATIONS – WEST	SK02	15/07/25
A4100	GA SECTIONS – SECTION A-A	SK02	15/07/25
A4101	GA SECTIONS – SECTION B-B	SK02	15/07/25
A4102	GA SECTIONS – SECTION-C-C	SK02	15/07/25

Attachment 8i - Geotechnical Factual Report Prepeared by Arup (Received 11 September 2025)

QS Developments

22-26 Brighton Road

Geotechnical Factual Report

GEOREP/281519/001

A | For Information

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 281519

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ARUP

Document verification

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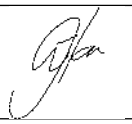
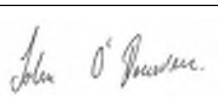
Job title		22-26 Brighton Road			**Job number** 281519
Document title		Geotechnical Factual Report			**File reference**
Document ref		GEOREP/281519/001			
Revision	**Date**	**Filename**	2815191-REP-GIR-001_A.docx		
Rev. A	1st June 2021	**Description**	Factual Geotechnical Report (For Information Only)		
			Prepared by	Checked by	Approved by
		Name	Aika Ibrahim	John O'Donovan	Jillian Bardos
		Signature			
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Figure 2: Existing ground elevations
Figure 3: Surface Geology
Figure 4: Groundwater

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Figure 6: Ground Investigation Locations

Appendices

Appendix A
Geotechnical Explanatory Notes

Appendix B
Borehole Logs

Appendix C
Laboratory Certificates

1 Introduction

Arup were engaged by QS Developments to provide geotechnical consulting engineering services for the supervision and reporting of a ground investigation at 22 - 26 Brighton Road. The purpose of the ground investigation is to provide factual geotechnical information to support the geotechnical design of the foundations and support of excavation during subsequent project stages. The development consists of two towers which are nine and fifteen storeys respectively, and include one level of basement. The development is approximately 14km north from Perth Central Business District, east of West Coast Highway in Scarborough Western Australia.

This factual geotechnical report contains the following information:

- Published geological information for the study area;
- Review of existing ground investigation information for an adjacent site;
- A description of the ground investigation carried out;
- A description of the ground conditions and groundwater levels encountered during the ground investigation; and
- Preliminary geotechnical guidance for earthworks, retaining walls and foundation solutions for the proposed development.

2 Existing Information

This chapter summarises the expected ground conditions based on published geological information for the study area and presents the findings following a review of existing ground investigation information for an adjacent site.

2.1 Site Location

The site is located at 22 - 26 Brighton Road, Scarborough which is in the City of Stirling. The site is approximately 400m east from Brighton Beach and 14 kilometres north of Perth Central Business District. The site is currently occupied by single storey dwellings. Figure 1 shows the location of the site and an aerial view of the site.

2.2 Topography

The existing ground levels at the site are relatively flat. There is a step-in elevations in an east – west direction between the existing property boundaries. Existing ground elevations are in the order of 20.0m and 22.0m AHD, Ref.[3], as shown in Figure 2.

2.3 Geology

The 1:50,000 published Geology Series Map indicates the site is underlain by the limestone geology unit LS1, as shown in Figure 3, Ref. [1]. The limestone geological unit is described as:

"LIMESTONE – light yellowish brown, fine to coarse-grained, sub-angluar to well rounded, quartz"

2.4 Groundwater

The Perth Groundwater Atlas estimates the groundwater level to be between 1m AHD to 2m AHD which equates to 20 – 22 metres below existing ground level (mbgl), as shown in Figure 4, Ref. [2]. The Perth Groundwater Atlas states that actual groundwater levels can fluctuate between 0.0 to 3.0m due to seasonal variation.

The groundwater salinity is 500-1000 mg/L with a low iron staining risk.

2.5 Acid Sulphate Soils

The site is considered to have an extremely low probability for acid sulphate soil occurrence, Ref. [4], as presented in Figure 5. The confidence level for this probability is unknown.

2.6 Seismicity

The hazard factor (Z) of the site is taken as 0.09 based on AS1170.4, Ref. [6], which is the nominated value for the Perth region. The hazard factor is equivalent to an acceleration coefficient with an annual probability of exceedance of 1/500 (i.e. a 10% probability of exceedance in 50 years).

2.7 2015 Historical Ground Investigation

A historical ground investigation was carried out in March 2015 on a site adjacent to the proposed development. The geotechnical report was provided to Arup by the Client and the scope of the ground investigation consisted of the following:

- 3 No. machine driven augers to a depth of 4m bgl;
- 3 No. CPT to a depth of 7.5m bgl;
- 3 No. seismic surveys using Horizontal – Vertical Spectral Ratio (HVSR);
- 2 No. percolation tests.

A summary of the ground conditions encountered during the historical ground investigation is tabulated below. No groundwater was encountered at the time of the ground investigation.

Table 1: Historical Investigation – Ground Profile

Material	Consistency	Top of layer (m bgl)	Thickness (m)
Sand	Medium Dense	0	5
Limestone Sand	Very Dense (Cemented)	5	2
Limestone	Bedrock (Very Hard)	7	undetermined

The historical ground investigation also consisted of two percolation tests carried out in accordance with AS/NZS 1547: 2000 On-site domestic-wastewater management. Table 2 below shows the saturated permeability for the sand material tested. The geotechnical report suggests a well-drained drainage class for the material.

Table 2: Percolation test results

Ref	Testing Depth (m bgl)	Soil Type	Saturated Permeability (m/day)	Indicative Drainage Class
BH1	4.0	Sand	2.56	Well Drained
BH2	4.0	Sand	3.78	Well Drained

For a detailed description of the ground conditions encountered during the ground investigation refer to the following geotechnical report:

- Optimum Engineering Consultants (2015), *Detailed Geotechnical Investigation – Proposed Mixed Use Development 254-256 West Coast Highway, Scarborough Western Australia*, 25 March 2015

3 Ground Investigation

A ground investigation was carried out by Arup between the 21st and 23rd April 2021. The purpose of the investigation can be summarised as follows:

- To determine the likely stratigraphical profile across the site; and
- To provide factual ground investigation information for the geotechnical design of the foundations and support of excavation for the proposed basement;

The scope of the ground investigation comprised of:

- 3 no. boreholes to a target depth of 30.0mbgl; and

- Laboratory soil and rock testing.

The ground investigation locations are shown in Figure 6. Prior to commencement of the intrusive investigation, a specialist utility locator was engaged to confirm the proposed test locations were clear of any underground utilities.

All ground investigation works were undertaken under the supervision of an Arup geotechnical engineer and in accordance with Australian Standard AS1726-2017, Ref. [8]. The Arup geotechnical explanatory notes are included in Appendix A, and can be used as a reference for the exploratory hole logs.

3.1 Boreholes

Precision Drilling Australia were engaged by Arup to conduct the geotechnical drilling services for the project, with an Arup geotechnical engineer supervising the drilling works.

Two boreholes were drilled in total between 21st and 23rd April 2021 using a tracked rig (PDR01 Hydrapower Scout V) mobilised on a drive truck.

The boreholes were drilled using rotary wash bore in the soil profile and PQ coring in the rock profile. Soil samples were obtained from the Standard Penetration Test (SPT) which were carried out at 1.5m intervals.

Once the borehole was advanced to the target depth and drilling rods removed, the borehole locations were backfilled with gravel and reinstated.

The borehole soil and rock logs are presented in Appendix B.

Table 3: Borehole information

Test ID	Coordinates (MGA94)		Elevation (m AHD)	Depth achieved (m)	Termination reason
	Easting	Northing			
BH01	Removed from scope of works				
BH02	382,669.6	6470232.2	21.00	30.0	Target Depth
BH03	382,670.2	6470201.8	21.00	30.0	Target Depth

3.2 Standard Penetration Tests

Standard Penetration Tests (SPTs) in accordance with AS 1289.6.3.1 – 2004 were undertaken at 1.5m depth intervals where soil material was encountered in the boreholes. The sum of the number of blows required for the second and third 150mm penetrative increments is termed the "N" value. The uncorrected "N" value can be used to characterise the soil density and consistency which is shown in Table 4 below:

Table 4: Soil density and consistency by SPT N-Value

Coarse grained		Fine grained	
SPT N Value (blows/300mm)	**Soil Density**	**SPT N Value (blows/300mm)**	**Soil Consistency**
0-4	Very Loose (VL)	0-2	Very Soft (VS)
4-10	Loose (L)	2-4	Soft (S)
10-30	Medium Dense (MD)	4-8	Firm (F)
30-50	Dense (D)	8-16	Stiff (St)
50+	Very Dense (VD)	16-32	Very Stiff (VSt)
		32+	Hard (H)

3.3 Laboratory Testing

This section details the laboratory testing carried out by National Association of Testing Authorities (NATA) accredited laboratories to (i) confirm field classification of the in-situ soils and rock material, (ii) assess the risks associated with concrete and steel structural elements exposed to aggressive soils.

- Particle Size Distribution (PSD) on soil samples per AS1289, Ref[7];
- Point load testing (PLT) and uniaxial compressive strength testing (UCS) on rock samples per AS4133, Ref[13]; and
- Chemical testing.

The tests were conducted on representative samples of the soils and rock materials encountered in the boreholes with laboratory test certificates attached in Appendix C.

3.3.1 Soil Classification

Soil classification testing was carried out by Material Consultants Pty Ltd, a NATA accredited soil testing laboratory in Perth. All tests were undertaken in accordance with the relevant Australian Standards. The soil classification tests comprised of the following:

- 2 No. Particle Size Distributions in accordance with AS1289, Ref[7]

The testing results are summarised in Table 5 below.

Table 5: Laboratory classification testing summary

Test ID	**Sample depth (m bgl)**	**Material**	**Particle size distribution**			**Plasticity**			**Moisture content (%)**
			Fines (%)	**Sand (%)**	**Gravel (%)**	**LL (%)**	**PI (%)**	**LS (%)**	
BH02	12.0 – 12.2	SAND	6	93	1	-	NP	-	-
BH03	4.5 – 4.8	SAND	7	89	4	-	NP	-	-
			% Fines (<0.075mm)			LL = Liquid Limit			

Test ID	Sample depth (m bgl)	Material	Particle size distribution			Plasticity			Moisture content (%)
			Fines (%)	Sand (%)	Gravel (%)	LL (%)	PI (%)	LS (%)	
			% Sand (>0.075mm, <2.36mm) % Gravel (>2.36mm)			PI = Plasticity Index LS = Linear Shrinkage NP = Non-Plastic			

3.3.2 Rock Strength Testing

As part of the laboratory testing, representative rock samples were selected from the boreholes and rock strength tests were conducted in accordance with AS4133, Ref[13]. The rock strength tests included point load tests and uniaxial compressive tests (UCS) further details are given below.

3.3.2.1 Point Load Index Tests

Material Consultants Pty Ltd was engaged by Arup to complete point load tests on six rock core samples retrieved during the ground investigation. The samples were loaded until failure and the failure load recorded to provide the point load strength index strength ($I_{s(50)}$) of the rock.

It is common practice to adopt a correlation factor to convert point load test results to UCS. This correlation factor is site specific and published data for limestones along the WA coast indicate this factor is between 4 – 11, Ref. [5].

A summary of the point load test results with indicative lower bound and upper bound UCS values are shown in Table 6 below.

Table 6: Point load test results

Borehole	Depth (mbgl)	$I_{s(50)}$ MPa	UCS (MPa) Is (50) x 4	UCS (MPa) Is (50) x11	Strength Designation (Lower – Upper Bound)
BH02	14.10	0.28	1.1	3.1	Very Low - Low
BH02	25.09	0.03	0.1	0.3	Extremely Low – Very Low
BH02	28.30	2.71	10.8	29.8	Medium - High
BH03	8.140	1.02	4.1	11.2	Low - Medium
BH03	8.925	0.9	3.6	9.9	Low - Medium
BH03	20.91	0.33	1.3	3.6	Very Low - Low

3.3.2.2 UCS Tests

Trilab Pty Ltd, engaged by Material Consultants Pty Ltd, completed UCS on four intact core samples retrieved during the ground investigation and are tabulated Table 7 below.

Table 7: UCS test results

Test ID	Depth (mbgl)	UCS (MPa)	Rock Strength Designation
BH02	18.15	1.18	Very Low
BH03	6.50	6.51	Medium
BH03	13.73	8.28	Medium
BH03	25.13	2.98	Low

3.3.3 Soil Aggressivity

Soil aggressivity testing was conducted by ALS on one selected sample from the ground investigation. The results of the soil aggressivity testing is presented in Table 8 below.

Table 8: Summary of Aggressivity Testing

Test ID	Depth (m)	Material	pH (-)	Chloride (Cl^-) (mg/kg)	Sulfate Content (SO_4^{2-}) (mg/kg)
BH02	12.0 – 12.19	Sand	9.4	20	<10

4 Ground Investigation Findings

4.1 Ground Conditions

A conceptual ground profile based on the ground investigation and desk study information is summarised below. The associated borehole logs are provided in Appendix B.

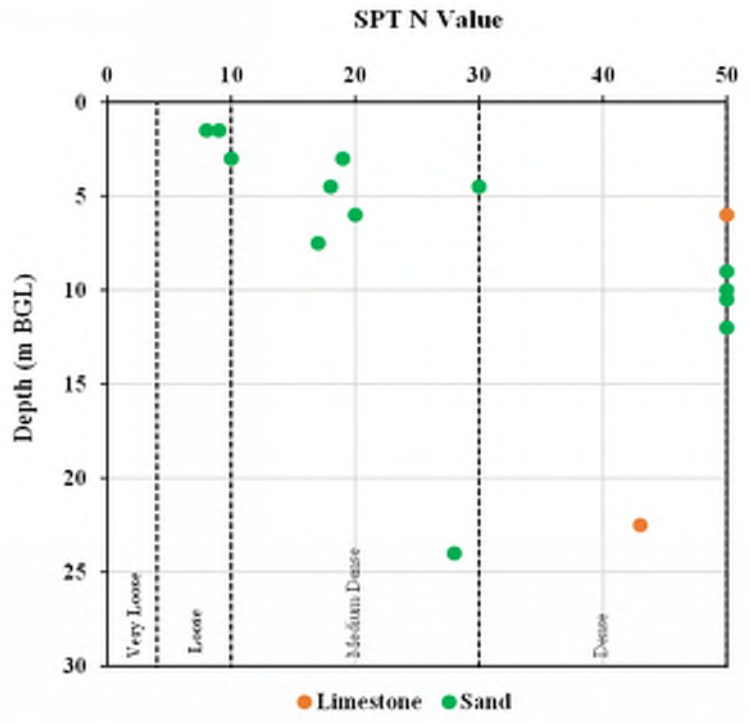
Table 9: Ground profile

Material	Description	Consistency / Strength	Top of Unit Depth (m bgl)	Base of Unit Depth (m bgl)
Topsoil – Silty Sand	Dark brown, fine to medium grained, sub-angular – sub rounded, with root fibres	loose	0	0.2
Sand	brown fine to coarse grained, sub-angular to sub-rounded; overlying	Loose	0.2	3.0
		Medium Dense	3.0	5.7 - 8.4
Tamala Limestone	light yellowish brown, fine to coarse-grained, extremely weathered to slightly weathered.	Low to Medium Strength	5.7 - 8.4	undetermined

4.2 Sand

The SPT N values (uncorrected) recorded during in-situ testing plotted against depth (m bgl) are presented below. The SPT tests were conducted at 1.5m depth intervals when the sand profile was encountered. The following observations were derived from the soil and rock profiles encountered during the ground investigation:

- The density of the sand profile increases from loose (near surface) to medium dense (>3m);
- The density of the sand profile >6m is typically dense to very dense; and
- A medium dense sand material interbedded with limestone was observed in BH03 between 20m bgl to 25m bgl; and
- Uncemented sand profiles were observed interbedded with Tamala Limestone in both boreholes.



4.3 Tamala Limestone

The Tamala Limestone rock strength was assessed based on field observations and confirmed with laboratory point load and UCS tests.

The point load test index $I_{s(50)}$ values were converted to UCS value by using a local multiplication factor for limestones along the WA coast. The variability in rock strength of the Tamala Limestone encountered during the ground investigation ranged from low to medium strength. This is considered representative of a rock which was observed to have varying weathering and cementation.

4.3.1 Karst within Tamala Limestone

Karst features in the Tamala Limestone were observed in both boreholes during the rock coring which included both vuggy rock core and voids (<0.7m in depth). Gordon (2003), Ref. [5], highlights one area in Perth where karst is active resulting in underground solution, caves, swallows and dolines these are Lake Joondalup – Yanchep belt. The feature has been estimated to be 2 – 3km wide and contains hundreds of caves and dolines. The proposed development is approximately 18 km from the nearest active Karst feature identified by Gordon (2003), Ref. [5].

4.4 Groundwater

Groundwater was not recorded as encountered during the site investigation. The observation of free groundwater was precluded during drilling due to the use of drilling fluids to progress the boreholes. The published groundwater information and groundwater observations during the 2015 ground investigation indicate that the groundwater table is between 20m BGL to 22m BGL.

5 Geotechnical Considerations

Based on the available ground investigation information, the following section presents the geotechnical considerations for the proposed development.

5.1 Site Classification

The ground investigation information indicates the site is predominately a sand and limestone site therefore it is recommended that the site be given Class A classification in accordance with AS2870 – 2011, Ref. [10], as shown in Table 10 below. A Class A site is defined as a site with little or no ground movement from moisture changes. The characteristic surface movements in accordance with AS2870 – 2011, Ref. [10] are given in Table 11.

However, standard footings that conform to this site classification apply only to residential dwellings of less than three (3) stories. The proposed towers which are 9 and 15 storeys do not fall within the scope of AS2870-2011, Ref. [10], hence the proposed foundation system should be analysed and designed by an experienced geotechnical engineer.

Table 10: Classification based on site reactivity (AS2870-2011 Table 2.1)

Class	Foundation
A	***Most sand and rock sites with little or no ground movement from moisture changes.***
S	Slightly reactive clay sites, which may experience only slight ground movement from moisture changes.
M	Moderately reactive clay or silt sites, which may experience moderate ground movements from moisture changes.
H1	Highly reactive clay sites, which may experience high ground movement from moisture changes.
H2	Highly reactive clay sites, which may experience very high ground movement from moisture changes.
E	Extremely reactive sites, which mat experience extreme ground movement from moisture changes.

Table 11: Classification characteristic surface movement (AS 2870-2011 Table 2.3)

Characteristic surface movement (y_s) (mm)	Site classification in accordance with AS 2870-2011 Table 2.1
$0 < y_s \leq 20$	***S***
$20 < y_s \leq 40$	M
$40 < y_s \leq 60$	H1
$60 < y_s \leq 75$	H2
$y_s > 75$	E

5.2 Exposure Classification

Soil aggressivity (pH, Chloride and Sulfate content) can impact foundations and prematurely deteriorate the steel or concrete exposed to the soil.

One soil aggressivity test was conducted on a sand sample taken from BH02 at approximately 12.0m below ground level. This material was classified as soil condition "B – all soils above groundwater" as per the principles for durability design of concrete piles and steel piles in contact with soils detailed in AS2159-2009, Ref. [9], summarised in Table 7, resulting in exposure classifications as non-aggressive for both concrete and steel piles.

Table 12: Summary of Aggressivity Testing

Soil Unit	Soil Condition[1]	AS2159: Concrete and Steel Piles
U2	B – low permeability soils (e.g., silts and clays) or all soils above groundwater	Non-aggressive (Concrete)

1. Soil conditions A – high permeability soils (e.g., sands and gravels) which are in groundwater; Soil conditions B – low permeability soils (e.g., silts and clays) or all soils above groundwater

5.3 Earthworks Considerations

It is recommended that the earthworks are performed in conformance with AS3798-2007 *Guidelines on earthworks for commercial and residential developments* Ref. [12].

The following guidance is given for the site preparation and earthworks required for the site:

- All organic matter, topsoil, deleterious material and uncontrolled fill including old pavement or building materials should be removed;
- Uncontrolled fill, rubble and buried objects to be removed during bulk excavation down to the proposed foundation formation level;
- Any contaminated ground encountered should be removed during bulk excavation down to the foundation formation level. If encountered a suitably qualified Environmental Consultant needs to be engaged to provide recommendations for assessing the potential and dealing with any contaminated ground.
- Any large cobble-sized limestone or cemented material encountered is to be removed or broken into smaller pieces;
- If required, install additional drainage to control and direct any seepage or surface water to a collection point (or sumps) for off-site disposal;
- Proof rolling of subgrade shall be carried out in accordance with AS 3798-2007, Ref.[12];
- It is generally expected that excavations across the site should be carried out using standard earthmoving equipment but the effect of noise and vibration on existing structures needs to be considered and assessment made to their suitability for the site.

The sand material encountered during the ground investigation is likely suitable for reuse as general fill material with further testing to confirm its suitability. The testing required is dependent on the intended use i.e. structural fill material or general fill. It should be noted that any oversize material (greater than 80 mm), deleterious material or unsuitable material should be removed prior to use as fill.

5.3.1 Excavatability and Ripability

Excavatability and ripability is a measure of the difficulty levels associated with the removing of earth materials and is used to determine appropriate excavation methods. It is dependent on the geotechnical properties of the material (strength of density) and mass characteristics such as fractures and discontinuities.

Excavations required for the proposed site and structures are anticipated for (i) shallow excavations for site preparation and installation of utilities (ii) deeper excavation for construction of basement.

Based on the available ground investigation information and considering the proposed development consists of a maximum of one basement level, the materials excavated are anticipated to be primarily sand material where standard earthworks plant would be adequate.

However, previous experience indicates Tamala Limestone rock level can vary considerably. Where limestone material is encountered during the basement excavation, allowance should be made for the use of rock breaking equipment.

No groundwater management during excavations is anticipated for the site based on the deep groundwater table. However, drainage control should be implemented to deal with surface water ingress.

5.4 Foundation and Support of Excavation Options

In this section high level review of foundation and support of excavation options has been carried out considering information obtained during the ground investigation information.

5.4.1 Foundations

It is anticipated that a pile foundation will be required for the proposed nine and fifteen storey towers. Based on the site conditions encountered a bored cast in place pile will likely to be the most feasible foundation option given the wide variety of pile diameters and load capacity of this foundation type. Driven piles are not considered feasible for this development given the shallow nature of the Tamala Limestone and likely refusal in the Tamala Limestone during installation.

A raft foundation may also be feasible under the footprint of the basement however detailed settlement analysis will be required to determine the immediate, long term and differential settlement of the foundation. All foundation solutions should be undertaken by a suitably qualified geotechnical engineer.

At subsequent project stages consideration should be given to the presence of karst features in the design and construction of the preferred foundation solution.

5.4.2 Support of Excavations

In this section potential options for the support of excavations for the proposed one level basement is described. The support of excavation should consider both the temporary and permanent cases when preparing the design. The Contractor should provide the Client a temporary works design and construction methodology for review and approval prior to any construction works undertaken. The following support of excavations options are considered feasible for the proposed development:

- Battered sloped to basement level; consideration should be given to the ultimate footprint and distance to existing buildings. A slope stability analysis should be carried out to determine the factor of safety of the slope angle;
- Gravity retaining walls;

- Contiguous Pile Wall.

6 Conclusions

The main conclusions arising from this report are summarised below.

- The materials encountered on site typically comprise of a brown loose to medium dense sand overlaying Tamala Limestone.
- The rock testing carried out on the rock samples indicate the Tamala Limestone is typically a low – medium strength rock with variable degrees of weathering and cementation.
- Karst features were observed during the rock coring and took the form of vuggy rock core and voids. The maximum rock void was approximately 0.7m in depth.
- Groundwater is anticipated to be approximately to 20 – 22 mbgl based on the Perth Groundwater Atlas;
- The groundwater table is not expected to be encountered during the excavation for the one level basement. However, contingency measures should be in place to cope with surface water seepages into excavation;
- The site is considered to have an extremely low probability for acid sulphate soil occurrence, and soil aggressivity test results indicate exposure classifications as non-aggressive for both concrete and steel piles;
- In accordance with AS2870 – 2011 a Class A site classification is deemed adequate for the site, however as this site classification apply only to residential dwellings of less than three (3) storeys, the proposed towers of 9 and 15 storeys does not fall within the scope of AS2870-2011, and hence the foundation system should be analysed and designed by an experienced geotechnical engineer;
- A bored pile foundation or raft foundation are the likely foundation solutions for the proposed towers. The raft foundation is likely only feasible under the footprint of the basement. Detailed settlement analysis should be carried out to determine immediate, long term and differential settlement of the foundation type at design stage.
- At subsequent project stages consideration should be given to the presence of karst features in the design and/or construction of the preferred foundation solution.
- It is anticipated the support of excavation will take the form of either a battered slope, gravity retaining walls or contiguous pile walls. At design stage consideration shall be given to both temporary and permanent cases where a combination of the above SOE solutions maybe appropriate.

7 Limitations

The ground is a product of continuing natural and man-made processes and therefore exhibits a variety of characteristics and properties which vary from place to place and which can change with time. Geotechnical engineering involves gathering and assimilating limited facts about these characteristics and properties in order to understand or predict the behaviour of the ground on a particular site under certain conditions. This document may report such facts obtained by inspection, excavation, probing, sampling, testing or other means of investigation. If so, they are directly relevant only to the ground at the place where, and the time when, the investigation was carried out, and are believed to be reported accurately. Any interpretation or recommendation given in this report shall be understood to be based on judgement and experience and not on a greater knowledge of the facts than the reported investigations would imply.

The interpretation and recommendations are therefore opinions provided for our client's sole use in accordance with a specific brief. As such they do not necessarily address all aspects of ground behaviour on the subject site. The responsibility of Arup is solely to its Client. It is not intended that this report be relied upon by any third party. No liability will be accepted to any third party. This report is the subject of copyright and shall not be reproduced either wholly or in part without the prior written permission of Arup.

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[5] Australian Geomechanics Society - The Engineering Geology of Perth Part 2, Vol 38 No. 4, Gordon. R. (2003) Coastal Limestones.

Australian Standards and Guidance Documents

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[8] Australian Standards (2017) AS1726 – 2017: Geotechnical Site Investigations.

[9] Australian Standards (2009) AS2159-2009: Piling – Design and Installation.

[10] Australian Standards (2011) AS2870 – 2011: Residential slabs and footings.

[11] Australian Standards (2009) AS3600 – 2009: Concrete structures.

[12] Australian Standards (2007) AS3798 – 2007: Guidelines on earthworks for commercial and residential developments.

[13] Australian Standards (2005) AS4133.0 – 2005: Methods of testing rocks for engineering purposes.

Figures



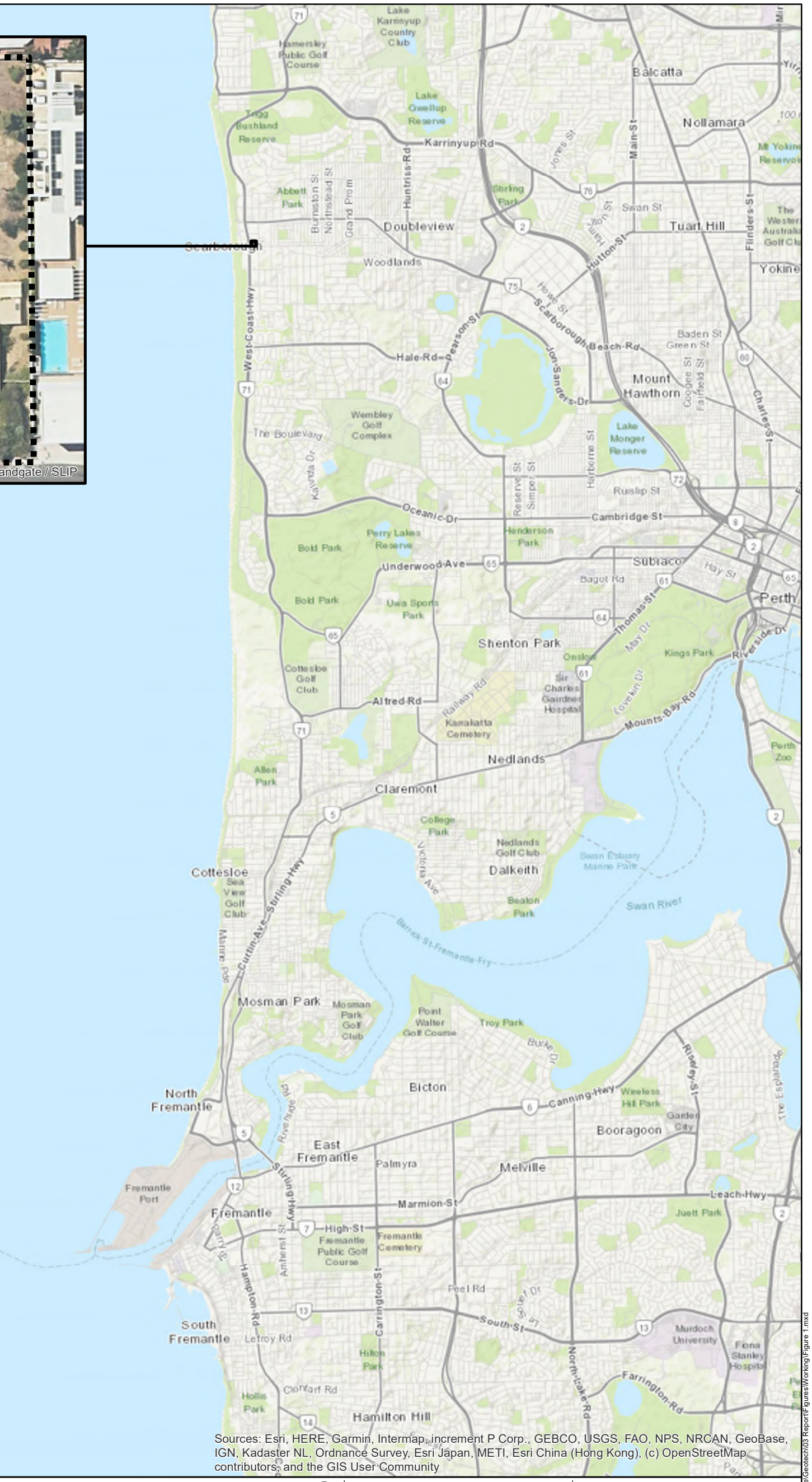

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Figure Title
Site Location

Kilometers
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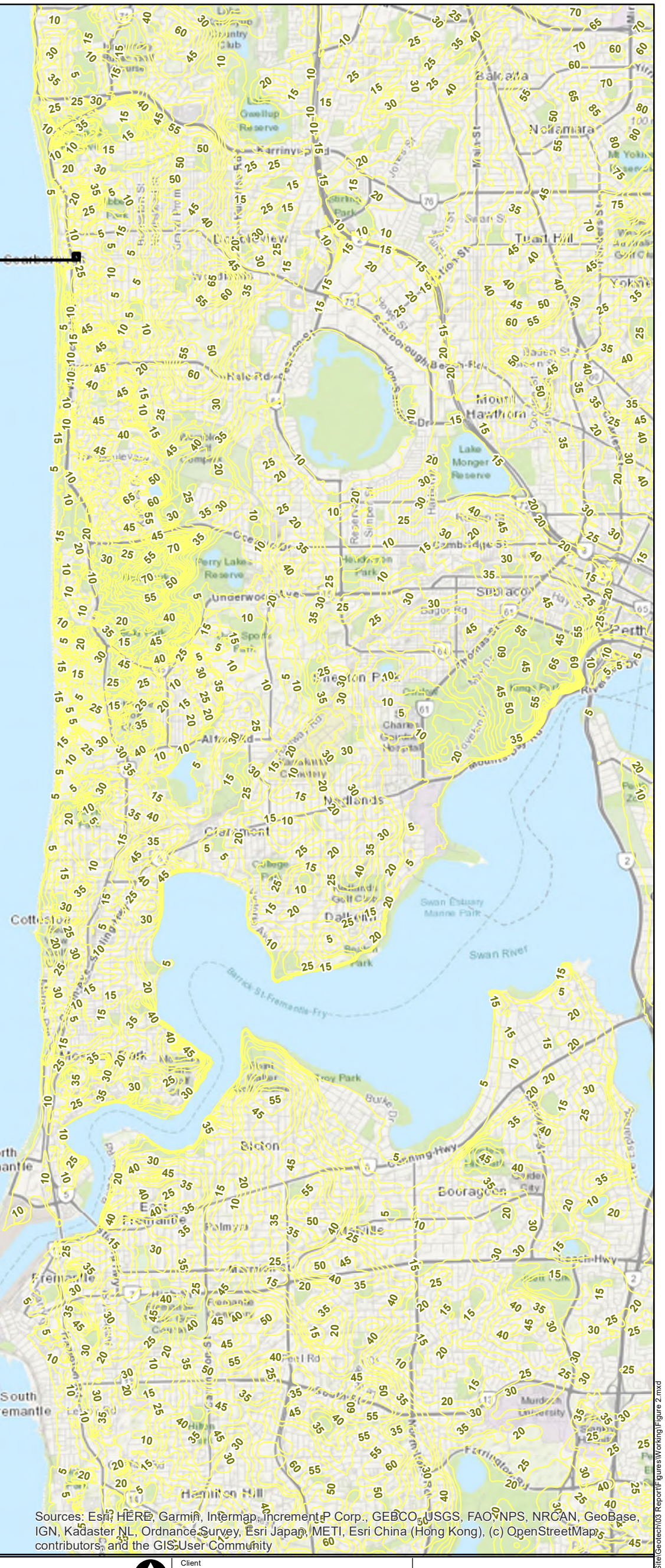

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- ***Elevation (m AHD)***
- Elevation (m AHD)

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Job Title: **22-26 Brighton Road**

Figure Title: **Existing Ground Elevations**

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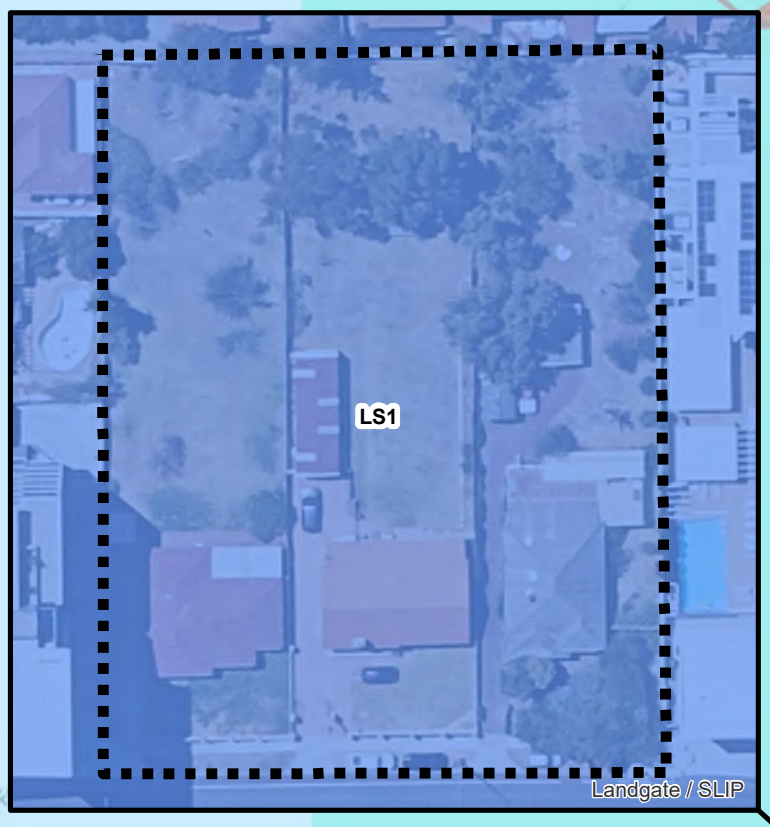

Sorrento
Greenwood
Marmion
Beach Rd
Warwick Rd
Mitchell Fwy
Balcatta Rd
Karrinyup Rd
Scarborough
Doubleview
Woodlands
Ocean
Hale Rd
Pearson St
Scarborough Beach Rd
Jon Sanders Dr
Oceanic Dr
Cambridge St
Underwood Ave
Bagot Rd
Thomas St
Alfred Rd
Nedlands
Claremont
Shenton Park
Mount Hawthorn
Balcatta
West Coast Hwy
Marmion Ave
Chessell Dr
Penistone Park
Warwick Open Space
Warwick Grove
Marangaroo Golf Course
Star Swamp Reserve
Osmaston Reserve
Canne Regional Open Space
Lake Karrinyup Country Club
Hamersley Public Golf Course
Trigg Bushland Reserve
Lake Gwelup Reserve
Stirling Park
Abbett Park
Burnston St
Northstead St
Grand Prom
Huntriss Rd
Howe St
Hutton St
Swan St
Harborne St
Ruslip St
Reserve St
Simper St
Perry Lakes Reserve
Henderson Park
Bold Park
Uwa Sports Park
Cottesloe Golf Club
Railway Rd
Karrakatta Cemetery
Sir Charles Gairdner Hospital
Lovekin Dr
Mounts Bay
Allen Park
College Park
Nedlands Golf Club
Wembley Golf Complex
The Boulevard
Kawana Dr
Lake Monger
Water
LS1
S2
S7
S14
Cps
P

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Figure No: **Figure 3**

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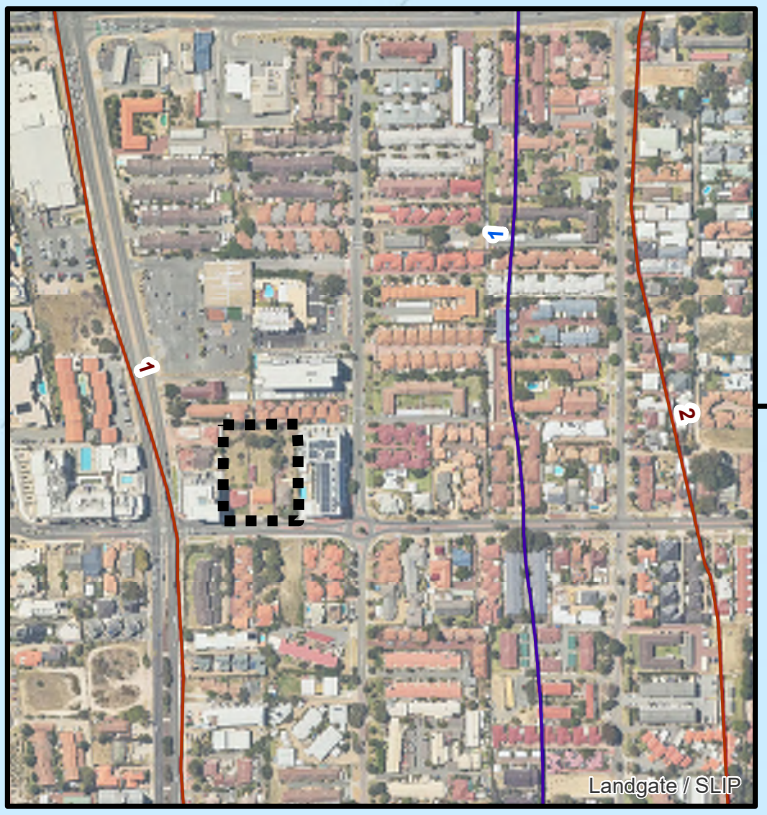

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- Project Extent

Maximum

- Maximum
- Minimum

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Figure Title: **Groundwater**

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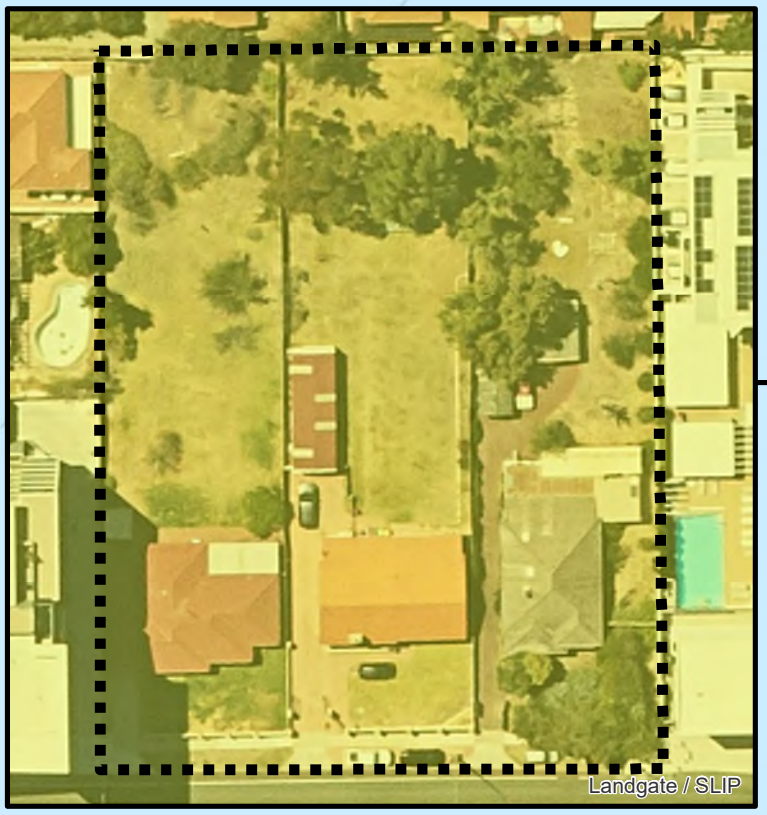

Scarborough
Doubleview
Woodlands
Tuart Hill
Nollamara
Balcatta
Yokine
Mount Hawthorn
Wembley Golf Complex
Lake Monger Reserve
Shenton Park
Subiaco
Perth
Cottesloe
Mosman Park
Dalkeith
Nedlands
Claremont
Bicton
North Fremantle
East Fremantle
Fremantle
South Fremantle
Melville
Booragoon
Hamilton Hill
Karrinyup Rd
Scarborough Beach Rd
Hale Rd
Alfred Rd
Oceanic Dr
Cambridge St
Underwood Ave
Marmion St
Canning Hwy
Stirling Hwy
Curtin Ave
West Coast Hwy
Mounts Bay Rd
Swan River

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Project Extent

Atlas of Australian Acid Sulfate Soils

- High Probability of occurrence (>70%)
- Low Probability of occurrence (6-70%)
- Extremely low probability of occurrence (1-5%)

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Job Title: **22-26 Brighton Road**

Figure Title: **Acid Sulfate Soils**

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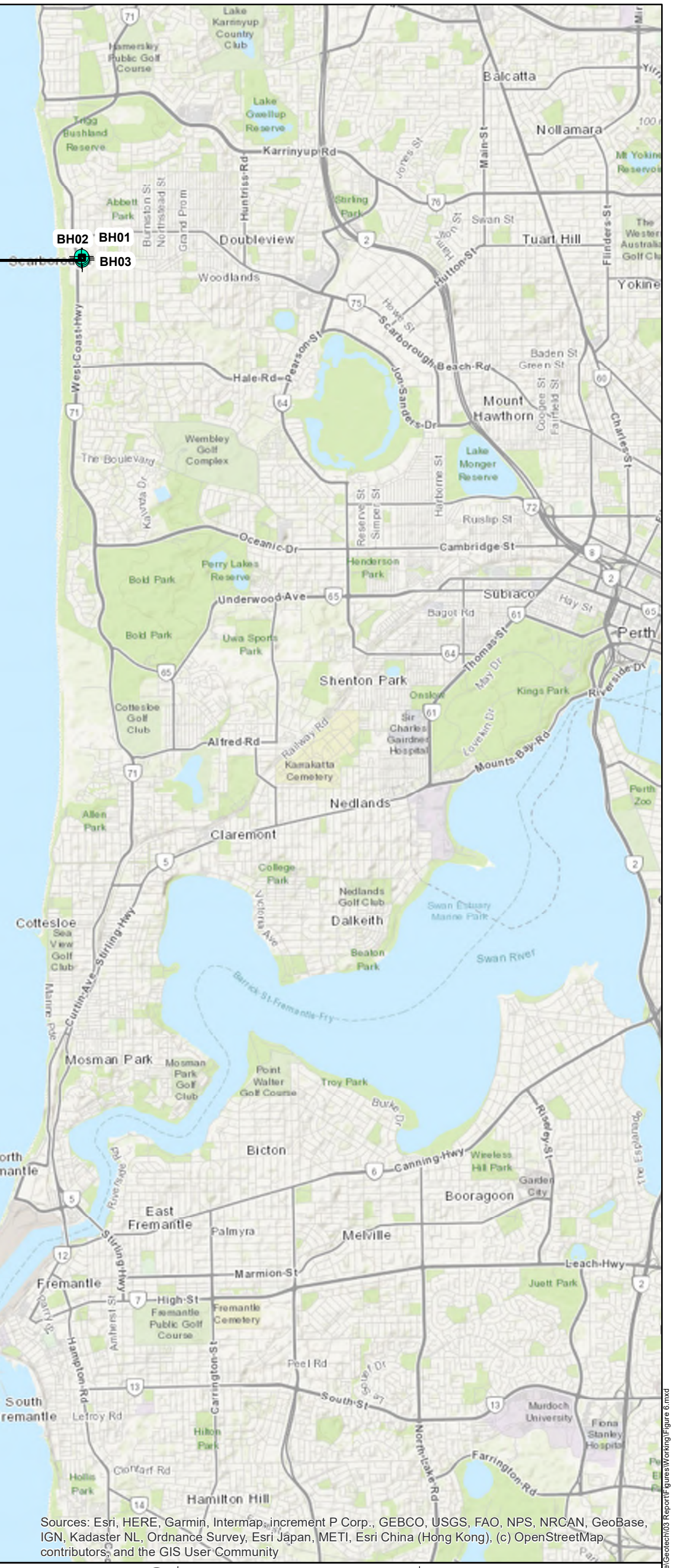

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Geotechnical Investigation Locations

- Project Extent
- Geotechnical Investigation Locations

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Figure Title
Ground Investigation Locations

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Appendix A

Geotechnical Explanatory Notes

DESCRIPTION AND CLASSIFICATION METHODS

Soil and rock descriptions are generally in accordance with the recommendations of Australian Standards AS 1726-2017 and cover the following properties:

SOIL	Classification Group	**ROCK**	Name
	Soil Name		Grain Size
	Plasticity		Colour
	Grain Size (and shape)		Texture and Fabric
	Colour		Inclusions or minor components
	Texture and Fabric		Moisture content
	Secondary Components		Durability
	Minor Components		Strength
	Moisture		Weathering
	Consistency		Defects
	Structure		Interpreted stratigraphic unit
	Origin		Structure
	Other Relevant Information		Rock Mass Classification

Field tests have been used extensively to assess soil consistency, rock strength and grain size. Unless specifically stated otherwise, these assessments have been transferred directly to the record sheets and not modified to coincide with laboratory test results. Field descriptions may therefore be used as an independent estimate of material properties which can be correlated with other data.

SOIL CLASSIFICATION SYMBOLS

The appropriate group symbol is based on the Unified Classification procedure - Visual Method for field identification in accordance with ASTM D 2487 - 83 and D 2488 - 84.

CLASSIFICATION OF COARSE GRAINED SOILS

Note: Cu = Coefficient of uniformity, Cc = Coefficient of curvature

Major divisions		Group symbol	Typical names	Field classification of sand and gravel	Laboratory classification	
Coarse grained soil (more than 65% of soil excluding oversize fraction is greater than 0.075 mm)	GRAVEL (more than half of coarse fraction is larger than 2.36 mm)	GW	Gravel and gravel-sand mixtures, little or no fines	Wide range in grain size and substantial amounts of all intermediate sizes, not enough fines to bind coarse grains, no dry strength	<5% fines	Cu >4 1<Cc <3
		GP	Gravel and gravel-sand mixtures, little or no fines, uniform gravels	Predominantly one size or range of sizes with some intermediate sizes missing, not enough fines to bind coarse grains, no dry strength	<5% Fines	Fails to comply with above
		GM	Gravel-silt mixtures and gravel-sand-silt mixtures	'Dirty' materials with excess of non-plastic fines, zero to medium dry strength	>12% fines, fines are silty	Fines behave as silt
		GC	Gravel-clay mixtures and gravel-sand-clay mixtures	'Dirty' materials with excess of plastic fines, medium to high dry strength	>12% fines, fines are clayey	Fines behave as clay
	SAND (more than half of coarse fraction is smaller than 2.36 mm)	SW	Sand and gravel-sand mixtures, little or no fines	Wide range in grain size and substantial amounts of all intermediate sizes, not enough fines to bind coarse grains, no dry strength	<5 fines	Cu >6 1<Cc >3
		SP	Sand and gravel-sand mixtures, little or no fines	Predominantly one size or range of sizes with some intermediate sizes missing, not enough fines to bind coarse grains, no dry strength	<5% fines	Fails to comply with above
		SM	Sand-silt mixtures	'Dirty' materials with excess of non-plastic fines, zero to medium dry strength	>12% fines, fines are silty	NA
		SC	Sand-clay mixtures	'Dirty' materials with excess of plastic fines, medium to high dry strength	>12% fines, fines are clayey	

CLASSIFICATION OF FINE GRAINED SOILS

Major Divisions		Group symbol	Typical names	Field classification of silt and clay			Laboratory classification
				Dry strength	Dilatancy	Toughness	% < 0.075 mm
Fine grained soils (more than 35% of soil excluding oversize fraction is less than 0.075 mm)	SILT and CLAY (low to medium plasticity, %	ML	Inorganic silt and very fine sand, rock flour, silty or clayey fine sand or silt with low plasticity	None to low	Slow to rapid	Low	Below A line
		CL, CI	Inorganic clay of low to medium plasticity, gravelly clay, sandy clay	Medium to high	None to slow	Medium	Above A line
		OL	Organic silt	Low to medium	Slow	Low	Below A line
	SILT and CLAY (high plasticity)	MH	Inorganic silt	Low to medium	None to slow	Low to medium	Below A line
		CH	Inorganic clay of high plasticity	High to very high	None	High	Above A line
		OH	Organic clay of medium to high plasticity, organic silt	Medium to high	None to very slow	Low to medium	Below A line
	Highly organic soil	Pt	Peat, highly organic soil				

COMPOSITE SOIL TYPE

As most natural soils are a mixture of basic soil types, the primary soil is described and modified by secondary constituents as follows:

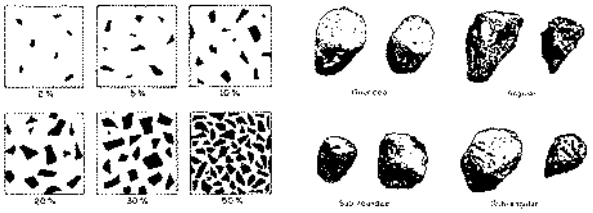
Designation of soil components	In Coarse Grained Soils				In Fine Grained Soils	
	% Fines	Terms	% Accessory Coarse Fraction	Terms	% Coarse	Terms
Minor	≤5	describe as 'trace clay/silt' as applicable	≤15	describe as 'trace sand/gravel' as applicable	≤15	use 'trace'
	>5 ≤12	describe as 'with clay/silt' as applicable	>15 ≤30	describe as 'with sand/gravel' as applicable	>15 ≤30	describe as 'with sand/gravel' as applicable
Secondary	>12	'silty/clayey' preceding primary soil	>30	'sandy/gravelly' preceding primary soil	>30	'sandy/gravelly' preceding primary soil

The presence of cobbles and boulders shall be specifically noted by beginning the description with 'MIXTURE OF SOIL AND COBBLES/BOULDERS' with the word order indicating the dominant proportion first and the proportions of cobbles and or boulders described together with an indication of whether they are supported by a matrix of soil or supported by themselves. The remaining soil shall then be described.

GRAIN SIZE

FIELD TEST	i Not visible with x10 lens ii Does not dilate on shaking iii Adheres to fingers when dry	i Particles >10µm visible with x10 lens ii Dilates on shaking iii Does not adhere to fingers when dry iv Feels gritty on teeth	i Particles >75µm visible to naked eye ii Fine sand feels gritty in fingers			Visible identification				
DESIGNATION	CLAY	SILT	SAND			GRAVEL			COBBLES	BOULDERS
			Fine (f)	Medium (m)	Coarse	Fine (f)	Medium (m)	Coarse (c)		
GRAIN SIZE	2	75	210	600	2.36	6.7	19	63	200	
	microns				millimetres					

PERCENTAGE AND SHAPE CLASSIFICATION



Essentially two-dimensional particles with the third dimension small by comparison may be described as 'flaky' or 'platy'.

Essentially one-dimensional particles with the other two dimensions small by comparison may be described as 'elongated'.

COLOUR

Individual assessment of colour has been made at field moisture condition, or as received using simple terms like **black**, **white**, **grey**, **red**, **brown**, **orange**, **yellow**, **green** or **blue**. No reference has been made to standard colour charts unless specifically stated. These may be modified where necessary using '**pale**', or '**dark**' or '**mottled**'. Borderline colours shall be described as a combination of colours e.g. **red-brown** etc. If one colour is more dominant this shall be the 2nd term e.g. If brown is dominant then '**red-brown**'.

Mottling shall be described as '(Primary colour) mottled (secondary colour)'. Where a soil consists of two colours present in roughly equal proportions the colour description should be 'Mottled (first colour) and (second colour)'. A mixture of distinct colours may be described as, for example, mottled red/grey.

SOIL MOISTURE CONDITION

Condition	Alternative term for cohesive soils	Cohesive	Granular
DRY (D)	w < PL	Moist, dry of plastic limit (PL), hard and friable or powdery	Non-cohesive and free-running
MOIST (M)	w ≈ PL	Moist, near plastic limit, cool, darkened in colour, can be moulded	Cool, darkened in colour, tends to cohere
WET (W)	w > PL	Moist, wet of plastic limit, weakened. free water forms on hands when handling	Tends to cohere, free water forms when handling

Soils with high moisture content (w) may be compared to the liquid limit (LL): w ≈ LL – Wet, near liquid limit, w > LL – Wet, wet of liquid limit. The presence of any water seepage may be noted on the borehole records.

CONSISTENCY Cohesive Soils

FIELD TEST	Exudes between fingers when squeezed	Moulded by light finger pressure	Moulded by strong finger pressure	Indented by thumb, cannot be moulded by fingers	Indented by thumbnail	Indented with difficulty by thumbnail	Can be easily crumbled or broken into small pieces by hand
DESIGNATION	Very Soft (VS)	Soft (S)	Firm (F)	Stiff (ST)	Very Stiff (VST)	Hard (H)	Friable (Fr)
UNDRAINED SHEAR STRENGTH kPa	12	25	50	100	200		—

Values of undrained shear strength assessed by field tests for classification purposes may not necessarily be appropriate for use in design.

CONSISTENCY **Non-Cohesive Soils****

FIELD TEST	Easily excavated with a spade	Some resistance to a spade or penetration with a hand bar	Considerable resistance to spade or penetration with a hand bar	No penetration with a hand bar; requires pick for excavation	High resistance to a pick
'SPT 'N' VALUE (blows / 300 mm)	4	10	30	50	
DCP VALUE (Blows / 150mm)	1	3	8	15	
DESIGNATION	Very loose (VL)	Loose (L)	Medium Dense (MD)	Dense (D)	Very Dense (VD)
DENSITY INDEX %	15	35	65	85	

** Note, for DCP blows in non-cohesive soils, this refers to sand only.

DILATANCY **Cohesive Soils**

A positive reaction consists of the appearance of water on the surface of the pat which changes to livery consistency and becomes glossy. When the sample is squeezed the water and gloss disappear from the surface, the pat stiffens and finally cracks or crumbles.

The rapidity of appearance of water during shaking and its disappearance during squeezing assist in identifying the character of the fines in a soil.

Very fine clean sands give the quickest and most distinct reaction whereas a plastic clay has no reaction. Inorganic silts, such as a typical rock flour, show a moderately quick reaction. The appropriate identifiers for clay and silt by visual-tactile methods are provided in Sheet 2 and in accordance with AS1726-2017.

SOIL STRUCTURE

Zoning: May consist of separate zone differing in colour, grain size or other properties. These should be described with the following descriptions:

a. **"Layer"** i.e. zone is continuous across exposure or sample
b. **"Lens"** i.e. a discontinuous layer of different material, with lenticular shape
c. **"Pocket"** i.e. an irregular inclusion

(the thickness , orientation and distinguishing features of the zones should be described).

Defects: described dimensions, orientation and spacing. Defects may include fissures, cracks, root-holes etc.

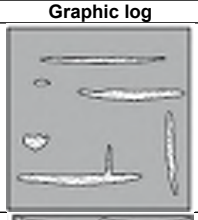
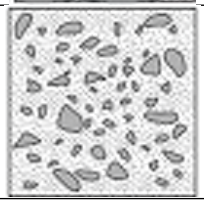
'Interbedded' or 'interlaminated', shall be used if layers of alternating soil types are too thin to describe individually. The maximum/mean/minimum thickness of the beds/laminations should be given.

Cementing: Coarse grained soils may be cemented together by various agents. Cemented soils which are easily disaggregated by hand in air or water is described as **"weakly"** cemented. Cemented soils which require effort to disaggregate by hand in air or water is described as **"moderately"** cemented. Where consistent cementation throughout a soil mass is identified as a duricrust, it will be described using the duricrust mass grades.

Guide to the Naming of Duricrust Rocks

Dominant cementing mineralogy			
Iron oxides and hydroxides	**Silica**	**Calcium Carbonate**	**Gypsum**
FERRICRETE	SILCRETE	CALCRETE	GYPCRETE

Duricrust Mass Grades

Graphic log	Structure Term	Grade	Description
	Massive or hardspan	DI	More than 90% of the ground consists of duricrust rock material which forms a continuous framework.
	Vuggy or patchy	DII	Between 50% and 90% of the ground consists of duricrust rock material which forms a continuous framework around soil materials (vuggy) or rock materials (patchy).
	Nodular or fragmental	DIII	Less than 50% of the ground consists of gravel and cobble sized nodules (rounded or subrounded) or fragments (angular or subangular) of duricrust rock material and it is described as a soil.

Note: Cavities or vugs within the rockmass should be described in terms of size, frequency and continuity.

Examples to the Naming of Duricrust Rocks

For Ferricrete encountered as material at top of the hole (duricrust) keep in the soil log:

- At the end of the description, add: cementation, weathering then strength
- E.g. 'FERRICRETE, coarse grained, DII duricrust grade, orange-brown, Wk, HW, M - H strength'
- Or describe as 'Sandy GRAVEL, coarse grained (FERRICRETE), DII duricrust grade, orange-brown, Wk, HW, M - H strength'

For describing gravel parent material encountered as secondary or tertiary component:

- At the end of the description, add: parent material in brackets, colour, cementation, weathering then strength
- E.g. 'with gravel (FERRICRETE), coarse grained, DII duricrust grade, orange-brown, Wk, HW, M - H strength'

ORGANICS

The presence of organic material shall be described using proportion terms such as 'with' or 'trace' using the following terms: **fibrous peat; charcoal; wood fragments; roots** (greater than 2 mm diameter); or **root fibres** (less than 2 mm diameter).

CEMENTATION CLASSIFICATION - Based on visual identification (mainly used in WA)

Degree of Cementation	Symbol	Field observations / identification
Uncemented	UC	Clean grains exhibiting soil properties
Very Weakly cemented	Vwk	Cement on some grains, collapsing feel under very light finger pressure
Weakly cemented	Wk	Cement on many grains, collapsing feel under finger pressure, breaks down to individual grains
Moderately weakly cemented	Mwk	Cement on most grains, breaks down to lumps under finger pressure, can crush to individual grains under knife blade
Moderately cemented	Mo	Cement on most grains, can break fragments off by hand and crush to small lumps under knife blade
Well cemented	We	Practically all grains cemented together, cannot break fragments off by hand, dull sound under hammer
Very well cemented	Vwe	Most primary pores filled with cement, requires firm blow with hammer to break off fragments, rings when struck

Note: The table above is based on common practice by geotechnical engineering practitioners in Western Australian conditions for Residual Soils (RS).

ROCK CLASSIFICATION TABLE (as per AS1726)

GRAIN SIZE (mm)	BEDDED ROCKS (MOSTLY SEDIMENTARY)							OBVIOUSLY FOLATED ROCKS (MOSTLY METAMORPHIC)		ROCKS WITH MASSIVE STRUCTURE AND CRYSTALLINE TEXTURE (MOSTLY IGNEOUS)				
More than 20	GRAIN SIZE DESCRIPTION		**CONGLOMERATE** Rounded boulders, cobbles and gravel cemented in a finer matrix Breccia Irregular rock fragments in a finer matrix	AT LEAST 50% OF GRAINS ARE OF CARBONATE		AT LEAST 50% OF GRAINS ARE OF FINE GRAINED VOLCANIC ROCK	SALINE ROCKS Halite Anhydrite Gypsum	GRAIN SIZE DESCRIPTION		**MARBLE** **QUARTZITE** Granulite HORNFELS Amphibolite Serpentinite	GRAIN SIZE DESCRIPTION	Pegmatite	**GABBRO**[3]	Pyroxenite Peridotite
20	RUDACEOUS					Fragments of volcanic ejecta in a finer matrix Rounded grains **AGGLOMERATE** Angular grains **VOLCANIC BRECCIA**		COARSE	**GNEISS** Well developed but often widely spaced foliation, sometimes with schistose bands Migmatite Irregularly foliated, mixed schists and gneisses.		COARSE	**GRANITE**[1] Diorite[1,2] These rocks are sometimes porphyritic and are then described, for example, as a porphyritic granite.		
6					Calcirudite									
2	ARENACEOUS	Coarse	**SANDSTONE** Angular or rounded grains, commonly cemented by clay, calcitic or iron materials Quartzose Quartz grains and siliceous cement Arkose Many feldspar grains Greywacke Many rock chips	LIMESTONE AND DOLOMITE (undifferentiated)	Calcarenite	Cemented volcanic ash **TUFF**		MEDIUM	**SCHIST** Well developed undulose foliation, generally much mica		MEDIUM	Microgranite[1] Microdiorite[1,2] These rocks are sometimes porphyritic and are then described as porphyries.	Dolorite[3,4]	
0.6		Medium												
0.2		Fine												
0.06	ARGILLACEOUS		**MUDSTONE** **SHALE** Fissile	**SILTSTONE** Mostly silt **CLAYSTONE** Mostly clay	Calcisiltite Calcilutite	Fine grained TUFF Very fine grained TUFF		FINE	**PHYLLITE** Slightly undulose foliation, sometimes spotted **SLATE** Well-developed plane cleavage (foliation)		FINE	**RHYOLITE**[4,5] **ANDESITE**[4,5] These rocks are sometimes porphyritic and are then described as porphyries.	**BASALT**[4,5]	
0.002				Calcareous mudstone	CHALK									
Less than 0.002														
Amorphous or crypto-crystalline			Flint:: occurs as bands of nodules in chalk Chert: occurs as nodules and beds in limestone and calcareous sandstone				COAL LIGNITE		Mylonite Found in fault zones, mainly in igneous and metamorphic areas			Obsidian[3]	Volcanic glass	
			Granular cemented- except amorphous					CRYSTALLINE				*Pale* ◄ *colour* ► *Dark*		
			SILICEOUS	CALCAREOUS		SILICEOUS	CARBON-ACEOUS	SILICEOUS		Mainly SILICEOUS		ACID Much quartz	INTERMEDIATE Some quartz	BASIC Little or no quartz	ULTRA BASIC
	SEDIMENTARY ROCKS Granular cemented rocks vary greatly in strength, some sandstones are stronger than igneous rocks. Bedding may not show in hand specimens and is best seen in outcrop. Only sedimentary rocks, and some metamorphic rocks determined from them, contain fossils. Calcareous rocks contain calcite (calcium carbonate) which effervesces with dilute hydrochloric acid.							METAMORPHIC ROCKS Most metamorphic rocks are distinguished by foliation which may impart fissility. Foliation in gneisses is best observed in outcrop. Non foliated metamorphics are difficult to recognise except by association. Any rock baked by contact metamorphism is described as 'hornfels' and is generally somewhat stronger than the parent rock. Most fresh metamorphic rocks are strong although perhaps fissile.			IGENEOUS ROCKS Composed of closely interlocking mineral grains. Strong when fresh and non-porous. Mode of occurrence: 1 Batholiths; 2 Laccoliths; 3 Sills; 4 Dykes; 5 Lava flows; 6 Veins.			

ROCK STRENGTH **Based on visual identification**

FIELD TEST	Easily remoulded by hand to a material with soil properties, the presence of original rock structure should be noted if relevant	Material crumbles under firm blows with sharp end of pick. Pieces up to 3cm thick can be broken by finger pressure	Easily scored with knife. A piece of core 150mm long and 50mm diameter may be broken by hand.	Readily scored by knife; a piece of core 150mm long by 50mm diameter can be broken by hand with difficulty	A piece of core 150mm long by 50mm diameter cannot be broken by hand but can be broken by a pick with single firm blow	Hand specimen breaks with pick after more than one blow; rock rings under hammer	Specimen requires many blows with geological pick to break through intact material; rock rings under hammer
POINT LOAD STRENGTH INDEX Is(50) MPa	0.03	0.1	0.3	1	3	10	
DESIGNATION	Extremely Low (EL)	Very Low (VL)	Low (L)	Medium (M)	High (H)	Very High (VH)	Extremely High (EH)
UCS (q_u) MPa	The Unconfined Compressive Strength (UCS) is typically about 20 x Is(50). The ratio may vary widely for different rock types.						
	0.6	2	6	20	60	200	

Notes: Extremely low strength indicates a material with soil properties and should be described as a soil.

ROCK WEATHERING Based on visual identification

FIELD APPEARANCE	Soil developed on extremely weathered rock; the mass structure and substance fabric are no longer evident; there is a large change in volume but the soil has not been significantly transported, describe using soil descriptive terms	Rock is weathered to an extent that 'it has' 'soil' properties, ie it either disintegrates or can be remoulded, in water, describe rock in lower case (ie extremely weathered granite), describe using soil descriptive terms	Rock strength usually changed by weathering. The rock may be highly discoloured, usually by iron staining. Porosity may be increased by leaching, or may be decreased due to deposition of weathering products in pores.	The whole of the rock material is discoloured, usually by iron staining or bleaching to the extent that the colour of the original rock is not recognizable, but shows little or no change of strength from fresh rock.	Rock is slightly discoloured but shows little or no change of strength from fresh rock.	Rock shows no sign of decomposition or staining
DESIGNATION	Residual Soil (RS)	Extremely weathered rock (XW)	Highly Weathered (HW)	Moderately Weathered (MW)	Slightly weathered rock (SW)	Fresh rock (FR)
			Distinctly weathered rock (DW)			

BEDDING STRATIFICATION

Term		Description	Separation of Stratification Planes
Stratification not recognisable		Massive	-
Stratification more than 20 mm apart	Bedded	Very thickly bedded	>2 m
		Thickly bedded	0.6 - 2 m
		Medium bedded	0.2 - 0.6 m
		Thinly bedded	60 mm-0.2 m
		Very thinly bedded	20 – 60 mm
Stratification planes less than 20 mm apart	Laminated	Thickly laminated	6 – 20 mm
		Thinly laminated	<6 mm

Table based on Geological Society Engineering Group Working Party report on *The Logging of Rock Cores for Engineering Purposes* - Q Jl Eng Geol Vol 3, 1970, pp1-24.

DEVELOPMENT OF STRATIFICATION

Term	Description
Poorly Developed	Bedding is barely obvious as faint mineralogical layering or grain size banding, but bedding planes are poorly defined
Well Developed	Bedding is apparent as distinct layers or lines marked by mineralogical or grain size layering
Very Well Developed	Bedding is often marked by a discrete colour banding as well as by mineralogical or grain size layering

ROCK FABRIC

Sedimentary rocks – Bedded, laminated (<20 mm)
Metamorphic – Foliated, banded or cleaved, can be massive
Igneous – Crystalline structure, massive, flow banded
Duricrust – Cemented in situ as part of a weathering profile

DEFECT DESCRIPTION

Order of description: type, angle, thickness, planarity, roughness, coating, infill.

Rock Defect Type

Symbol	Description
Pa	Parting – a surface or crack across which the rock has little or no tensile strength. Parallel or sub-parallel to layering (e.g. bedding) or a planar anisotropy in the rock material (e.g. cleavage). May be open or closed.
Jo	Joint - a surface or crack with no apparent shear displacement and across which the rock has little or no tensile strength, but which is not parallel or sub-parallel to layering or to planar anisotropy in the rock material. May be open or closed.
Sr	Sheared Surface - A near planar, curved or undulating surface which is usually smooth, polished or slickensided and which shows evidence of shear displacement.
SZ	Sheared Zone – zone of multiple closely spaced fracture planes with roughly parallel planar boundaries, usually forming blocks of lenticular or wedge-shaped intact material. Fractures are typically smooth, polished or slickensided; and curved.
SS	Sheared Seam - Seam of soil material with roughly parallel almost planar boundaries, composed of soil materials with roughly parallel near planar, curved or undulating boundaries cut by closely spaced joints, sheared surfaces or other defects. Some of the defects are usually curved and intersect to divide the mass into lenticular or wedge-shaped blocks.
Cr	Crushed Seam - Seam of soil material with roughly parallel almost planar boundaries, composed of disoriented, usually angular fragments of the host rock material which may be more weathered than the host rock. The seam has soil properties.
IS	Infilled Seam - Seam of soil material usually with distinct roughly parallel boundaries formed by the migration of soil into an open cavity or joint, infilled seams less than 1 mm thick may be described as a veneer or coating on a joint surface.
Xs	Extremely Weathered Seam - Seam of soil material, often with gradational boundaries. Formed by weathering of the rock material in place.

Note 1: Sheared surfaces, sheared zones, sheared seams and crushed seams are generally faults in geological terms

Note 2: Healed defects are those of any type outlined above that have been re-cemented by minerals such as chlorite or calcite. Healed defects generally posesss some tensile strength across the defect surface, but the re-cemented strength is less than that of the rock material. Healed defects should be described using the same terms including the term 'healed' preceding the defect type; e.g. 'healed joints'.

Inclination

For specific defects, the orientation of each individual defect is noted in degrees from core normal. If the orientation cannot be measured, a dash (-) is used.

Generalised Defect Spacing

Defect Spacing, as per BS5930:2015. Note AS1726 states: 'measure the mean and spacing for each set where possible (do not use descriptive terms)'.		
Spacing/Width [mm]	**Descriptor**	**Symbol**
<20	Extremely Close	EC
20-60	Very Close	VC
60-200	Close	C
200-600	Medium	M
600-2000	Wide	W
2000-6000	Very Wide	VW
>6000	Extremely Wide	

Defect Spacing in 3D (AS1726)	
Term	**Description**
Blocky	Equidimensional
Tabular	Thickness much less than length or width
Columnar	Height much greater than cross section

Defect Persistence (areal extent) (AS1726)
Trace length of defect given in metres

SPT SAMPLE DESCRIPTIONS

Where a second borehole is conducted adjacent to the first to target core loss regions a separate description of the SPT sample is provided.

CORE RECOVERY DEFINITIONS

Total core recovery (TCR) is defined as the ratio of total length of core recovered to length of core run drilled (expressed as a percentage).

$$TCR = \frac{L_{core\ recovered}}{L_{core\ run}}$$

Solid core recovered (SCR) is defined as the ratio of the sum of length of solid core pieces recovered at full diameter to length of core run drilled (expressed as a percentage).

$$SCR = \frac{L_{solid\ core\ recovered}}{L_{core\ run}}$$

Rock quality designation (RQD) is defined as the ratio of length of rock core recovered in pieces 100mm or longer to length of core run drilled (expressed as a percentage).

$$RQD = \frac{L_{solid\ core>100mm}}{L_{core\ run}}$$

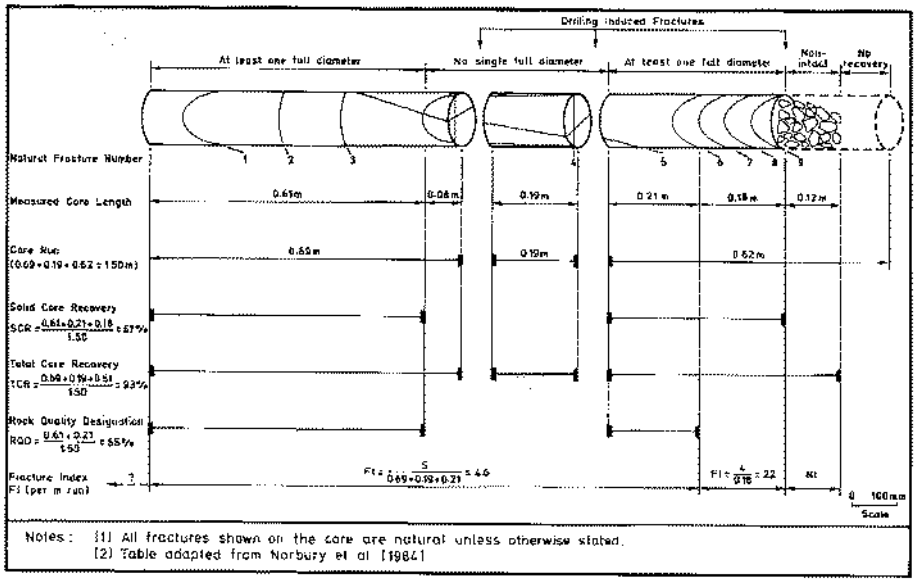


Figure 4 - Schematic Illustration of Fracture Logging Terms

Extracted from: Geotechnical Engineering Office, 1988, *Guide to Rock and Soil Descriptions*, The Government of the Hong Kong Special Administrative Region, Hong Kong.

SHAPE

Symbol	Description
PL	Planar - forms a continuous plane without variation in orientation
IR	Irregular - has no clear orientation
CU	Curved - has a gradual change in orientation
UN	Undulating - has a wavy surface shape
ST	Stepped - has one or more well-defined steps

ROUGHNESS

Symbol	Description
Ro1	Slickensided or polished - very smooth, reflects light
Ro2	Smooth - roughness not detected with finger
Ro3	Defined ridges - Sandpaper feel (fine to medium sandpaper)
Ro4	Rough - sandpaper feel (medium to coarse sandpaper)
Ro5	Very rough - very well defined ridges and/or steps

INFILL TYPE

Symbol	Description
CL	Clean
CA	Calcite
CB	Carbonaceous material
CH	Chlorite
CT	Carbonate
FE	Iron oxide
LM	Limonite
QZ	Quartz
SU	Sulphides
RF	Rock fragments
g	gravelly
s	sandy
m	silty
c	clayey
G	Gravel
S	Sand
M	Silt
C	Clay

Note: lower case letters are used as prefix

INFILL THICKNESS

Where infilling is present, the thickness of infill is recorded using the following convention:

- ST Stain – visible staining less than 1mm
- VN Veneer – soil or mineral coating less than 1mm

If the infilling is greater than 1mm, the actual thickness of infill is recorded in millimetres. If infill is not present, a dash (-) is recorded.

DYNAMIC CONE PENETRATION (DCP) TEST REPORTING

DCP results are recorded on borehole and test pit logs as blows per 150mm penetration. Generally, when 3 sets of 100mm penetrations exceed 15 blows then the test is terminated.

(R) = Refusal.
(HB) = Hammer double bouncing.

SAMPLE CODES

Symbol	Description
C	Core sample
SB	Small bulk disturbed
AMAL	Amalgamated sample
B	Bulk disturbed
BLK	Block
CBR	CBR mould
CD	Plastic tub for chemical analysis
D	Small disturbed
DEN	Denison Sampler
DENm	Denison Sampler (modified)
E	Environmental
G	Gas
J	Jar
K	Amber chemical jar
LB	Large bulk disturbed
LDS	Large disturbed
M	Mazier type
P	Piston
TW	Thin walled push-in
U	Undisturbed – open drive
U100	100mm diameter undisturbed
U63	63mm diameter undisturbed
U76	76mm diameter undisturbed
W	Water

STANDARD PENETRATION TEST (SPT) REPORTING

The results of SPT's are reported on both borehole and cored borehole logs. Typically the test is reported as the number of blows for the seating drive followed by a semi colon (;) and the number of blows of the two increments of the main drive e.g., 5; 10, 15. The N value is reported as the sum of the two values of the main drive, e.g., N= 25.

For a test which is terminated during the main drive, the blows for the seating drive are reported followed by the total number of blows for the main drive and the total distance driven for the main drive (mm); For result of 15 blows for first 150mm (seating), 25 blows for next 150mm (main) and 25 blows for next 100mm (main), report as N= 15;50/250.

For a test which is terminated during the seating drive, the total number of blows and the distance driven (mm) is reported and the result is suffixed with an "s" to designate the test was terminated during the seating drive e.g., 50/75s.

For a test that is terminated within the seating drive the N value is determined by extrapolation of the penetration and number of blows recorded and is denoted with "**".

For a test that is terminated before achieving the full main drive penetration, the N values is determined by extrapolation of the penetration and number of blows recorded and is denoted with "*".

RW = Rod weight only causing penetration (N<1)
HW = Hammer and rod weight causing penetration (N<1)
HB = Hammer double bouncing (typically N>50)

POINT LOAD TESTING

$I_{s(50)}$ Diametral test results to be recorded on log as: **2.05 DI**
$I_{s(50)}$ Axial test results to be recorded on log as: **2.05 AX**
$I_{s(50)}$ Irregular test results to be recorded on log as: **2.05 IR**

SYMBOLS & ABBREVIATIONS

Drilling

Method

AD	Auger drilling (drilled depths shown (m))
V bit	Steel 'V' bit
TC	Tungsten carbide bit
RR	Tricone (rock roller) bit
W	Washboring
NMLC, BMLC	Triple tube rotary core drilling (52mm, 35mm diameter)
NH, HQ	Wireline core drilling
D	Diatube coring

Support

W	Water
M	Mud
C	Casing
T	Timbering
U	Unsupported

Sample and Field Testing

B	Bulk sample
D	Disturbed sample
U(x)	Undisturbed sample x mm diameter
U(x)+	U(x) attempted, little or no recovery
W	Water sample
PL	Point load test (AX - axial, DI - diametral test)
Is(50)	Point load strength index (MPa)
q_c	Cone resistance (from CPT)
RQD	Rock quality designation expressed as: sum of lengths of sound core pieces >100mm total length of core section considered
SCR	Solid core recovery
TCR	Total core recovery.
D/DD	Dip/dip direction of rock discontinuity (degrees)
CPT	Cone penetration test
SPT	Standard penetration test
N	SPT blow count (blows/300 mm)
R	SPT refusal
PT	Pressuremeter test
PP	Pocket penetrometer, undrained shear strength (kPa)
V	In situ vane test, peak/residual value (kPa)

Water – Moisture

W	Wet
M	Moist
D	Dry
S	Standpipe installed to depth shown
P	Piezometer installed at depth shown
----▶-----	Inflow
	Outflow (loss)
	Level (date)
	Partial loss

Soil Properties

CBR	California Bearing Ratio
c'	Effective shear strength
c_c	Compressed index
c_u	Undrained shear strength
c_v	Coefficient of consolidation
c_α	Coefficient of secondary compression
DD	Dry density
D_r	Dry density expressed
E	Elastic modulus
e	Void ratio
G	Shear modules
G_s	Specific gravity
k	Coefficient of permeability
MDD	Maximum dry density obtained in compaction test
m_v	Coefficient of volume compressibility
NDD	Natural dry density
NMC	Natural moisture content
OMC	Optimum moisture content from compaction test
LI	Liquidity index
LL	Liquidity limit
LS	Linear shrinkage
PI	Plasticity index
PL	Plastic limit
q_u, UCS	Unconfined compressive strength
w	Moisture content (% of dry weight)
γ_b	Bulk density
γ_d	Dry density
γ_w	Density of water
υ	Poisson's ratio
ϕ_u	Apparent angle of friction from quick undrained triaxial test
$\phi_u\phi_u'$	Effective angles of friction in drained and undrained conditions

Design Parameters

Ab	Footing or pile base area
B	Footing or pile width or diameter
D	Footing or pile depth
d	Diameter of pile (m)
K	Coefficient of earth pressure
Ka	Coefficient of active pressure
Ko	Coefficient earth pressure at rest
Kp	Coefficient of passive pressure
L	Footing length
N_c, N_q, N_γ	Bearing capacity factors
NSF	Negative skin friction
P	Load
P_a	Total active force
P_b	Pile base load
P_p	Total passive force
P_s	Pile shaft load
P_a	Active earth pressure
P_b	Pile base pressure
P_p	Passive earth pressure
P_s	Pile shaft adhesion
S	Settlement
T_v	Dimensionless time factor
t	Time
U	Degree of consolidation
u	Pore water pressure
α	Shaft adhesion factor
δ	Angle of friction between soil and structure
σ	Total normal stress
σ'	Effective normal stress
τ	Shear stress
Subscript all	Allowable or working
Subscript h	Horizontal
Subscript r	Residual
Subscript ult	Ultimate
Subscript v	Vertical

Appendix B

Borehole Logs

ARUP

SOIL BOREHOLE LOG

BH02

SHEET 1

OF 3

CLIENT	QS Developments	LOGGED BY	AI/JOD
PROJECT	22-26 Brighton Road	CHECKED BY	JOD
		DRILLED DATE	22-Apr-21 to 23-Apr-21
CONTRACTOR	Precision Drilling	ANGLE	Vertical
DRILL MODEL	PDR01 Hydrapower Scout V	BEARING	-
DRILLER	MP	HOLE DIAMETER	96mm (HQ)
LOCATION	24 Brighton Road, Scarborough,	GROUND LEVEL	RL 21.00mAHD
		LOCATION	382669.6 E 6470232.2 N
		ELEVATION DATUM	1
		COORDINATE SYSTEM	Map Grid of Australia (MGA)

DRILLING	STRATA				MATERIAL DESCRIPTION	CONDITION			OBSERVATION
SAMPLE, TEST, BIT, SUPPORT, ETC.	R.L.	DEPTH	GROUP SYMBOL	LEGEND	SOIL TYPE Plasticity / Grain Size, Colour, Minor Components	WATER / MOISTURE	CONSISTENCY COHESIVE VS S F ST VST H	CONSISTENCY NON COHESIVE VL L MD D VD	Comments / Penetration Rate
	mAHD	m							
	20.80	0.20	SM SP		TOPSOIL: Silty SAND (SM) fine to medium grained, dark brown, trace rootlets. SAND (SP) fine to medium grained, sub-angular to sub-rounded, pale brown.				
N=9 2;3,6									
N=10 2;4,6									
N=18 4;9,9		5							
N=20 5;10,10									
N=17 4;7,10									
	12.60	8.40			Continued on rock borehole log				
		10							
		15							

NOTES

See explanatory notes for details of abbreviations and basis of descriptions

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ROCK BOREHOLE LOG

BH02

SHEET 2 OF 3

CLIENT	QS Developments	LOGGED BY	AI/JOD
PROJECT	22-26 Brighton Road	CHECKED BY	JOD
		DRILLED DATE	22-Apr-21 to 23-Apr-21
CONTRACTOR	Precision Drilling	ANGLE	Vertical
DRILL MODEL	PDR01 Hydrapower Scout V	BEARING	-
DRILLER	MP	HOLE DIAMETER	96mm (HQ)
LOCATION	24 Brighton Road, Scarborough,	GROUND LEVEL	RL 21.00mAHD
		LOCATION	382669.6 E 6470232.2 N
		ELEVATION DATUM	1
		COORDINATE SYSTEM	Map Grid of Australia (MGA)

DRILLING				STRATA			MATERIAL DESCRIPTION	DISCONTINUITIES						
TCR % (Drill rate)	SCR % / (RQD %)	FLUSH RETURN % (TYPE)	SAMPLES ($CaCO_3$, SPT, UCS, etc)	R.L. mAHD	DEPTH m	GRAPHIC LOG	ROCK TYPE Grain Size, Texture/Fabric, Colour, Minor Components	CEMENTATION/ WEATHERING	ESTIMATED ROCK STRENGTH EL VL L M H VH EH	Is 50 (MPa)	FREQUENCY (per m) 30 10 3 1	SPECIFIC TYPE	SPECIFIC ANGLE	SPECIFIC THICKNESS (mm)	GENERAL DESCRIPTION Planarity, Roughness, Coating, Infill
					5										
100	53/(30)		N>50** 30/90s	12.60	8.40		Continued from soil borehole log LIMESTONE fine to medium grained, sedimentary, white with staining. ... 9.00m - 9.10m SAND							30 1 20 1 1	
			N>50* 7:35/180 N>50* 20;30/90	11.13	9.87 10		SAND (SP) fine to coarse grained, sub-angular to sub-rounded, very weakly cemented (Vwk) to weakly cemented (Wk) pale brown. ... 10.20m - 10.30m coarse grained, uncemented (UC)								
			N>50* 18;30/70	8.50	12.50		LIMESTONE fine to medium grained, sedimentary, white with staining.	DW						15	PL Ro3 s
100	63/(37)											Jo		5	PL Ro3 s
												Jo		20	PL Ro3 s
												Jo			PL Ro3 s
														10	PL Ro3 s
														10	PL Ro3 s
														15	IR Ro3 s
100	77/(42)		C				... 14.50m - 14.80m karstic features (vugs) evident			DI 0.28			45	3 5 5	PL Ro3 s CU Ro3 Partially healed PL Ro3 s
					15									1 3 4	PL Ro3 PL Ro3 PL Ro3

NOTES

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ROCK BOREHOLE LOG

BH02

SHEET 3 OF 3

CLIENT	QS Developments	LOGGED BY	AI/JOD
PROJECT	22-26 Brighton Road	CHECKED BY	JOD
		DRILLED DATE	22-Apr-21 to 23-Apr-21
CONTRACTOR	Precision Drilling	ANGLE	Vertical
DRILL MODEL	PDR01 Hydrapower Scout V	BEARING	-
DRILLER	MP	HOLE DIAMETER	96mm (HQ)
LOCATION	24 Brighton Road, Scarborough,	GROUND LEVEL	RL 21.00mAHD
		LOCATION	382669.6 E 6470232.2 N
		ELEVATION DATUM	1
		COORDINATE SYSTEM	Map Grid of Australia (MGA)

DRILLING | STRATA | MATERIAL DESCRIPTION | DISCONTINUITIES

TCR % (Drill rate)	SCR % / (RQD %)	FLUSH RETURN % (TYPE)	SAMPLES ($CaCO_3$, SPT, UCS, etc)	R.L. mAHD	DEPTH m	GRAPHIC LOG	ROCK TYPE Grain Size, Texture/Fabric, Colour, Minor Components	CEMENTATION/ WEATHERING	ESTIMATED ROCK STRENGTH EL VL L M H VH EH	Is 50 (MPa)	FREQUENCY (per m) 30 10 3 1	SPECIFIC TYPE	SPECIFIC ANGLE	SPECIFIC THICKNESS (mm)	GENERAL DESCRIPTION Planarity, Roughness, Coating, Infill
100	63/(57)		C				LIMESTONE fine to medium grained, sedimentary, white with staining. *(continued)*	DW				Jo			PL Ro3 s
												Jo			PL Ro3 s
												Jo			PL Ro3 s
100	71/(67)														Ro3 s
														10	Ro3 s
														10	Ro3 s
															Ro3 s
															Ro3 s
															Ro3 s
100	76/(73)		C					DW		UCS					
			UCS 1.2MPa					DW					45		Ro3 Partially healed, s
				1.50	19.50									50	PL Ro3 s
				1.31	19.69		CORE LOSS.	DW						10	PL Ro3 s
							LIMESTONE.							10	PL Ro3 s
78	62/(49)			1.00	20 20.00										
				0.96	20.04		CORE LOSS.								
							LIMESTONE.						45	10	PL Ro3 s
															s
															s
															s
				0.10	20.90										
				0.00	21.00		CORE LOSS.	DW				Jo		10	PL Ro3 CL
							LIMESTONE.					Jo		5	PL Ro3 s
67				-0.50	21.50			XW/RS						150	s
							CORE LOSS.								
				-1.00	22.00										
							LIMESTONE.	XW/RS						250	s
			C					DW				Jo		10	PL Ro3 CL
			N=43* 14;13/90												
								XW						60	RF
100	64/(49)							DW				Jo		10	PL Ro3 s
												Jo		10	PL Ro3 s
												Jo	20	50	PL Ro3 CL
														80	s
								XW/RS							
								DW							
								XW						50	RF
								SW						220	IR RF
100	69/(49)											Jo		5	Ro3 s
												Jo		10	PL Ro3 s
			C		25			SW		DI 0.03		Jo		2	PL Ro3 CL
												Jo		5	PL Ro3 CL
							... 25.50m karstic features (vugs) evident - considerably more fractures than previous core run	SW/DW						700	RF
100	66/(53)													40	PL Ro3 s
														20	PL Ro3 s, RF
														20	PL Ro3 s
														10	PL Ro3 CL
			C					DW						10	PL Ro3 CL
														50	RF
100	76/(76)													10	PL Ro3 CL
														2	PL Ro3 CL
														2	PL Ro3 CL
														40	RF
			C					SW		DI 2.71				5	PL Ro3 CL
														10	PL Ro3 CL
															PL Ro3 CL
															PL Ro3 CL
															PL Ro3 CL
															PL Ro3 s
															PL Ro3 s
67	34/(7)							SW							PL Ro3 s
				-8.50	29.50									40	PL Ro3 CL
							CORE LOSS.							200	PL Ro3 s
				-9.00	30 30.00										PL Ro3 RF

NOTES

End of borehole at 30.00m

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CORE PHOTO RECORD

BH02

SHEET 1 OF 2

CLIENT	QS Developments
PROJECT	22-26 Brighton Road

CONTRACTOR	Precision Drilling	ANGLE	Vertical
DRILL MODEL	PDR01 Hydrapower Scout V	BEARING	-
DRILLER	MP	HOLE DIAMETER	96mm (HQ)
LOCATION	24 Brighton Road, Scarborough		

LOGGED BY	AI/JOD
CHECKED BY	JOD
DRILLED DATE	22-Apr-21 to 23-Apr-21
GROUND LEVEL	RL 21.00mAHD
LOCATION	382669.6 E 6470232.2 N
ELEVATION DATUM	1
COORDINATE SYSTEM	Map Grid of Australia (MGA)



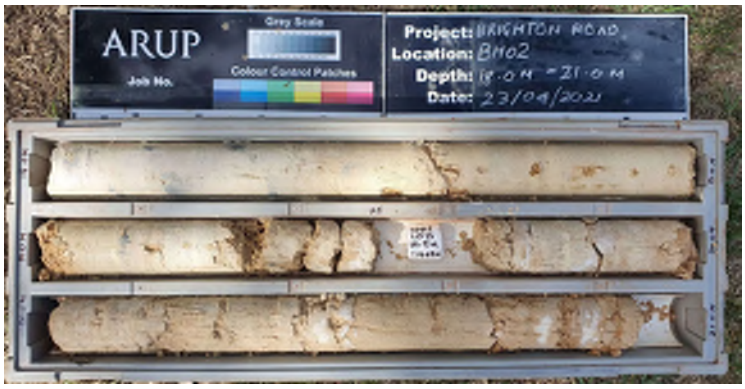
8.00 - 11.00 m



12.00 - 15.00 m



15.00 - 18.00 m



18.00 - 21.00 m

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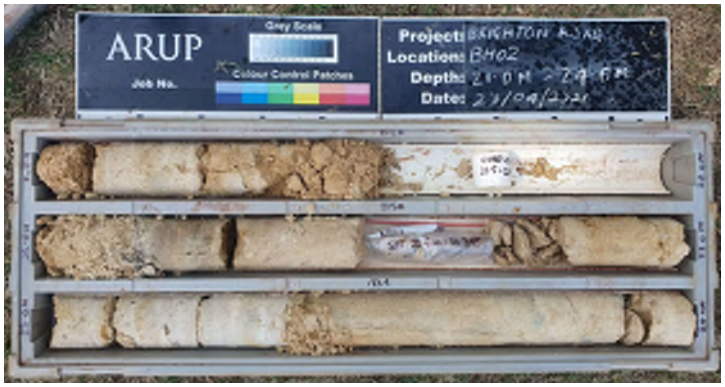
CORE PHOTO RECORD

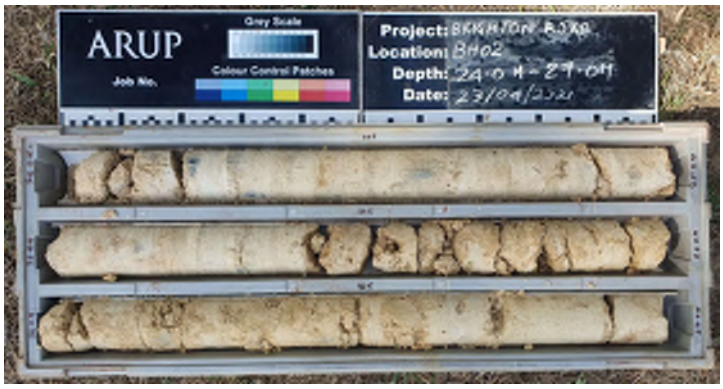
BH02

SHEET 2 OF 2

CLIENT	QS Developments	LOGGED BY	AI/JOD
PROJECT	22-26 Brighton Road	CHECKED BY	JOD
		DRILLED DATE	22-Apr-21 to 23-Apr-21
CONTRACTOR	Precision Drilling	ANGLE	Vertical
DRILL MODEL	PDR01 Hydrapower Scout V	BEARING	-
DRILLER	MP	HOLE DIAMETER	96mm (HQ)
LOCATION	24 Brighton Road, Scarborough	GROUND LEVEL	RL 21.00mAHD
		LOCATION	382669.6 E 6470232.2 N
		ELEVATION DATUM	1
		COORDINATE SYSTEM	Map Grid of Australia (MGA)



21.00 - 24.00 m



24.00 - 27.00 m



27.00 - 30.00 m

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SOIL BOREHOLE LOG

BH03

SHEET 1

OF 3

CLIENT	QS Developments	LOGGED BY	AI/JOD
PROJECT	22-26 Brighton Road	CHECKED BY	JOD
		DRILLED DATE	21-Apr-21 to 22-Apr-21
CONTRACTOR	Precision Drilling	ANGLE	Vertical
DRILL MODEL	PDR01 Hydrapower Scout V	BEARING	-
DRILLER	MP	HOLE DIAMETER	96mm (HQ)
LOCATION	24 Brighton Road, Scarborough,	GROUND LEVEL	RL 21.00mAHD
		LOCATION	382670.2 E 6470201.8 N
		ELEVATION DATUM	1
		COORDINATE SYSTEM	Map Grid of Australia (MGA)

DRILLING	STRATA				MATERIAL DESCRIPTION	CONDITION			OBSERVATION
SAMPLE, TEST, BIT, SUPPORT, ETC.	R.L. mAHD	DEPTH m	GROUP SYMBOL	LEGEND	SOIL TYPE Plasticity / Grain Size, Colour, Minor Components	WATER / MOISTURE	CONSISTENCY COHESIVE VS S F ST VST H	CONSISTENCY NON COHESIVE VL L MD D VD	Comments / Penetration Rate
	20.80	0.20	SM		Silty SAND (SM) fine to medium grained, sub-angular to sub-rounded, dark brown, with root fibres.				
			SP		SAND (SP) fine to medium grained, sub-angular to sub-rounded, pale brown.				
N=8 3;4,4									
N=19 2;7,12					... 3.30m - 3.45m colour change to pale orange-brown at 3.3m				
N=30 16;16,14	16.50	4.50	SP		SAND (SP) fine to medium grained, sub-angular to sub-rounded, moderately cemented (Mo) to well cemented (We), pale brown.				
	16.00	5 5.00			... 4.61m - 4.81m pocket of loose sand				
	15.75	5.25			CORE LOSS.				
			SP		SAND (SP) fine to medium grained, sub-angular to sub-rounded, weakly cemented (Wk) to moderately cemented (Mo), pale brown.				
	15.30	5.70			Continued on rock borehole log				
		10							
		15							

NOTES

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ROCK BOREHOLE LOG

BH03

SHEET 2
OF 3

CLIENT	QS Developments	LOGGED BY	AI/JOD
PROJECT	22-26 Brighton Road	CHECKED BY	JOD
		DRILLED DATE	21-Apr-21 to 22-Apr-21
CONTRACTOR	Precision Drilling	ANGLE	Vertical
DRILL MODEL	PDR01 Hydrapower Scout V	BEARING	-
DRILLER	MP	HOLE DIAMETER	96mm (HQ)
LOCATION	24 Brighton Road, Scarborough,	GROUND LEVEL	RL 21.00mAHD
		LOCATION	382670.2 E 6470201.8 N
		ELEVATION DATUM	1
		COORDINATE SYSTEM	Map Grid of Australia (MGA)

DRILLING				STRATA			MATERIAL DESCRIPTION				DISCONTINUITIES			
TCR % (Drill rate)	SCR % / (RQD %)	FLUSH RETURN % (TYPE)	SAMPLES ($CaCO_3$, SPT, UCS, etc)	R.L. mAHD	DEPTH m	GRAPHIC LOG	ROCK TYPE Grain Size, Texture/Fabric, Colour, Minor Components	CEMENTATION/ WEATHERING	ESTIMATED ROCK STRENGTH EL VL L M H VH EH	Is 50 (MPa)	FREQUENCY (per m) 30 10 3 1	SPECIFIC TYPE	SPECIFIC ANGLE	SPECIFIC THICKNESS (mm)	GENERAL DESCRIPTION Planarity, Roughness, Coating, Infill
					5										
				15.30	5.70		Continued from soil borehole log								
100	92/(75)		N>50** 30/40s				LIMESTONE fine to medium grained, sedimentary, white with staining.	DW/XW SW/DW SW/DW				Jo	-	2	PL Ro3 CL
			C									Jo	-	4	PL Ro3 CL
			UCS 6.5MPa									Jo	-	8	CU Ro3 CL
												Jo	40	10	CU Ro3 CL
												Jo	-	10	PL Ro3 CL
												Jo	-	15	PL Ro3 CL
100	70/(67)		C					DW				Jo	30	10	CU Ro3 CL
										DI 1.02		Jo	20	20	PL Ro3 CL
							... 8.50m - 9.50m karstic (vug) features evident					Jo	-	4	PL Ro3 CL
												-	-	280	IR RF
			C							DI 0.90		Jo	-	3	PL Ro3 CL
100	81/(70)											Jo			Healed
												Jo			Partially healed
												Jo			Healed
					10		... 10.00m - 11.20m karstic (vug) features evident					Jo			Healed
												Jo			Healed
							... 11.20m - 11.50m SAND, medium to fine grained, sub-angular to sub-rounded, uncemented (UC), pale brown								
							... 11.50m - 13.00m karstic (vug) features evident, pale brown with bands of white and grey					Jo	- /	2 70	Healed IR RF
93	57/(48)		C									Jo	-	5	PL Ro3 CL
												Jo	-	50	PL Ro3 CL
												Jo	- /	5	PL Ro3 CL
												Jo	/ /	5	PL Ro3 CL
												Jo	/	4	PL Ro3 CL
							... 13.10m - 13.17m void observed					Jo	-	50	PL Ro3 s
							... 13.45m - 13.50m SAND, medium to fine grained, sub-angular to sub-rounded, uncemented (UC), pale brown	RS DW				Jo	-	5	PL Ro3 CL
83	25/(21)		C UCS 8.3MPa				... 13.50m - 14.00m karstic (vug) features evident	XW DW XW DW				Jo	-	2	PL Ro3 CL
					15										

NOTES

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ROCK BOREHOLE LOG

BH03

SHEET 3
OF 3

CLIENT	QS Developments	LOGGED BY	AI/JOD
PROJECT	22-26 Brighton Road	CHECKED BY	JOD
		DRILLED DATE	21-Apr-21 to 22-Apr-21
CONTRACTOR	Precision Drilling	ANGLE	Vertical
DRILL MODEL	PDR01 Hydrapower Scout V	BEARING	-
DRILLER	MP	HOLE DIAMETER	96mm (HQ)
LOCATION	24 Brighton Road, Scarborough,	GROUND LEVEL	RL 21.00mAHD
		LOCATION	382670.2 E 6470201.8 N
		ELEVATION DATUM	1
		COORDINATE SYSTEM	Map Grid of Australia (MGA)

DRILLING | STRATA | MATERIAL DESCRIPTION | DISCONTINUITIES

TCR % (Drill rate)	SCR % / (RQD %)	FLUSH RETURN % (TYPE)	SAMPLES ($CaCO_3$, SPT, UCS, etc)	R.L. mAHD	DEPTH m	GRAPHIC LOG	ROCK TYPE Grain Size, Texture/Fabric, Colour, Minor Components	CEMENTATION/ WEATHERING	ESTIMATED ROCK STRENGTH	Is 50 (MPa)	FREQUENCY (per m)	SPECIFIC TYPE	SPECIFIC ANGLE	SPECIFIC THICKNESS (mm)	GENERAL DESCRIPTION Planarity, Roughness, Coating, Infill
67	32/(25)						LIMESTONE fine to medium grained, sedimentary, white with staining. *(continued)*	XW DW	EL VL L M H VH EH		30 10 3 1			120 230	s s
								RS DW RS DW							
100	33/(24)		C				... 17.23m - 18.00m bands of thickness between 3-7cm of uncemented SAND, fine to medium grained, sub-angular to sub-rounded, pale brown	HW							
				3.00	18.00		CORE LOSS.								
67				2.50	18.50		LIMESTONE. ... 18.50m - 18.80m SAND, medium to fine grained, sub-angular to sub-rounded, pale brown, uncemented (UC) to moderately weakly cemented (Mwk)	RS SW/DW XW/RS						100	s
				1.50	19.50		CORE LOSS. ... 19.50m - 20.16m fracture along with noticeable loss of water observed by driller								
56	23/(16)		C	0.80	20.20		LIMESTONE.	DW		DI 0.33		Jo	-	130 4 150 110 10	IR RF PL Ro3 CL s RF PL Ro3 CL
96	96/(64)														RF, s
															RF
				-1.50	22.50		CORE LOSS.							20 40	s s
				-2.00	23.00		LIMESTONE.								
65	65/(37)		C											20	s s RF s s
			N=28 2;21,7				... 24.00m - 24.45m SAND						45		
100	90/(82)		C UCS 3.0MPa		25									500	s
														10 30 40	
100	100/(75)														PL Ro3
														40	s
68	50/(25)			-6.00	27.00									30	s
				-6.12	27.12		CORE LOSS. LIMESTONE.						45	20	
100	89/(38)													2 15 5 40 30 10	Ro3 s Ro3 s Ro3 s Ro3 s Ro3 s Ro3 s
86	81/(20)		C										30	2 2 2 2 20 10 20 5 30 15 10	s s s s s s s s s s s
				-9.00	30 30.00		... 29.50m - 30.00m iron staining evident, highly fractured sand fill								

NOTES

End of borehole at 30.00m

See explanatory notes for details of abbreviations and basis of descriptions

JOB 281519

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Log: 1.2.1 AUS ROCK BOREHOLE LOG (rev 20Dec16)
gINT output page 2 of 2. Made by AI 1Jun21 13:42

ARUP

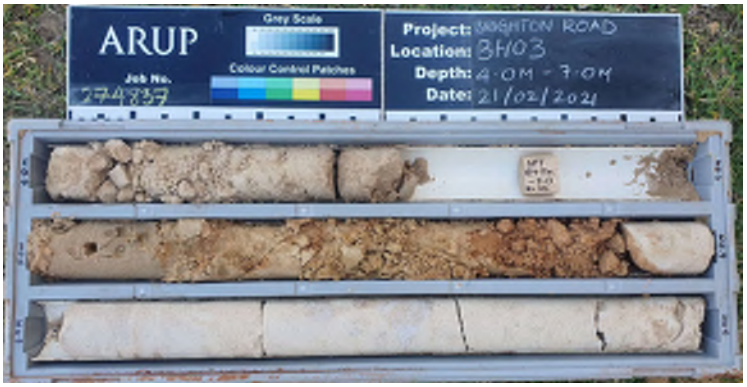
CORE PHOTO RECORD

BH03

SHEET 1

OF 3

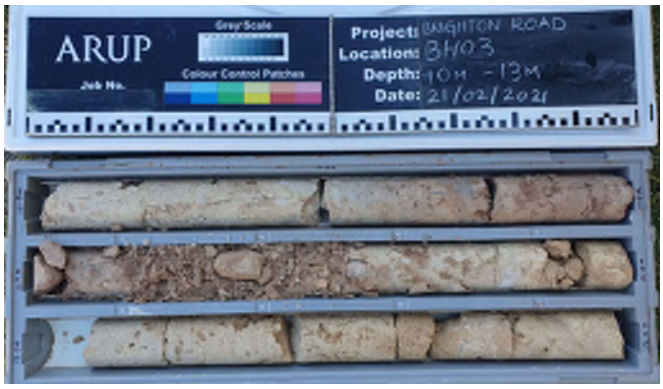
CLIENT	QS Developments	LOGGED BY	AI/JOD
PROJECT	22-26 Brighton Road	CHECKED BY	JOD
		DRILLED DATE	21-Apr-21 to 22-Apr-21
CONTRACTOR	Precision Drilling	ANGLE	Vertical
DRILL MODEL	PDR01 Hydrapower Scout V	BEARING	-
DRILLER	MP	HOLE DIAMETER	96mm (HQ)
LOCATION	24 Brighton Road, Scarborough	GROUND LEVEL	RL 21.00mAHD
		LOCATION	382670.2 E 6470201.8 N
		ELEVATION DATUM	1
		COORDINATE SYSTEM	Map Grid of Australia (MGA)



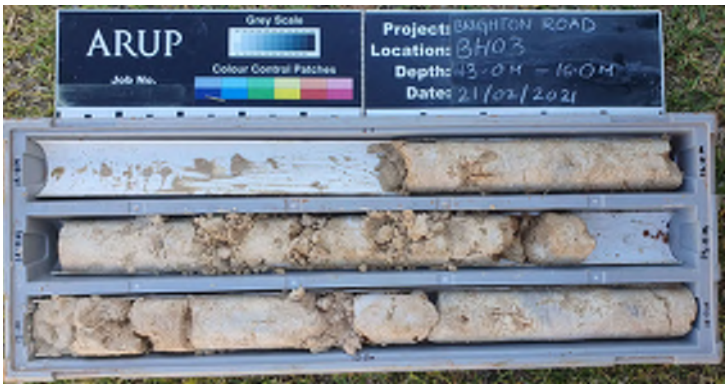
4.00 - 7.00 m



7.00 - 10.00 m



10.00 - 13.00 m



13.00 - 16.00 m

NOTES

See explanatory notes for details of abbreviations and basis of descriptions

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gINT output page 3 of 5. Made 1Jun21 13:47

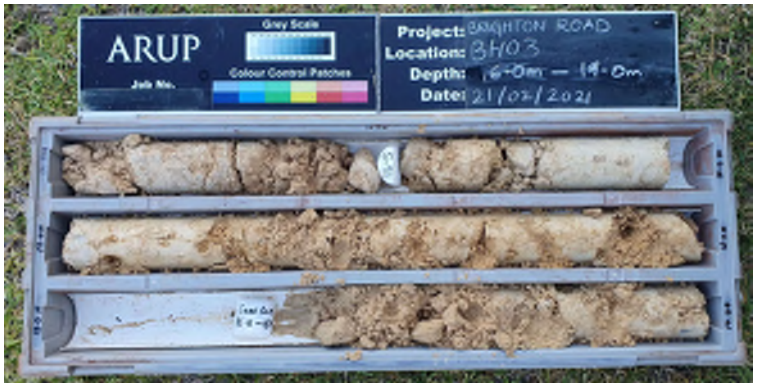
ARUP

CORE PHOTO RECORD

BH03

SHEET 2 OF 3

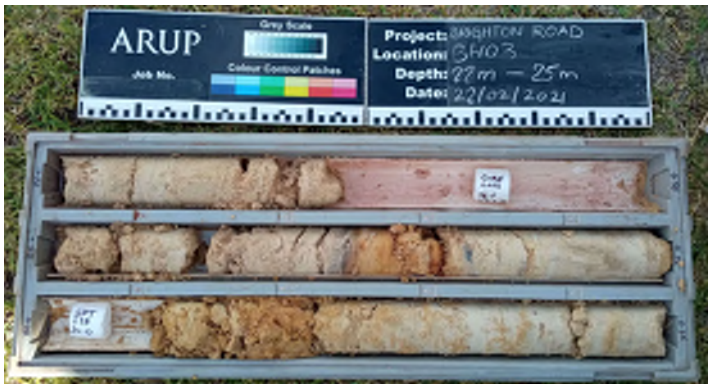
CLIENT	QS Developments	LOGGED BY	AI/JOD
PROJECT	22-26 Brighton Road	CHECKED BY	JOD
		DRILLED DATE	21-Apr-21 to 22-Apr-21
CONTRACTOR	Precision Drilling	ANGLE	Vertical
DRILL MODEL	PDR01 Hydrapower Scout V	BEARING	-
DRILLER	MP	HOLE DIAMETER	96mm (HQ)
LOCATION	24 Brighton Road, Scarborough	GROUND LEVEL	RL 21.00mAHD
		LOCATION	382670.2 E 6470201.8 N
		ELEVATION DATUM	1
		COORDINATE SYSTEM	Map Grid of Australia (MGA)



16.00 - 19.00 m



19.00 - 22.00 m



22.00 - 25.00 m



25.00 - 28.00 m

NOTES

See explanatory notes for details of abbreviations and basis of descriptions

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ARUP

CORE PHOTO RECORD

BH03

SHEET 3 OF 3

CLIENT	QS Developments	LOGGED BY	AI/JOD
PROJECT	22-26 Brighton Road	CHECKED BY	JOD
		DRILLED DATE	21-Apr-21 to 22-Apr-21
CONTRACTOR	Precision Drilling	ANGLE	Vertical
DRILL MODEL	PDR01 Hydrapower Scout V	BEARING	-
DRILLER	MP	HOLE DIAMETER	96mm (HQ)
LOCATION	24 Brighton Road, Scarborough	GROUND LEVEL	RL 21.00mAHD
		LOCATION	382670.2 E 6470201.8 N
		ELEVATION DATUM	1
		COORDINATE SYSTEM	Map Grid of Australia (MGA)



28.00 - 30.00 m

NOTES

See explanatory notes for details of abbreviations and basis of descriptions

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Appendix C

Laboratory Certificates

MATERIALS CONSULTANTS

300 Collier Road, Bassendean, WA 6054
PO Box 3090, Bassendean DC, WA 6942
Telephone: 08 6278 3755
Email:admin@matcons.com.au
www.matcons.com.au

Material Test Report

Report No: MAT:MC21-01238-S01
Issue No: 1

Client: Arup Pty Ltd
PO Box 5750 St Georges TCE WA 6000
Project: 281519: 22-26 Brighton Road Scarborough

NATA Accredited Laboratory Number:1763

Accredited for compliance with ISO/IEC
The results in this report relate only to the items/samples that were tested.

Approved Signatory: Luke Greaves
(General Manager)
Date of Issue: 17/05/2021

THIS DOCUMENT SHALL NOT BE REPRODUCED EXCEPT IN FULL

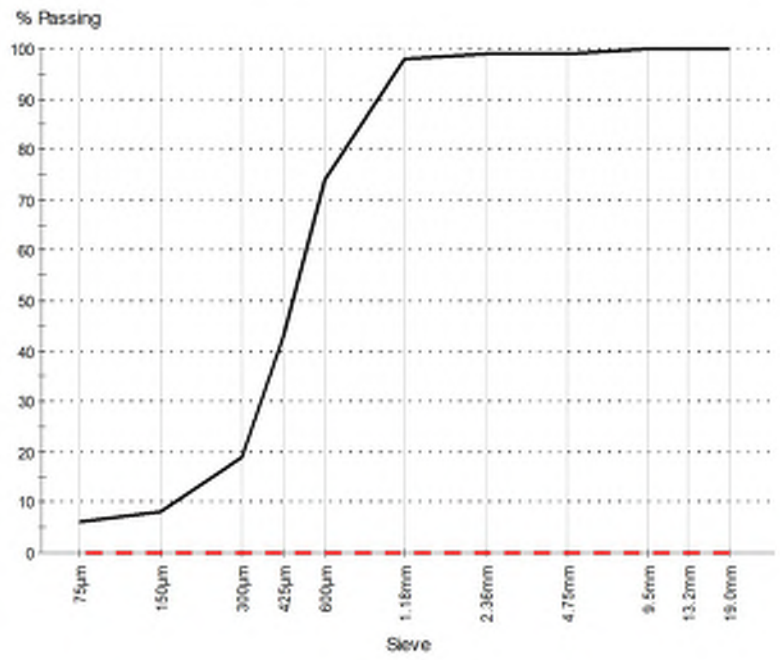
Sample Details

Sample ID	MC21-01238-S01
Date Sampled	23/04/2021
Sampling Method	Tested as received
Source	SPT
Material	Sand
Specification	AS 1289.3.6.1
Client ID	BH02: 12.0 - 12.19
Sample Location	BH02: 12.0m - 12.19m

Other Test Results

Description	Method	Result	Limits

Particle Size Distribution



Method: AS 1289.3.6.1
Drying by: Oven
Date Tested: 17/05/2021

Note: Sample Washed

Sieve Size	% Passing	Limits
19.0mm	100	–
13.2mm	100	–
9.5mm	100	–
4.75mm	99	–
2.36mm	99	–
1.18mm	98	–
600µm	74	–
425µm	43	–
300µm	19	–
150µm	8	–
75µm	6	–

Comments

NP = Non Plastic

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MATERIALS CONSULTANTS

300 Collier Road, Bassendean, WA 6054
PO Box 3090, Bassendean DC, WA 6942
Telephone: 08 6278 3755
Email:admin@matcons.com.au
www.matcons.com.au

Material Test Report

Report No: MAT:MC21-01238-S06
Issue No: 1

Client: Arup Pty Ltd
PO Box 5750 St Georges TCE WA 6000
Project: 281519: 22-26 Brighton Road Scarborough

NATA Accredited Laboratory Number:1763

Accredited for compliance with ISO/IEC
The results in this report relate only to the items/samples that were tested.

Approved Signatory: Luke Greaves
(General Manager)
Date of Issue: 17/05/2021

THIS DOCUMENT SHALL NOT BE REPRODUCED EXCEPT IN FULL

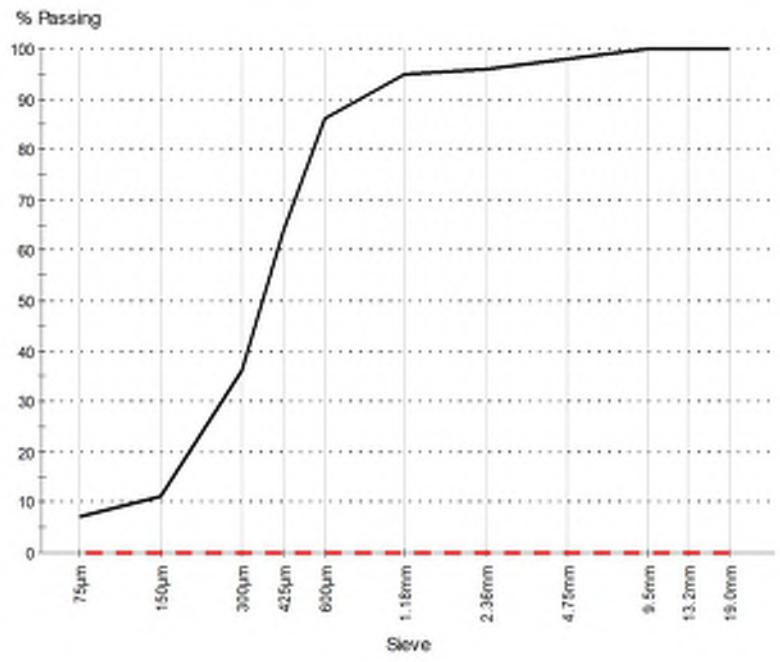
Sample Details

Sample ID	MC21-01238-S06
Date Sampled	21/04/2021
Sampling Method	Tested as received
Source	SPT
Material	Sand
Specification	AS 1289.3.6.1
Client ID	BH03: 4.5 - 4.8
Sample Location	BH03: 4.5m - 4.8m

Other Test Results

Description	Method	Result	Limits

Particle Size Distribution



Method: AS 1289.3.6.1
Drying by: Oven
Date Tested: 17/05/2021

Note: Sample Washed

Sieve Size	% Passing	Limits
19.0mm	100	–
13.2mm	100	–
9.5mm	100	–
4.75mm	98	–
2.36mm	96	–
1.18mm	95	–
600µm	86	–
425µm	64	–
300µm	36	–
150µm	11	–
75µm	7	–

Comments

NP = Non Plastic

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WA 6107
Ph: +61 8 9258 8323

UNIAXIAL COMPRESSIVE STRENGTH TEST REPORT

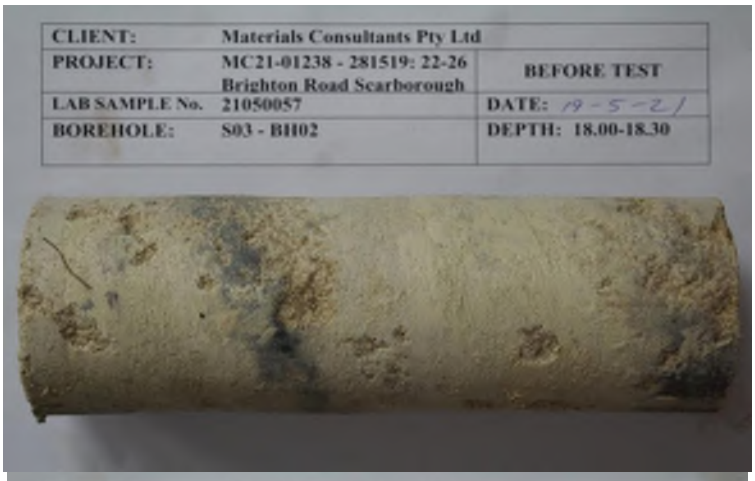
Test Method: AS 4133.4.2.2 & AS 4133.1.1.1

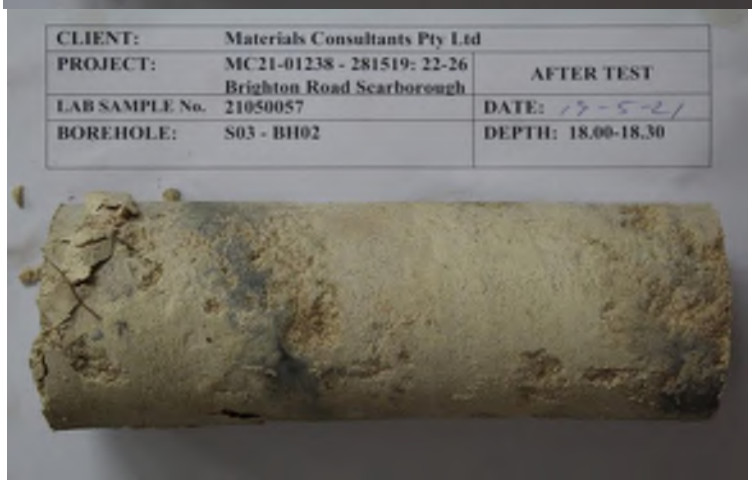
Client	Materials Consultants Pty Ltd	**Report No.**	P21050057-UCS
		Workorder No.	0020425
Address	300 Collier Road BASSENDEAN WA 6054	**Test Date**	19/05/2021
		Report Date	20/05/2021
Project	MC21-01238 - 281519: 22-26 Brighton Road Scarborough		
Client ID	S03 - BH02	**Depth (m)**	18.00-18.30
Description	-		
Sample Type	Single Individual Rock Core Specimen		

TEST DETAILS

Average Sample Diameter (mm)	82.8	Moisture Content (%)	17.1
Sample Height (mm)	242.7	Wet Density (t/m^3)	1.92
Duration of Test (min)	8:00	Dry Density (t/m^3)	1.64
Rate of Displacement (mm/min)	0.10	Bedding (°)	N/A
Mode of Failure	End Splitting	Test Apparatus	Avery 2600kN Compression Machine
Rupture Angle (°)	25		
	UCS (MPa)	**1.18**	

Before and After Photo's





NOTES/REMARKS:
Stored and tested as received
Sample/s supplied by the client

Photo's not to scale

Accredited for compliance with ISO/IEC 17025 - Testing.
The results of the tests, calibrations, and/or measurements included in this document are traceable to Australian/National Standards.

Authorised Signatory
C. Channon

NATA TECHNICAL COMPETENCE
Laboratory No. 9926

The results of calibrations and tests performed apply only to the specific instrument or sample at the time of test unless otherwise clearly stated.
Reference should be made to Trilab's "Standard Terms and Conditions of Business" for further details.
Trilab Pty Ltd ABN 25 065 630 506

ACCURATE QUALITY RESULTS FOR TOMORROW'S ENGINEERING

Trilab
Soil Rock Calibration

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WA 6107
Ph: +61 8 9258 8323

UNIAXIAL COMPRESSIVE STRENGTH TEST REPORT

Test Method: AS 4133.4.2.1 & AS 4133.1.1.1

Client	Materials Consultants Pty Ltd	**Report No.**	P21050058-UCS
		Workorder No.	0020425
Address	300 Collier Road BASSENDEAN WA 6054	**Test Date**	19/05/2021
		Report Date	20/05/2021
Project	MC21-01238 - 281519: 22-26 Brighton Road Scarborough		
Client ID	S07 - BH03	**Depth (m)**	6.30-6.60
Description	-		
Sample Type	Single Individual Rock Core Specimen		

TEST DETAILS

Average Sample Diameter (mm)	81.4	Moisture Content (%)	15.4
Sample Height (mm)	240.1	Wet Density (t/m^3)	2.06
Duration of Test (min)	7:01	Dry Density (t/m^3)	1.79
Rate of Loading (MPa/min)	0.93	Bedding (°)	N/A
Mode of Failure	Axial Splitting	Test Apparatus	Kelba 1000 kN Load Cell
Rupture Angle (°)	80		
	UCS (MPa)	**6.51**	

Before and After Testing Photo's





NOTES/REMARKS:
Stored and tested as received
Sample/s supplied by the client

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Tested at Trilab Perth Laboratory

Authorised Signatory
C. Channon

NATA TECHNICAL COMPETENCE
Laboratory No. 9926

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ACCURATE QUALITY RESULTS FOR TOMORROW'S ENGINEERING

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UNIAXIAL COMPRESSIVE STRENGTH TEST REPORT

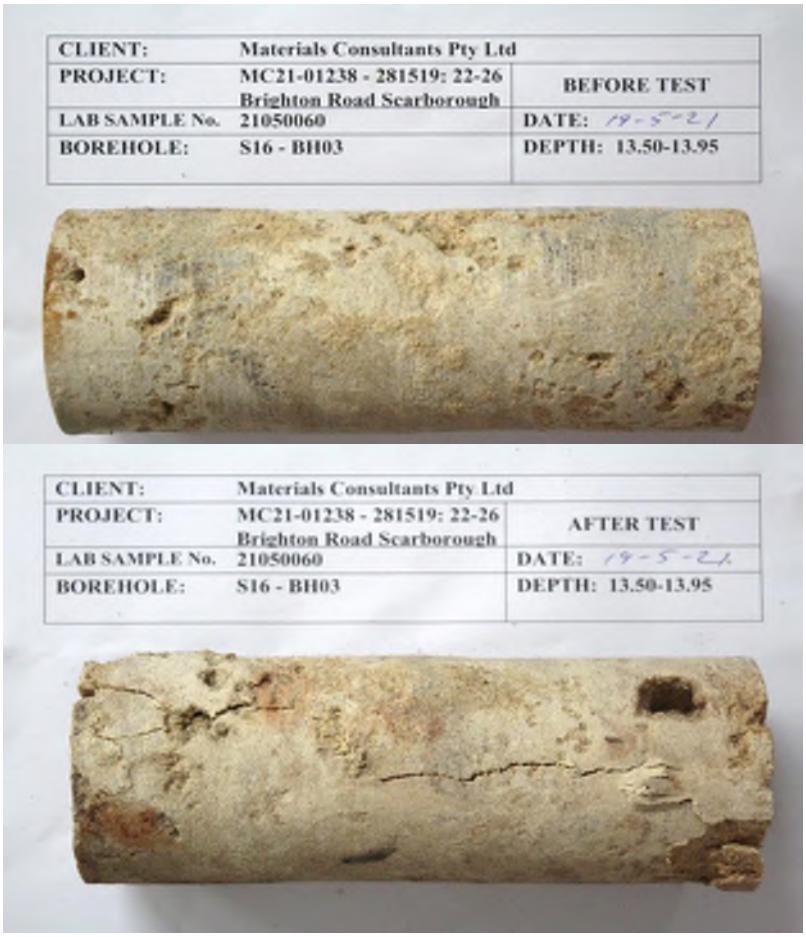
Test Method: AS 4133.4.2.1 & AS 4133.1.1.1

Client	Materials Consultants Pty Ltd	**Report No.**	P21050060-UCS
		Workorder No.	0020425
Address	300 Collier Road BASSENDEAN WA 6054	**Test Date**	19/05/2021
		Report Date	20/05/2021
Project	MC21-01238 - 281519: 22-26 Brighton Road Scarborough		
Client ID	S16 - BH03	**Depth (m)**	13.50-13.95
Description	-		
Sample Type	Single Individual Rock Core Specimen		

TEST DETAILS

Average Sample Diameter (mm)	82.0	Moisture Content (%)	10.8
Sample Height (mm)	226.3	Wet Density (t/m^3)	2.13
Duration of Test (min)	7:01	Dry Density (t/m^3)	1.92
Rate of Loading (MPa/min)	1.20	Bedding (°)	N/A
Mode of Failure	Axial Splitting	Test Apparatus	Kelba 1000 kN Load Cell
Rupture Angle (°)	80		
	UCS (MPa)	**8.28**	

Before and After Testing Photo's



NOTES/REMARKS:
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Tested at Trilab Perth Laboratory

Authorised Signatory
C. Channon

NATA TECHNICAL COMPETENCE
Laboratory No. 9926

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ACCURATE QUALITY RESULTS FOR TOMORROW'S ENGINEERING

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Ph: +61 8 9258 8323

UNIAXIAL COMPRESSIVE STRENGTH TEST REPORT

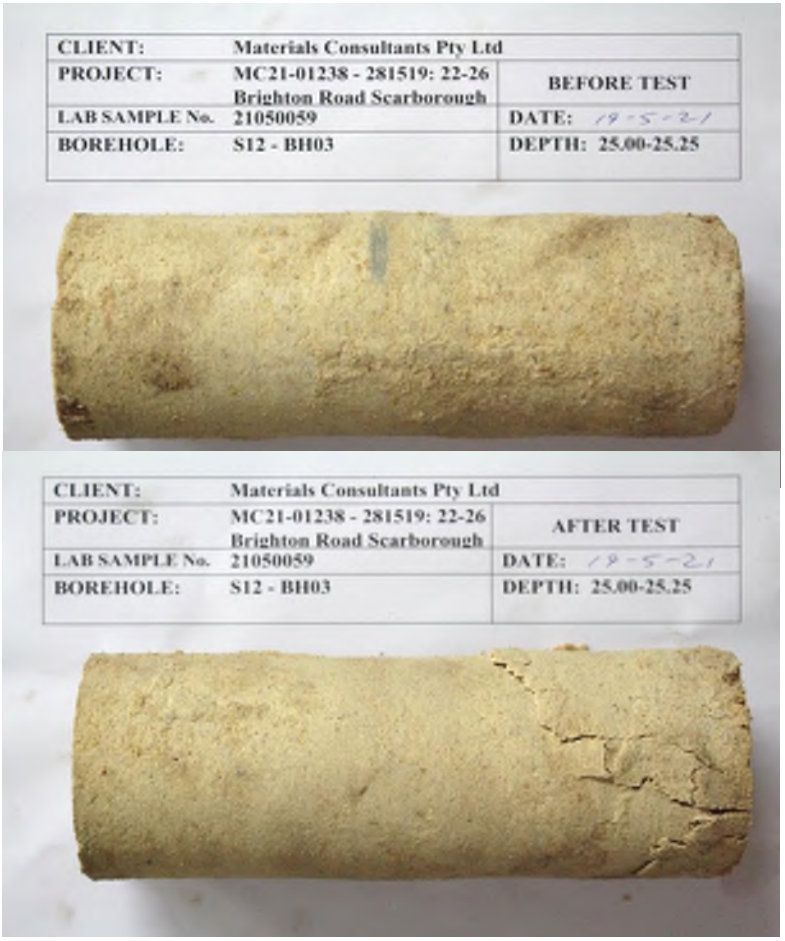
Test Method: AS 4133.4.2.2 & AS 4133.1.1.1

Client	Materials Consultants Pty Ltd	**Report No.**	P21050059-UCS
		Workorder No.	0020425
Address	300 Collier Road BASSENDEAN WA 6054	**Test Date**	19/05/2021
		Report Date	20/05/2021
Project	MC21-01238 - 281519: 22-26 Brighton Road Scarborough		
Client ID	S12 - BH03	**Depth (m)**	25.00-25.25
Description	-		
Sample Type	Single Individual Rock Core Specimen		

TEST DETAILS

Average Sample Diameter (mm)	82.6	Moisture Content (%)	17.8
Sample Height (mm)	224.1	Wet Density (t/m^3)	2.00
Duration of Test (min)	10:00	Dry Density (t/m^3)	1.70
Rate of Displacement (mm/min)	0.10	Bedding (°)	N/A
Mode of Failure	End Splitting	Test Apparatus	100 kN Load Cell in Compression Machine
Rupture Angle (°)	40		
	UCS (MPa)	**2.98**	

Before and After Photo's



NOTES/REMARKS:
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Sample/s supplied by the client

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Authorised Signatory
C. Channon

NATA TECHNICAL COMPETENCE
Laboratory No. 9926

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Trilab Pty Ltd ABN 25 065 630 506

ACCURATE QUALITY RESULTS FOR TOMORROW'S ENGINEERING

MATERIALS CONSULTANTS

TEST CERTIFICATE
DETERMINATION OF POINT LOAD STRENGTH INDEX
AS 4133.4.1 - DIAMETRAL TEST

CLIENT	Arup Pty Ltd, PO Box 5750, St Georges TCE, WA, 6831
JOB NO.	MC21-01238
SAMPLE NO.	S02
CLIENT REFERENCE	BH02 - 14.040 - 14.155
DATE OF SAMPLING	23.04.2021
SAMPLE DESCRIPTION	Core
DATE TESTED	20.05.2021
FEATURE	-
PROJECT	281519:22-26 Brighton Road Scarborough

Sample No:	I_s (Mpa)	I_{s50} (Mpa)	P (kN)	Failure Mode	Moisture Condition	AS 1726 Table 19
Sample 1	**0.23**	**0.28**	**1.36**	2	Moist	L

Failure Mode
1 - Fracture through compression points of sample, not influenced by defects
2 - Fracture influenced by natural defect in sample
3 - Chip Or Partial Failure
4 - Did Not Fail (See Remarks)

AS 1726 - Table 19

EL = Extremely Low, VL = Very Low, L = Low, M= Medium, H = High, VH = Very High, EH - Extremely High

SAMPLING PROCEDURES:	Tested as received
REMARKS	

NATA ACCREDITED FOR COMPLIANCE WITH ISO/IEC 17025 - **TESTING**

Report No:	MC21-01238_1
Issue No:	1
Doc Name:	413341Diametral Rev 005 Date 18.01.2019
File name:	MC21-01238-S02.xlsm

Approved
L Greaves, Signatory
Date 21/05/2021

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T: 08 6278 3755 | **F:** 08 6278 4411 | **E:** admin@matcons.com.au | **www.matcons.com.au**
INDEPENDENT TESTING LABORATORIES NATA ACCREDITATION NUMBER 1763 ABN: 67 126 947 386

MATERIALS CONSULTANTS

TEST CERTIFICATE
DETERMINATION OF POINT LOAD STRENGTH INDEX
AS 4133.4.1 - DIAMETRAL TEST

CLIENT	Arup Pty Ltd, PO Box 5750, St Georges TCE, WA, 6831
JOB NO.	MC21-01238
SAMPLE NO.	S04
CLIENT REFERENCE	BH02 - 25.0 - 25.17
DATE OF SAMPLING	23.04.2021
SAMPLE DESCRIPTION	Core
DATE TESTED	20.05.2021
FEATURE	-
PROJECT	281519:22-26 Brighton Road Scarborough

Sample No:	I_s (Mpa)	I_{s50} (Mpa)	P (kN)	Failure Mode	Moisture Condition	AS 1726 Table 19
Sample 1	**0.03**	**0.03**	**0.14**	1	Moist	VL

Failure Mode
1 - Fracture through compression points of sample, not influenced by defects
2 - Fracture influenced by natural defect in sample
3 - Chip Or Partial Failure
4 - Did Not Fail (See Remarks)

AS 1726 - Table 19

EL = Extremely Low, VL = Very Low, L = Low, M= Medium, H = High, VH = Very High, EH - Extremely High

SAMPLING PROCEDURES:	Tested as received
REMARKS	

NATA ACCREDITED FOR COMPLIANCE WITH ISO/IEC 17025 - **TESTING**

Report No:	MC21-01238_2
Issue No:	1
Doc Name:	413341Diametral Rev 005 Date 18.01.2019
File name:	MC21-01238-S04.xlsm

Approved
L Greaves, Signatory
Date 21/05/2021

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INDEPENDENT TESTING LABORATORIES NATA ACCREDITATION NUMBER 1763 ABN: 67 126 947 386

MATERIALS CONSULTANTS

TEST CERTIFICATE
DETERMINATION OF POINT LOAD STRENGTH INDEX
AS 4133.4.1 - DIAMETRAL TEST

CLIENT	Arup Pty Ltd, PO Box 5750, St Georges TCE, WA, 6831
JOB NO.	MC21-01238
SAMPLE NO.	S05
CLIENT REFERENCE	BH02 - 28.21 - 28.34
DATE OF SAMPLING	23.04.2021
SAMPLE DESCRIPTION	Core
DATE TESTED	20.05.2021
FEATURE	-
PROJECT	281519:22-26 Brighton Road Scarborough

Sample No:	I_s (Mpa)	I_{s50} (Mpa)	P (kN)	Failure Mode	Moisture Condition	AS 1726 Table 19
Sample 1	**2.30**	**2.71**	**11.98**	1	Dry	H

Failure Mode
1 - Fracture through compression points of sample, not influenced by defects
2 - Fracture influenced by natural defect in sample
3 - Chip Or Partial Failure
4 - Did Not Fail (See Remarks)

AS 1726 - Table 19

EL = Extremely Low, VL = Very Low, L = Low, M= Medium, H = High, VH = Very High, EH - Extremely High

SAMPLING PROCEDURES: Tested as received
REMARKS

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Report No:	MC21-01238_3
Issue No:	1
Doc Name:	413341Diametral Rev 005 Date 18.01.2019
File name:	MC21-01238-S05.xlsm

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MATERIALS CONSULTANTS

TEST CERTIFICATE
DETERMINATION OF POINT LOAD STRENGTH INDEX
AS 4133.4.1 - DIAMETRAL TEST

CLIENT	Arup Pty Ltd, PO Box 5750, St Georges TCE, WA, 6831
JOB NO.	MC21-01238
SAMPLE NO.	S08
CLIENT REFERENCE	BH03 - 8.0 - 8.28
DATE OF SAMPLING	23.04.2021
SAMPLE DESCRIPTION	Core
DATE TESTED	20.05.2021
FEATURE	-
PROJECT	281519:22-26 Brighton Road Scarborough

Sample No:	I_s (Mpa)	I_{s50} (Mpa)	P (kN)	Failure Mode	Moisture Condition	AS 1726 Table 19
Sample 1	**0.89**	**1.02**	**4.13**	1	Dry	H

Failure Mode
1 - Fracture through compression points of sample, not influenced by defects
2 - Fracture influenced by natural defect in sample
3 - Chip Or Partial Failure
4 - Did Not Fail (See Remarks)

AS 1726 - Table 19

EL = Extremely Low, VL = Very Low, L = Low, M= Medium, H = High, VH = Very High, EH - Extremely High

SAMPLING PROCEDURES: Tested as received
REMARKS

NATA ACCREDITED FOR COMPLIANCE WITH ISO/IEC 17025 - **TESTING**

Report No:	MC21-01238_4
Issue No:	1
Doc Name:	413341Diametral Rev 005 Date 18.01.2019
File name:	MC21-01238-S08.xlsm

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MATERIALS CONSULTANTS

TEST CERTIFICATE
DETERMINATION OF POINT LOAD STRENGTH INDEX
AS 4133.4.1 - DIAMETRAL TEST

CLIENT	Arup Pty Ltd, PO Box 5750, St Georges TCE, WA, 6831
JOB NO.	MC21-01238
SAMPLE NO.	S09
CLIENT REFERENCE	BH03 - 8.85 - 9.0
DATE OF SAMPLING	23.04.2021
SAMPLE DESCRIPTION	Core
DATE TESTED	20.05.2021
FEATURE	-
PROJECT	281519:22-26 Brighton Road Scarborough

Sample No:	I_s (Mpa)	I_{s50} (Mpa)	P (kN)	Failure Mode	Moisture Condition	AS 1726 Table 19
Sample 1	**0.79**	**0.90**	**3.58**	1	Dry	M

Failure Mode
1 - Fracture through compression points of sample, not influenced by defects
2 - Fracture influenced by natural defect in sample
3 - Chip Or Partial Failure
4 - Did Not Fail (See Remarks)

AS 1726 - Table 19

EL = Extremely Low, VL = Very Low, L = Low, M= Medium, H = High, VH = Very High, EH - Extremely High

SAMPLING PROCEDURES: Tested as received
REMARKS

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Report No:	MC21-01238_5
Issue No:	1
Doc Name:	413341Diametral Rev 005 Date 18.01.2019
File name:	MC21-01238-S09.xlsm

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MATERIALS CONSULTANTS

TEST CERTIFICATE
DETERMINATION OF POINT LOAD STRENGTH INDEX
AS 4133.4.1 - DIAMETRAL TEST

CLIENT	Arup Pty Ltd, PO Box 5750, St Georges TCE, WA, 6831
JOB NO.	MC21-01238
SAMPLE NO.	S11
CLIENT REFERENCE	BH03 - 20.82 - 21.00
DATE OF SAMPLING	23.04.2021
SAMPLE DESCRIPTION	Core
DATE TESTED	20.05.2021
FEATURE	-
PROJECT	281519:22-26 Brighton Road Scarborough

Sample No:	I_s (Mpa)	I_{s50} (Mpa)	P (kN)	Failure Mode	Moisture Condition	AS 1726 Table 19
Sample 1	**0.28**	**0.33**	**1.47**	2	Moist	M

Failure Mode
1 - Fracture through compression points of sample, not influenced by defects
2 - Fracture influenced by natural defect in sample
3 - Chip Or Partial Failure
4 - Did Not Fail (See Remarks)

AS 1726 - Table 19

EL = Extremely Low, VL = Very Low, L = Low, M= Medium, H = High, VH = Very High, EH - Extremely High

SAMPLING PROCEDURES:	Tested as received
REMARKS	

NATA ACCREDITED FOR COMPLIANCE WITH ISO/IEC 17025 - **TESTING**

Report No:	MC21-01238_6
Issue No:	1
Doc Name:	413341Diametral Rev 005 Date 18.01.2019
File name:	MC21-01238-S11.xlsm

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Date 21/05/2021

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ALS Environmental

CERTIFICATE OF ANALYSIS

Work Order	: **EP2105467**	Page	: 1 of 2
Client	: **MATERIAL CONSULTANTS**	Laboratory	: Environmental Division Perth
Contact	: ADMIN ADDRESS	Contact	: Customer Services EP
Address	: 300 Collier Road PO 3090 Baassendean DC Bassendean Perth Western Australia 6054	Address	: 26 Rigali Way Wangara WA Australia 6065
Telephone	: ----	Telephone	: +61-8-9406 1301
Project	: 281519: 22-26 Brighton Road Scarborough	Date Samples Received	: 17-May-2021 09:10
Order number	: 1129	Date Analysis Commenced	: 17-May-2021
C-O-C number	: ----	Issue Date	: 18-May-2021 16:10
Sampler	: ----		
Site	: ----		
Quote number	: EN/222		
No. of samples received	: 1		
No. of samples analysed	: 1		

ilac-MRA NATA
Accreditation No. 825
Accredited for compliance with ISO/IEC 17025 - Testing

This report supersedes any previous report(s) with this reference. Results apply to the sample(s) as submitted, unless the sampling was conducted by ALS. This document shall not be reproduced, except in full.

This Certificate of Analysis contains the following information:

- General Comments
- Analytical Results

Additional information pertinent to this report will be found in the following separate attachments: Quality Control Report, QA/QC Compliance Assessment to assist with Quality Review and Sample Receipt Notification.

Signatories

This document has been electronically signed by the authorized signatories below. Electronic signing is carried out in compliance with procedures specified in 21 CFR Part 11.

Signatories	*Position*	*Accreditation Category*
Chris Lemaitre	Laboratory Manager (Perth)	Perth Inorganics, Wangara, WA

General Comments

The analytical procedures used by ALS have been developed from established internationally recognised procedures such as those published by the USEPA, APHA, AS and NEPM. In house developed procedures are fully validated and are often at the client request.

Where moisture determination has been performed, results are reported on a dry weight basis.

Where a reported less than (<) result is higher than the LOR, this may be due to primary sample extract/digestate dilution and/or insufficient sample for analysis.

Where the LOR of a reported result differs from standard LOR, this may be due to high moisture content, insufficient sample (reduced weight employed) or matrix interference.

When sampling time information is not provided by the client, sampling dates are shown without a time component. In these instances, the time component has been assumed by the laboratory for processing purposes.

Where a result is required to meet compliance limits the associated uncertainty must be considered. Refer to the ALS Contact for details.

Key : CAS Number = CAS registry number from database maintained by Chemical Abstracts Services. The Chemical Abstracts Service is a division of the American Chemical Society.
LOR = Limit of reporting
^ = This result is computed from individual analyte detections at or above the level of reporting
ø = ALS is not NATA accredited for these tests.
~ = Indicates an estimated value.

Analytical Results

Sub-Matrix: **SAND** (Matrix: **SOIL**)			Sample ID	**S01 BH02 12.0m -12.19m**	----	----	----	----
			Sampling date / time	23-Apr-2021 00:00	----	----	----	----
Compound	*CAS Number*	*LOR*	*Unit*	**EP2105467-001**	--------	--------	--------	--------
				Result	----	----	----	----
EA002: pH 1:5 (Soils)								
pH Value	----	0.1	pH Unit	**9.4**	----	----	----	----
EA010: Conductivity (1:5)								
Electrical Conductivity @ 25°C	----	1	µS/cm	**82**	----	----	----	----
EA055: Moisture Content (Dried @ 105-110°C)								
Moisture Content	----	1.0	%	**15.9**	----	----	----	----
ED040S : Soluble Sulfate by ICPAES								
Sulfate as SO4 2-	14808-79-8	10	mg/kg	<10	----	----	----	----
ED045G: Chloride by Discrete Analyser								
Chloride	16887-00-6	10	mg/kg	**20**	----	----	----	----

Attachment 8j - Landscaping Plans Prepared by Plan E Landscape Architects (Recieved 3 March 2026)

24-26

BRIGHTON ROAD , SCARBOROUGH

Preliminary Landscape Concept I February 2026 [J]

LANDSCAPE ARCHITECTS

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24-26 BRIGHTON ROAD/ LANDSCAPE CONCEPT

PREPARED FOR SCANLAN ARCHITECTS
FEBRUARY 2026

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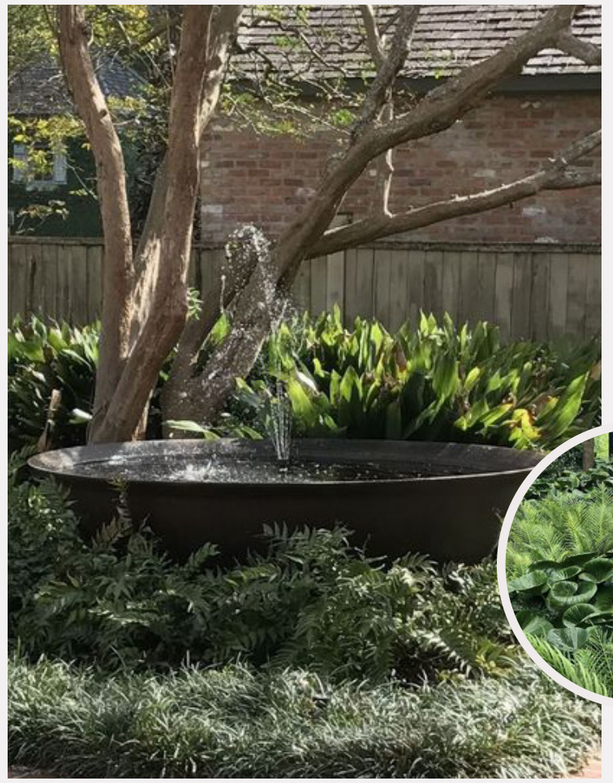
CONCEPT IMAGERY - GROUND FLOOR & LEVEL 1





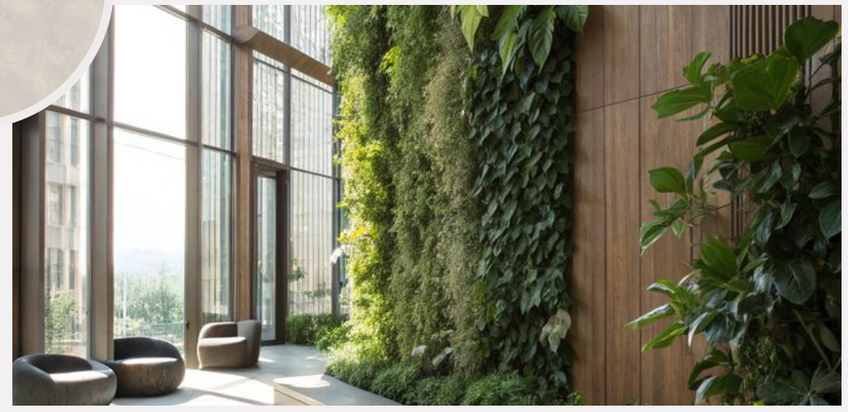












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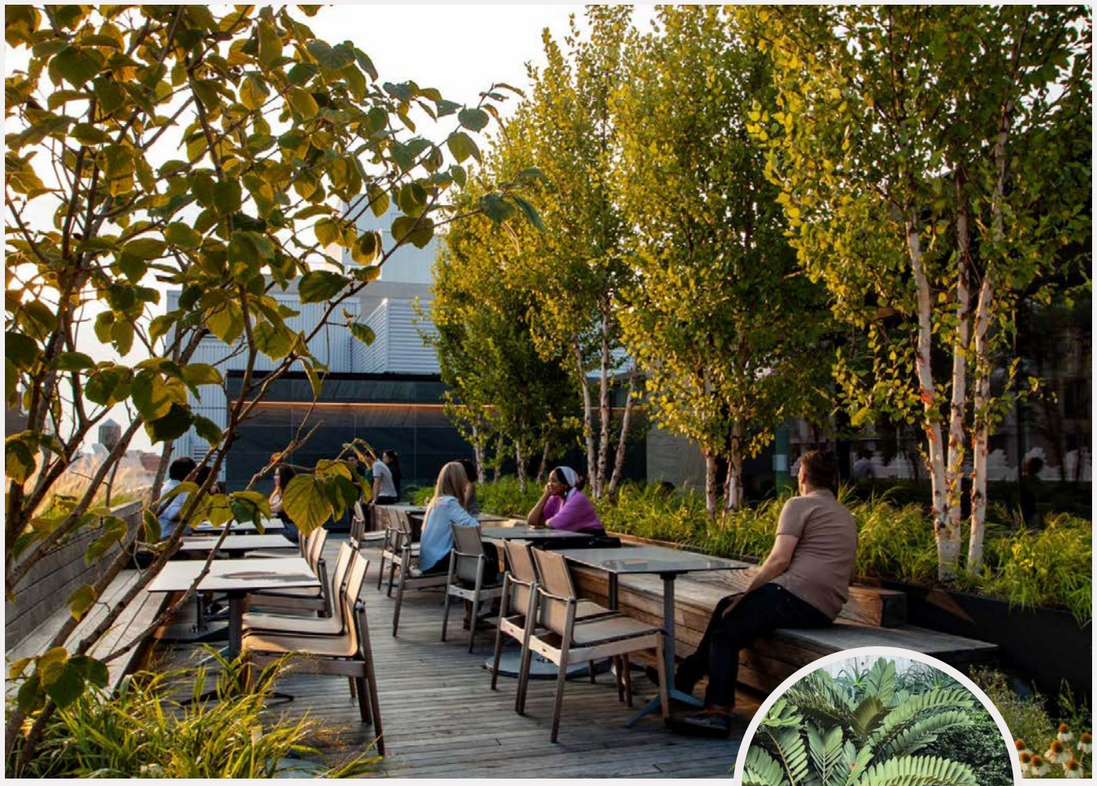
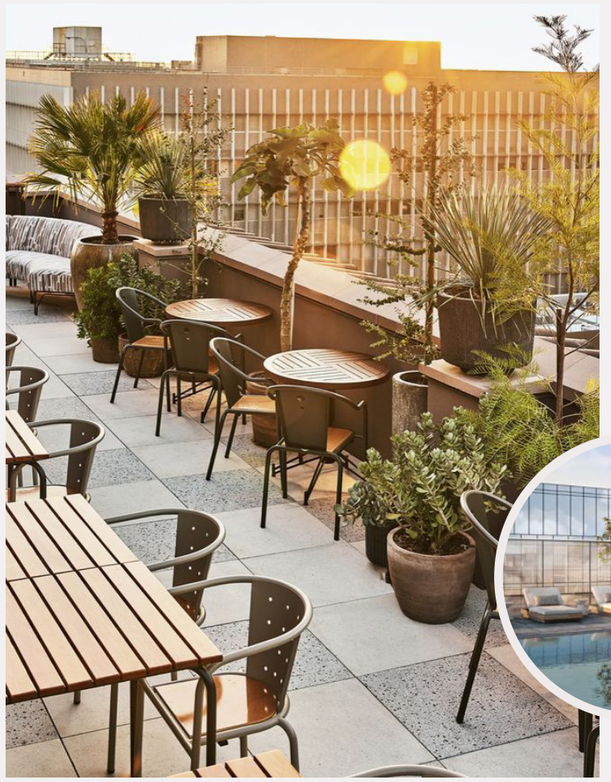
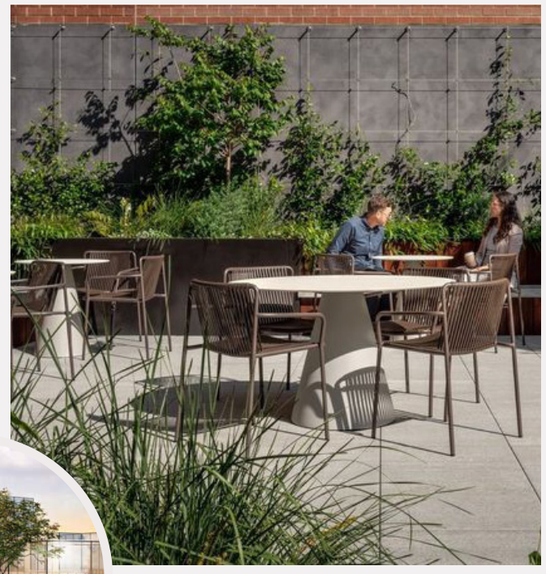
CONCEPT IMAGERY - LEVEL 3/ROOFTOP

















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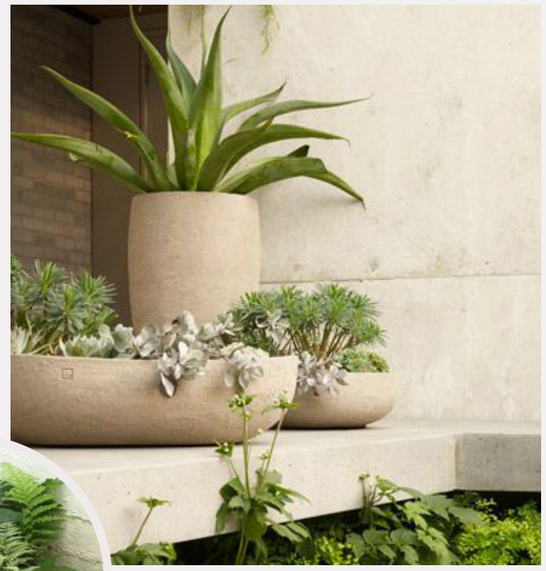
CONCEPT IMAGERY - BALCONIES

















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LANDSCAPE CONCEPT PLAN

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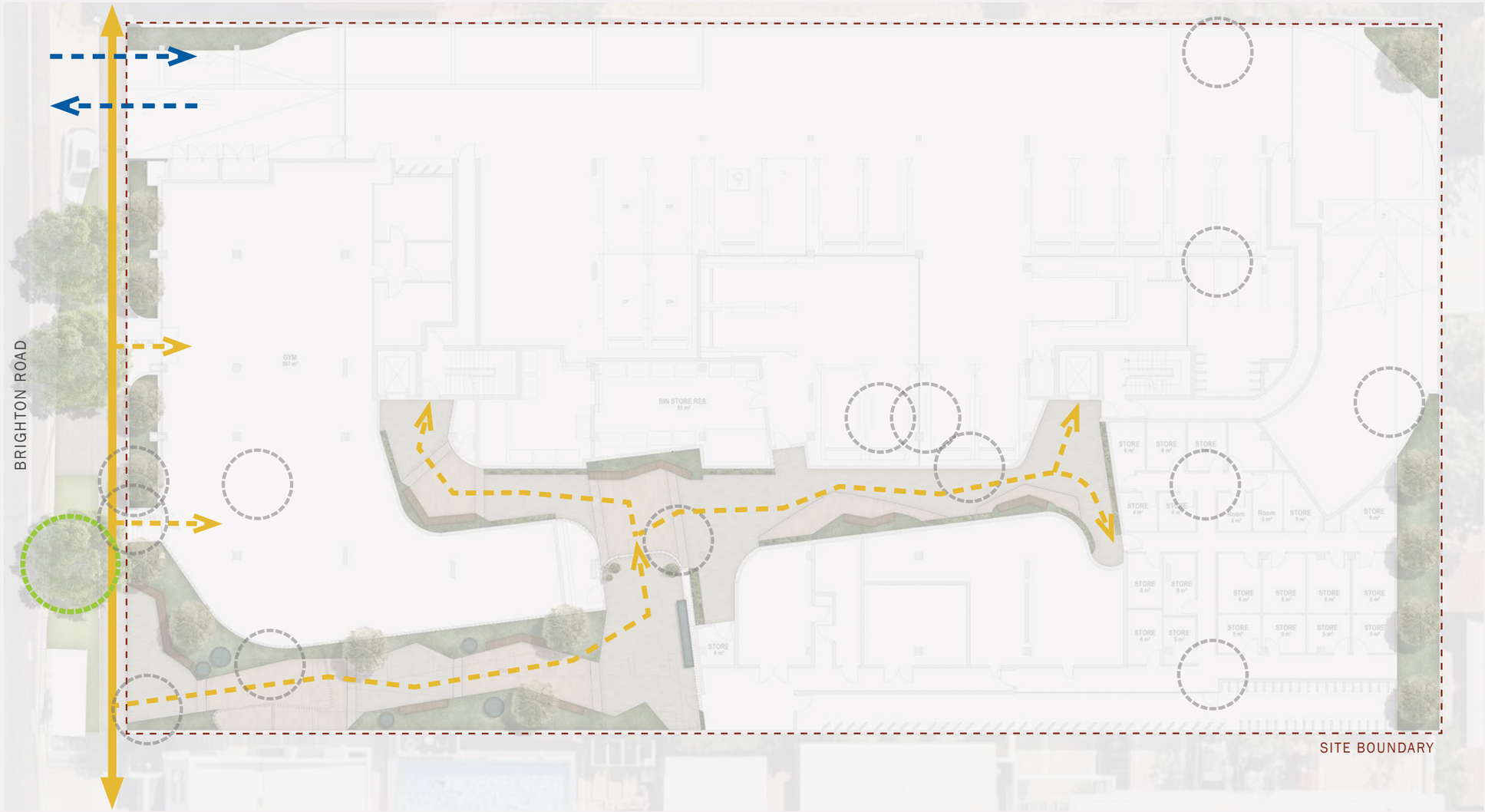

LEGEND

- SITE BOUNDARY
- FOOTPATH
- VEHICULAR ACCESS
- PEDESTRIAN ENTRY POINTS
- EXISTING TREES TO BE RETAINED
- EXISTING TREES TO BE REMOVED

PLAN E

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C1.04

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LANDSCAPE CONCEPT PLAN

concept design - ground floor



LEGEND

01 PROPOSED IN-GROUND NATIVE PLANTING TO SOFTEN BUILDING & ADJACENT PROPERTY

02 PROPOSED GREEN WALLS TO INTERIOR FACADE

03 FEATURE PAVEMENT BANDING STRIP - TO CONNECT EXTERNAL PAVEMENT TO INTERNAL

04 PROPOSED FEATURE UNIT PAVING

05 PROPOSED WALL WATER FEATURE

06 UNIT PAVING TILES TO INTERNAL SPACE - COLOURS TO TIE IN WITH PROPOSED CONCRETE PAVEMENT

07 PROPOSED EXPOSED AGGREGATE CONCRETE PAVEMENT - WITH TWO TONE COLOURS

08 PROPOSED BUILT-IN TIMBER BENCH SEAT NESTLED INTO GARDEN BED

09 PROPOSED WATER FEATURE - BOWL/WOK STYLE TO SIT WITHIN GARDEN BED

10 FEATURE POTS WITH SHADE TOLERANT PLANTS AT ENTRANCE POINT

11 RAISED STEEL PLANTERS WITH SHADE TOLERANT PLANT SPECIES SUITED TO LOW LIGHT INTERNAL CONDITIONS

12 RETAINED TREE TO VERGE WITH TURF GRASSING & ADDITIONAL STREET TREES TO THE WEST

13 DEEP SOIL PLANTING TO NORTHERN SIDE OF BUILDING

14 DOG WASH AREA

15 CONCRETE HARD STAND FOR BIN COLLECTION

16 LOW NATIVE GROUNDCOVER MIX

SUGGESTED TREE SPECIES

A CUPANIOPSIS ANACARDIODES

B TRISTANIOPSIS LAURINA 'LUSCIOUS'

C MELALEUCA LEUCADENDRA

D PYRUS CALLERYANA 'CHANTICLEER'

E LAGERSTROEMIA ACOMA

G CITRUS

PLAN E

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C1.05

REV J
1:200 @ A3

0 2.0 4 6 10m

2508301 24-26 BRIGHTON ROAD

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C1.06

REV J
1:200 @ A3

0 2.0 4 6 10m

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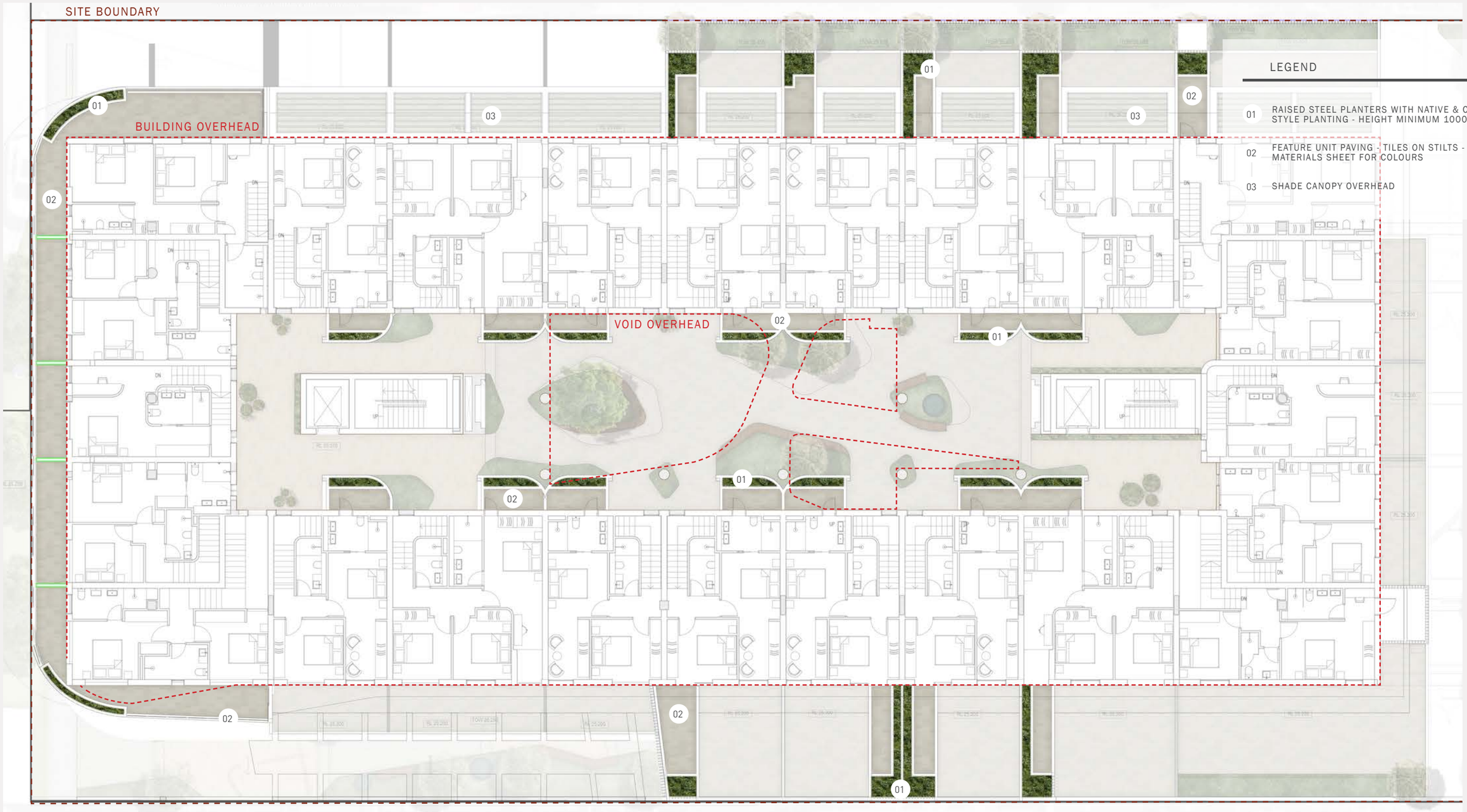

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C1.07

REV J
1:200 @ A3

0 2.0 4 6 10m

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LANDSCAPE CONCEPT PLAN
concept design - level 3



LEGEND

01 RAISED STEEL PLANTERS WITH NATIVE & SHADE TOLERANT PLANTING WHERE REQUIRED - HEIGHT VARIES 600MM-1000MM

02 FEATURE PAVING BAND - TILES ON STILTS - REFER TO MATERIALS SHEET FOR COLOURS

03 TIMBER LOOK TILES ON STILTS

04 UNIT PAVERS ON STILT SYSTEM TO MATCH GROUND FLOOR LOBBY PAVING - REFER TO MATERIALS SHEET FOR COLOURS

05 BUILT-IN TIMBER SEAT - TO SIT AGAINST RAISED PLANTER

06 PROPOSED LOUNGE AREA WITH SPACE FOR SOFA TO BE NESTLED AMONGST RAISED PLANTERS; FEATURE POTS & OPPORTUNITY FOR ACTIVITY ZONE I.E. PING PONG TABLE

07 PROPOSED ENCLOSED OUTDOOR ALFRESCO DINING ZONE WITH BUILT-IN BBQ & TABLE SETTINGS

08 PROPOSED POOL AREA WITH STEEL ACCESS AND HYDRAULIC LIFT

09 PROPOSED OUTDOOR FLEXIBLE USE ACTIVITY ZONE I.E. YOGA; SMALL GROUP GYM ACTIVITIES

10 PROPOSED SMALL-MEDIUM FEATURE TREES WITHIN RAISED PLANTERS

11 BAR SEATING BUILT INTO PLANTER

PLAN E

LANDSCAPE ARCHITECTS

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C1.08

REV J
1:200 @ A3

0 2.0 4 6 10m

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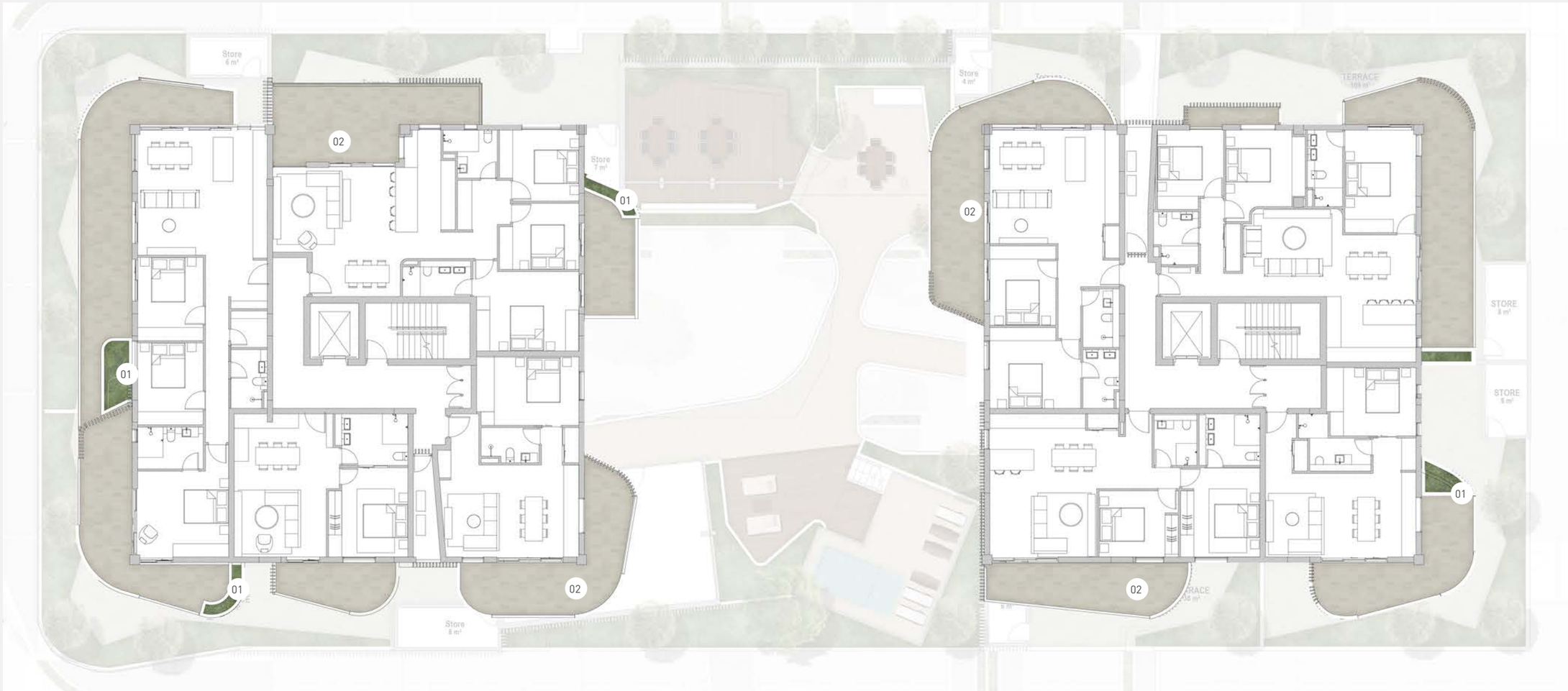

LEGEND

01 RAISED STEEL PLANTERS WITH NATIVE & SENSORY STYLE PLANTING - HEIGHT MINIMUM 1000MM

02 FEATURE UNIT PAVING - TILES ON STILTS - REFER TO MATERIALS SHEET FOR COLOURS

PLAN E

LANDSCAPE ARCHITECTS

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24-26 BRIGHTON ROAD

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FEBRUARY 2026

C1.09

REV J
1:200 @ A3

0 2.0 4 6 10m

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LANDSCAPE CONCEPT PLAN
concept design - level 5



LEGEND

01 RAISED STEEL PLANTERS WITH NATIVE & SENSORY STYLE PLANTING - HEIGHT MINIMUM 1000MM

02 FEATURE UNIT PAVING - TILES ON STILTS - REFER TO MATERIALS SHEET FOR COLOURS

PLAN E

LANDSCAPE ARCHITECTS

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C1.10

REV J
1:200 @ A3

0 2.0 4 6 10m

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LANDSCAPE CONCEPT PLAN
concept design - level 6



LEGEND

01 RAISED STEEL PLANTERS WITH NATIVE & SENSORY STYLE PLANTING - HEIGHT MINIMUM 1000MM

02 FEATURE UNIT PAVING - TILES ON STILTS - REFER TO MATERIALS SHEET FOR COLOURS

PLAN E

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FEBRUARY 2026

C1.11

REV J
1:200 @ A3

0 2.0 4 6 10m

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LANDSCAPE CONCEPT PLAN
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LEGEND

01 RAISED STEEL PLANTERS WITH NATIVE & SENSORY STYLE PLANTING - HEIGHT MINIMUM 1000MM

02 FEATURE UNIT PAVING - TILES ON STILTS - REFER TO MATERIALS SHEET FOR COLOURS

PLAN E

LANDSCAPE ARCHITECTS

LEVEL 1 278 RAILWAY PDE WEST LEEDERVILLE WA 6007
T: (08) 9388 9566 E: mail@plane.com.au

24-26 BRIGHTON ROAD

PREPARED FOR SCANLAN ARCHITECTS
FEBRUARY 2026

C1.12

REV J
1:200 @ A3

0 2.0 4 6 10m

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LANDSCAPE CONCEPT PLAN
concept design - level 8





LEGEND

01 RAISED STEEL PLANTERS WITH NATIVE & SENSORY STYLE PLANTING - HEIGHT MINIMUM 1000MM

02 FEATURE UNIT PAVING - TILES ON STILTS - REFER TO MATERIALS SHEET FOR COLOURS

PLAN E

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0 2.0 4 6 10m

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LANDSCAPE CONCEPT
lighting - ground floor



LEGEND

- PROPOSED BOLLARD LIGHTS TO PROVIDE SOFT LIGHT FOR PEDESTRIAN WAY FINDING
- PROPOSED FEATURE LANDSCAPE LIGHTING E.G STRIP LIGHTING TO INTEGRATED SEATING, WATER FEATURE LIGHTING

PLAN E

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1:200 @ A3

0 2.0 4 6 10m

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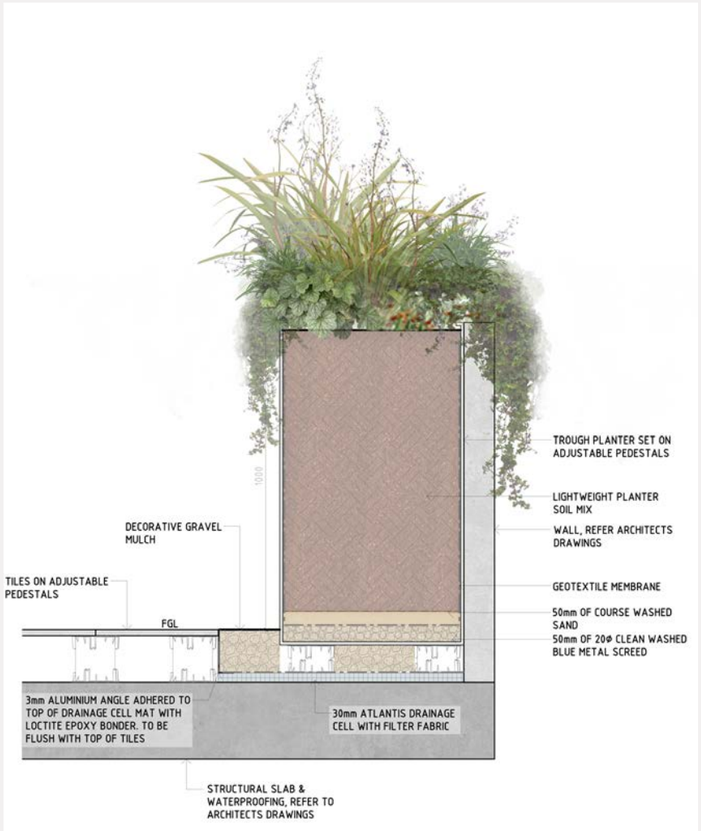
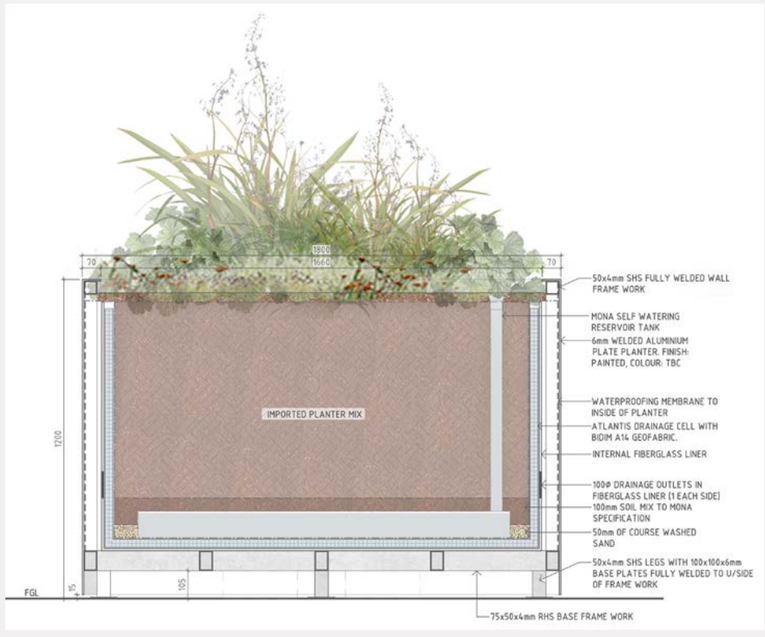
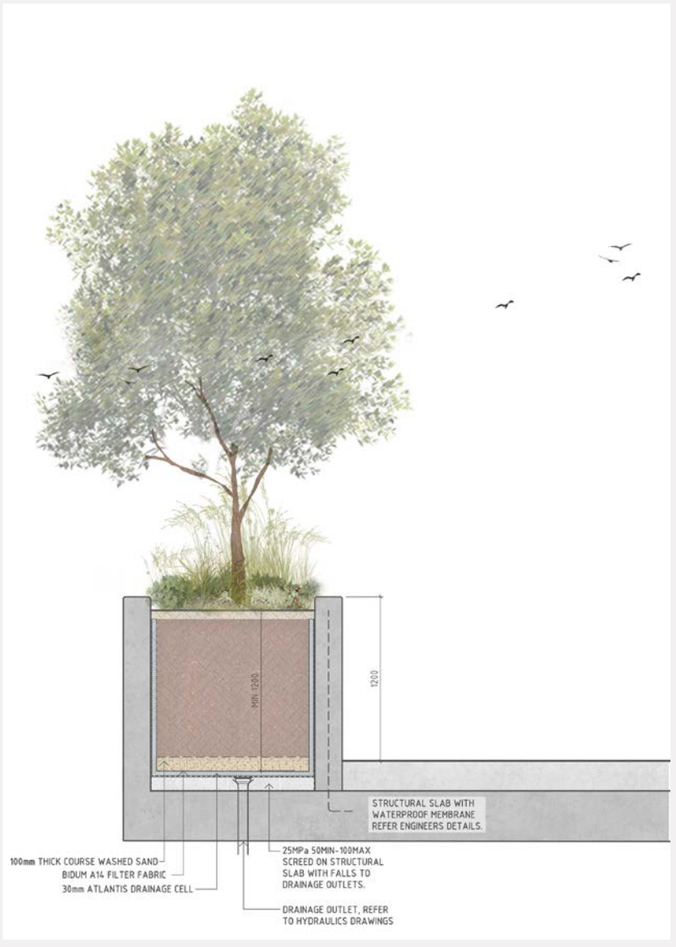
TYPICAL PLANTER SECTIONS



01 PLANTER TO UPSTAND



02 PLANTER BOX TYPICAL SECTION



03 PLANTER ON STRUCTURE

PLAN E

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PLANTING PALETTE
Trees

MEDIUM & LARGE TREES

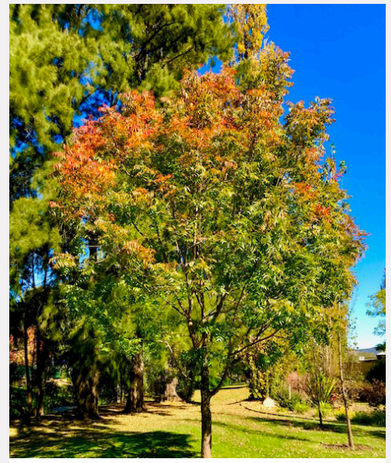

CUPANIOPSIS ANACARDIODES


TRISTANIOPSIS LAURINA 'LUSCIOUS'


MELALEUCA LEUCADENDRA


LAGERSTROEMIA ACOMA


BANKSIA INTEGRIFOLIA


PISTACHIA CHINENSIS

SMALL TREES IN POTS


CITRUS LIMON EUREKA


CITRUS RETICULATA MANDARIN


OLEA BAMBALINA


DRACAENA REFLEXA


FICUS ALII


LAURUS NOBILIS

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PLANTING PALETTE
Shrub & Feature Plants

NOTE: SPECIES SUGGESTION TO BE FINALIZED IN DETAIL DOCUMENTATION.

SHRUBS & FEATURE PLANTS


ACACIA COGNATA ‘LIMELIGHT’


CASUARINA ‘COUSIN IT’


HEMIANDRA PUNGENS ‘ALBA’


HARDENBERGIA COMPTONIANA ‘ALBA’


CONOSTYLIS CANDICANS


HIBBERTIA SCANDENS


DICHONDRA ‘SILVER FALLS’


MYOPORUM INSULARE


BANKSIA ASHBYI ‘DWARF’


LEPIDOSPERMA GLADIATUM


OLEARIA ‘LITTLE SMOKIE’


WESTRINGIA DAMPIERI


SPATHIPHYLLUM SENSATION


SENECIO SERPENS

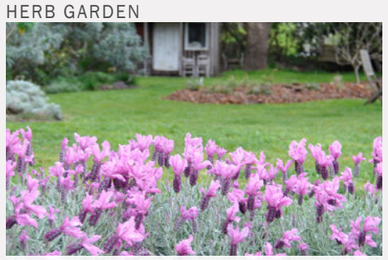

CHAMAEDOREA SEIFRITZII


ZAMIOCULCAS ZAMIIFOLIA


ALTERNANTHERA DENTATAT


ORTHONNA RUBY NECKLACE

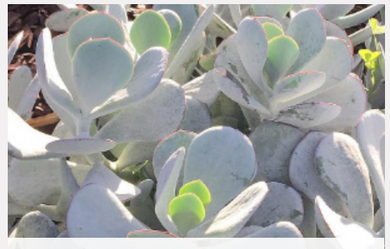
HERB GARDEN


LAVANDULA SILVER PRINCESS


CYRTOMIUM FALCATUM


NEPHROLEPIS ‘TEDDY JUNIOR’


DIANELLA CAERULEA ‘BREEZE’


COTYLEDON ORBICULATA ‘DELIGHT’


KALANCHOE BRACTEATA

PLAN E

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PLANTING PALETTE
Shade Tolerant & Groundcover

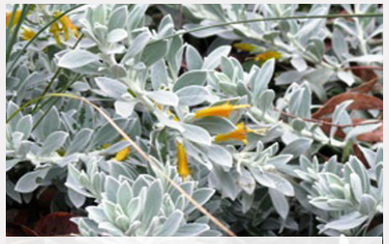
NOTE: SPECIES SUGGESTION TO BE FINALIZED IN DETAIL DOCUMENTATION.

SHADE TOLERANT GROUND COVERS


SOLEIROLIA SOLEIROLII


GOODENIA OVATA ‘GOLD COVER’


CYRTOMIUM FALCATUM


EREMOPHILA KALBARRI CARPET


FATSIA JAPONICA


HOMALOMENA ‘MAGESTIC KING’


WESTRINGIA ‘MUNDI’


VIOLA HEDERACEA


GREVILLEA ‘GIN GIN GEM’


MYOPORUM PARVIFOLIA ‘BROAD LEAF’


CLIVIA MINIATA


LIRIOPE ‘MUNROS WHITE’

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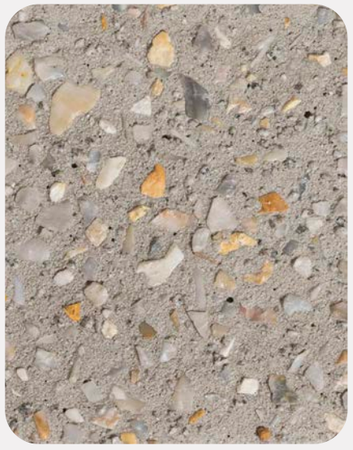
MATERIALS PALETTE























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DESIGN WA COMPLIANCE ITEMS

ITEM 3.3A - TREE CANOPY & DEEP SOIL AREA

REQUIRED DEEP SOIL AREA: 300 SQ.M **PROVIDED DEEP SOIL AREA: 127 SQ.M**

REQUIRED TREE CANOPY AREA: 136 SQ.M **PROVIDED TREE CANOPY AREA: 324 SQ.M**

BASED ON A SITE AREA OF: 3000 SQ.M

TABLE 01: DEEP SOIL ZONE REQUIREMENTS

	LOT AREA: 3,000 SQ.M	MINIMUM REQUIREMENTS	PROJECT REQUIREMENT FOR PROVISION
WAPC DEEP SOIL AREA REQUIREMENTS	>1000 SQ.M	10% OF DEEP SOIL AREA ON SITE (300 SQ.M) SHORTFALL OF 173 SQ.M THEREFORE A3.3.7 MUST BE MET	REQUIRED MIN OF 300 SQ.M PROVIDED DEEP SOIL AREA OF 138.3 SQ.M
		Planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided. 2 x 173 = 346 SQ.M min	MIN OF 346 SQ.M PROVIDED TOTAL PLANTING ON STRUCTURE AND ON GROUND OF 474.1 SQ.M

LANDSCAPE AREA REQUIREMENTS - TABLE 02

THE DEVELOPMENT SEEKS TO EXCEED THE REQUIRED LANDSCAPE PROVISION FOR DEEP SOIL AREA AS DEFINED IN DESIGNWA THROUGH GENEROUSLY SCALED LANDSCAPE AREAS; ALLOWING SIGNIFICANT ROOTABLE DEEP SOIL AREAS ON STRUCTURE.

SOIL VOLUMES ARE CONSIDERED IN TREE PLACEMENT AND SELECTION OF TREE SPECIES.

THE TABLE BELOW SUMMARISES THE EXTENT OF LANDSCAPE AREAS, AND DEEP SOIL AREA OVER THE VARIOUS LANDSCAPE LEVELS.

TABLE 02: LANDSCAPE AREAS / DEEP SOIL AREAS

	DEEP SOIL AREA (IN GROUND)	PLANTING ON GROUND	PLANTING ON STRUCTURE (1M DEPTH) AS DEEP SOIL AREA	PLANTING ON STRUCTURE (LESS THAN 1 M DEPTH)	TOTAL
GROUND FLOOR	138.3 SQ.M	43 SQ.M	-	-	181.3 SQ.M
LEVEL 1	-	-	99 SQ.M	34 SQ.M	133 SQ.M
LEVEL 3	-	-	138 SQ.M	122 SQ.M	260 SQ.M
LEVEL 4	-	-	-	8.5 SQ.M	8.5 SQ.M
LEVEL 5	-	-	-	7 SQ.M	7 SQ.M
LEVEL 6	-	-	-	7.8 SQ.M	7.8 SQ.M
LEVEL 7	-	-	-	7 SQ.M	7 SQ.M
LEVEL 8	-	-	-	7.8 SQ.M	7.8 SQ.M
TOTAL	138.3 SQ.M	43 SQ.M	237 SQ.M	194.1 SQ.M	612.4 SQ.M

TABLE 04: TREE CANOPY REQUIREMENTS

	LOT AREA:	MINIMUM REQUIREMENTS	PROJECT REQUIREMENT FOR PROVISION
WAPC TREE CANOPY REQUIREMENTS	Less than 700m2	1 Medium tree & small trees to suit area	
	700-1,000m2	2 medium trees or 1 large tree & small trees to suit area	2 MEDIUM TREES (72M2 CANOPY COVER)
	>1000 SQ.M	1 large tree for each additional 900SQ.M in excess of 1000SQ.M and small trees to suit area)	1 LARGE TREE AND SMALL TREES TO SUIT AREA (64M2+ CANOPY COVER)
TOTAL			2 MEDIUM; 1 LARGE & SMALL TREES TO SUIT AREA (136M2 +)

TABLE 05: TREE CANOPY COVER

	SMALL TREES: 4M DIAMETER 9 SQ.M CANOPY COVER AT MATURITY	MEDIUM TREES: 6M DIAMETER 36 SQ.M CANOPY COVER AT MATURITY	LARGE TREES: 9M DIAMETER 64 SQ.M CANOPY COVER AT MATURITY	TOTAL CANOPY COVER
GROUND FLOOR	11	1	-	135 SQ.M
LEVEL 1	3	-	-	27 SQ.M
LEVEL 3	17	1	-	189 SQ.M
TOTAL	279 SQ.M CANOPY COVER AT MATURITY	72 SQ.M CANOPY COVER AT MATURITY	0 SQ.M CANOPY COVER AT MATURITY	351SQ.M PROPOSED TREE CANOPY COVER

IRRIGATION REQUIREMENTS

A FULLY AUTOMATIC IRRIGATION SYSTEM WILL BE INSTALLED FOR THE (MIDLAND VERTICAL VILLAGE) PROJECT.
THE SCOPE WILL INCLUDE:

- IRRIGATION TO ALL LANDSCAPE AREAS
- MOISTURE SENSORS THROUGHOUT, TO ENSURE WATER USE IS MINIMISED
- USE OF LOW WATER USE EMITTERS TO ENSURE ONLY SUFFICIENT WATER IS PROVIDED TO IRRIGATE PLANTING AREAS
- IN-LINE FERTILISATION UNIT TO ENSURE FERTILISING AND MOISTURE RETENTION IS CONTROLLED
- USE OF POP - UP FLOOD BUBBLERS TO SUIT SIZE OF GARDEN BEDS TO ENSURE ANY OVER-SPRAY AND WASTAGE IS MITIGATED, AND;
- A DETAILED DESIGN AND SPECIFICATION WILL BE PROVIDED AT BUILDING LICENSE APPLICATION STAGE.

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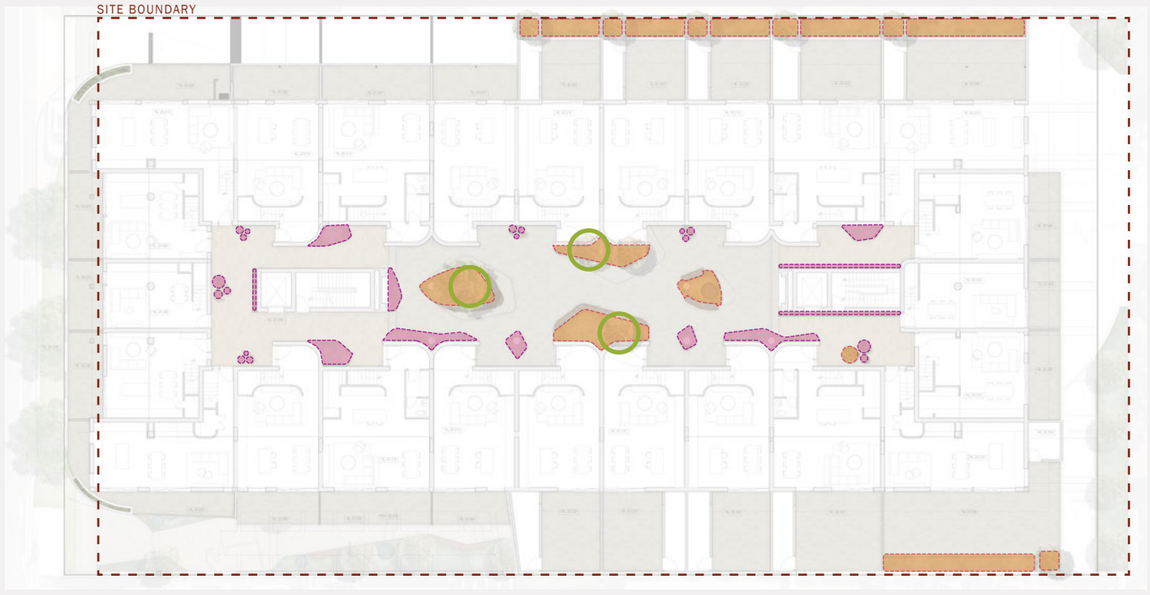
DEEP SOIL & TREE PROVISION COMPLIANCE
ground floor & level 1



GROUND FLOOR

DEEP SOIL IN GROUND	138.3 SQ.M
GENERAL LANDSCAPE AREAS ON GROUND	43 SQ.M
MEDIUM TREE	1 NO.
SMALL TREE	11 NO.

FIGURE 1. GROUND FLOOR DEEP SOIL REQUIREMENTS (AS PER SPP 7.3 DESIGN GUIDELINES)



LEVEL 1

PLANTING ON STRUCTURE (1M DEPTH) AS DEEP SOIL AREA	99 SQ.M
PLANTING ON STRUCTURE (LESS THAN 1M DEPTH)	34 SQ.M
SMALL TREE	3 NO.

FIGURE 2. LEVEL 1 DEEP SOIL REQUIREMENTS (AS PER SPP 7.3 DESIGN GUIDELINES)

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FEBRUARY 2026

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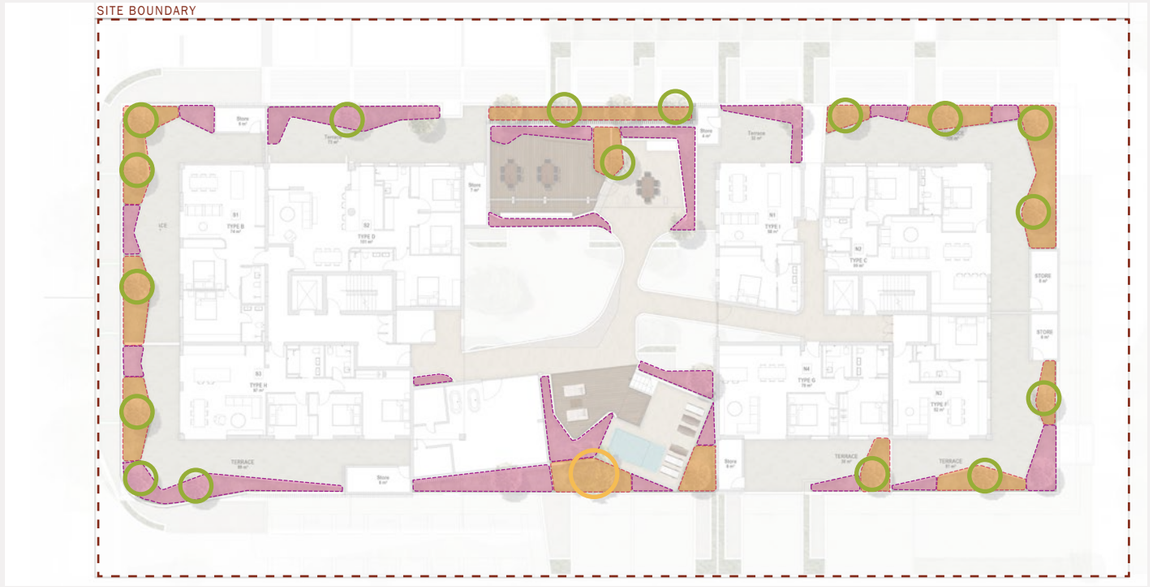
DEEP SOIL & TREE PROVISION COMPLIANCE
level 3 & level 4



LEVEL 3

PLANTING ON STRUCTURE (1M DEPTH) AS DEEP SOIL AREA	138 SQ.M
PLANTING ON STRUCTURE (LESS THAN 1M DEPTH)	122 SQ.M
MEDIUM TREE	1 NO.
SMALL TREE	17 NO.

FIGURE 3. LEVEL 3 DEEP SOIL REQUIREMENTS (AS PER SPP 7.3 DESIGN GUIDELINES)



LEVEL 4

PLANTING ON STRUCTURE (LESS THAN 1M DEPTH)	8.5 SQ.M

FIGURE 4. LEVEL 4 DEEP SOIL REQUIREMENTS (AS PER SPP 7.3 DESIGN GUIDELINES)

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DEEP SOIL & TREE PROVISION COMPLIANCE
level 5 - level 8



FIGURE 5. LEVEL 5 DEEP SOIL REQUIREMENTS (AS PER SPP 7.3 DESIGN GUIDELINES)

PLANTING ON STRUCTURE (LESS THAN 1M DEPTH) 7 SQ.M



FIGURE 7. LEVEL 7 DEEP SOIL REQUIREMENTS (AS PER SPP 7.3 DESIGN GUIDELINES)

PLANTING ON STRUCTURE (LESS THAN 1M DEPTH) 7 SQ.M



FIGURE 6. LEVEL 6 DEEP SOIL REQUIREMENTS (AS PER SPP 7.3 DESIGN GUIDELINES)

PLANTING ON STRUCTURE (LESS THAN 1M DEPTH) 7.8 SQ.M



FIGURE 8. LEVEL 8 DEEP SOIL REQUIREMENTS (AS PER SPP 7.3 DESIGN GUIDELINES)

PLANTING ON STRUCTURE (LESS THAN 1M DEPTH) 7.8 SQ.M

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Attachment 9a - Water Corporation Referral (Recieved 17 December 2025)

Development Services
629 Newcastle Street Leederville WA 6007
PO Box 100 Leederville WA 6902
T (08) 9420 2099
F (08) 9420 3193

Your Ref: DA25/1357
Our Ref: 205162199 - DAP429282
Enquiries: [redacted]
Direct Tel:
Email: land.planning@watercorporation.com.au

17 December 2025

City Of Stirling
PO BOX 130
OSBORNE PARK WA 6017

Attention of: Sam Michie

Re: 24 & 26 Brighton Rd, Scarborough

Thank you for your letter dated 19th November 2025. We offer the following comments regarding this proposal.

Water
Reticulated water is currently available to the subject area. However, the developer must provide internal pumping for any multi-storey or high-rise buildings.

Wastewater
Reticulated sewerage is currently available to the subject area.

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 and APRA details of the Prescribed Proximities and relevant legislation are available in our guidelines.

General Comments
This proposal will require approval by our Building Services section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued. Attachments required for approval will include;

- Final construction site & architectural floor plans
- Structural engineers pile details

Sewer is located on the property. Any portion of the proposed development which is in close proximity to the reticulated sewer mains may require structural piles to protect the sewer main in accordance with our technical guidelines. Piling design for sewer main protection shall be designed by a suitably qualified practicing professional engineer who has appropriate structural engineering experience and is a holder of our current design standards.

Due to the wastewater access chamber located approximately 7.0m from the rear left hand side boundary of the property, there's a requirement for 24-hour access.

For further information about building applications, the developer should follow this link:
https://www.watercorporation.com.au/home/builders-and-developers/building/lodging-a-building-application

Document Set ID: 11451326
Version: 1, Version Date: 22/12/2025

The developer may be required to fund new works or the upgrading of existing works and protection of all works associated with the Water Corporation.

The information provided above is subject to review and may change. If the proposal has not proceeded within the next 12 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 the Enquiries Officer.

Kind Regards

[redacted]
Advisor – Land Use Planning
Development Services

Document Set ID: 11451326
Version: 1, Version Date: 22/12/2025

Attachment 9b - Main Roads WA Referral (Recieved 19 December 2025)

Enquiries: [redacted]
Our Ref: 25/9779 (D25#1440032)
Your Ref: DA25/1357
DAP Ref: DAP/25/03005

19 December 2025

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

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

Dear Sir/Madam,

DEVELOPMENT ASSESSMENT PANEL - PROPOSED MULTIPLE DWELLINGS (X 67) AND 1 COMMERCIAL TENANCY - LOT 43 (NO. 24) AND LOT 44 (NO. 26) BRIGHTON ROAD, SCARBOROUGH - CITY OF STIRLING - REF DA25/1357 AND DAP/25/03005

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

Conditions

1. This noise sensitive development adjacent to a major transport corridor must implement measures to ameliorate the impact of transport noise. The development is to comply and implement the Noise Management Plan, Revision 1, date 24 July 2025 prepared by Herring Storer Acoustics at all times.

   Justification for Condition
   To ensure the acoustic requirements are implemented in accordance with State Planning Policy 5.4 – Road and Rail Noise

2. Prior to occupation of the development, certification from a qualified acoustic consultant being submitted, confirming that the recommendations of the approved acoustic report prepared by Herring Storer Acoustics and dated 24 July 2025 have been implemented is to be provided to the satisfaction of the City of Stirling.
   Justification for Condition
   To ensure the acoustic requirements are implemented in accordance with State Planning Policy 5.4 – Road and Rail Noise.

3. A notification, pursuant to Section 70A of the *Transfer of Land Act 1893* is to be placed on the Certificate(s) of Title of the proposed development. The notification is to state:

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

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

4. All waste collection is to be onsite.

   Justification for Condition
   Public safety. This condition reflects the requirement of the applicant's submitted Transport Impact Statement and Waste Management Plan

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

   Justification for Condition
   Public safety and protection of the Brighton Road Reservation.

Advice

a) The upgrading/widening of West Coast Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are subject to change without notice, and Main Roads assumes no liability for the information provided.

For the City's Consideration:

Clarification is required on the measures proposed to enforce the left-in / left-out access arrangement. In particular, more detail should be provided on how right-in turn movements will be physically or operationally prevented, given the presence of the existing right-out auxiliary lane of West Coast Highway / Brighton Road intersection (westbound lane of Brighton Road turning into West Coast Highway). Without suitable controls, drivers may still attempt right-in turn movements from this auxiliary lane, creating safety risks such as right-turn-through conflicts and rear-end collisions.

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

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

Should the City disagree with the above conditions or require further information please do not hesitate to contact Andrew Williams on (08) 9323 6257.

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

Yours sincerely

[redacted]

Document Set ID: 11453872
Version: 1, Version Date: 24/12/2025

Attachment 10 - Applicant's Response to Public Consultation Responses (Received 3 March 2025)

Comments Received in Objection:	Applicant Comment:
TRAFFIC	
Comments related to increased traffic congestion in the locality (14 objections)	• The submitted Transport Impact Assessment (TIA) prepared by Shawmac confirms the development is predicted to generate approximately 32 vehicle trips in the weekday AM peak and 44 vehicle trips in the weekday PM peak, which is considered a low impact in accordance with WAPC TIA Guidelines. • The additional traffic that is expected to be generated by this development represents less than 0.5% of background traffic in the AM peak and less than 1% in the PM peak at the West Coast Highway/Brighton Road intersection, resulting in only negligible increases in delay and queuing. • SIDRA intersection modelling confirms that the Brighton Road/Hastings Street roundabout and the site access operate well within capacity, both with and without the development traffic. • Vehicle access is to this development is proposed to be restricted to left-in/left-out movements only, reducing conflict points and limiting turning movements that could otherwise contribute to congestion. • The TIA concludes that the existing road network can accommodate the anticipated traffic volumes and that the development will not result in unacceptable congestion impacts.
VIEWS OF SIGNIFICANCE	
Concerns for loss of views of significance (5 objections)	• The proposed built form has been deliberately articulated into a podium and recessed tower elements, reducing perceived bulk and maintaining view corridors between the two towers. • The separation between towers preserves outlook and allows visual permeability through the site, rather than presenting a single continuous built mass across the lot. • Shadow diagrams (21 June – 9am, 12pm and 3pm) demonstrate that overshadowing outcomes are comparable to, and in some instances consistent with, a compliant massing envelope, indicating the proposal does not result in unreasonable visual or amenity impacts. • The additional height sought is limited (approximately 500mm above the maximum) and the overall building height remains within the strategic intent for the Beach Road Outer Core precinct under the Scarborough Design Guidelines. It is considered that this design is an improved outcome compared to what has been previously approved (in terms of height) at the subject site.

	• The Design Review Panel has acknowledged that the project responds well in built form terms and has not overdeveloped the building envelope, supporting the view that any impact on private views is a function of orderly and anticipated urban consolidation in this location.
NOISE	
Concerns regarding increased noise (both during and after construction) (5 objections)	• With respect to operational noise from communal facilities (e.g. gym, pool and spa), the project acoustic consultant has confirmed that vibration isolation of pumps/motors, structural isolation of the pool shell, equipment restrictions and/or operational controls will be addressed at detailed design stage to prevent structure-borne noise impacts. • Construction noise will be required to comply with the Environmental Protection (Noise) Regulations 1997, and the Applicant is supportive of a condition of approval requiring the preparation and implementation of a Construction Management Plan, including measures to manage construction hours, equipment, deliveries and noise mitigation to minimise impacts on surrounding properties. On this basis, both construction-phase and operational noise impacts can be appropriately managed through detailed design, compliance with SPP 5.4, and standard planning conditions, and are not expected to result in unreasonable ongoing amenity impacts.
PEDESTRIAN AND CYCLIST SAFETY	
Concerns relating to reduced pedestrian and cyclist safety (4 objections)	The concerns relating to reduced pedestrian and cyclist safety are acknowledged; however, the amended proposal demonstrates a strong commitment to enhancing active transport outcomes and delivering a high-quality, safe pedestrian environment consistent with the objectives of the Scarborough Design Guidelines and State Planning Policy 7.0. **Bicycle Provision** The revised development plans ensure this development meets car parking expectations and actively supports cycling as a viable transport option. As confirmed within the updated submission, bicycle parking has been increased to 67 resident bays (up from 53), strengthening sustainable transport provision.

	The development plans further includes provision of: • 10 resident motorcycle/scooter bays • 10 resident visitor bays • 4 commercial bike racks This allocation of visitor bicycle facilities directly encourages mode shift away from private vehicle use, reduces vehicular movements, and supports safe incorporation of cyclists within the local network. **Pedestrian Interface & Streetscape Safety** The ground floor interface has been redesigned to prioritise pedestrian safety and legibility. As outlined in the RFI response: • A 1:21 compliant accessible ramp has been incorporated. • A continuous accessible path of travel is provided from Brighton Road to the residential lobby. • The pedestrian interface has been reconfigured to ensure a gradual and safe level transition between the footpath and entry (Sheets A4106 and associated drawings). These changes improve universal accessibility and create a safer, clearer point of entry for pedestrians. Importantly, the DRP material confirms that: • An awning has been added to improve weather protection. • Horizontal articulation enhances streetscape quality. • Seating and landscaping elements have been integrated at the street edge to support activation and passive surveillance. **Vehicle Access & Interface** The proposal also incorporates refinements to improve the vehicular interface with the public realm. The driveway/crossover setback has been increased to 1.5 metres from the adjoining boundary to improve interface outcomes, reducing potential conflict points and improving sightlines for pedestrians and cyclists along the footpath.

COMMERCIAL PARKING	
Concerns there are insufficient commercial parking bays (3 objections)	• Five (5) dedicated commercial car bays are clearly shown on the amended plans, with staff bays identified and configured to ensure operational functionality. • The DRP material confirms the overall parking breakdown, including 5 commercial bays plus 4 commercial bike racks, supporting alternative transport options. • The development comprises a single ground floor commercial tenancy, not a large-scale retail centre, meaning parking demand is inherently limited. • The site's location within the Scarborough activity corridor supports walkability, public transport access and reduced car dependency, consistent with contemporary mixed-use planning principles. • Significant bicycle provision and active transport facilities reduce reliance on private vehicles, meaning the commercial parking supply is appropriate for the scale, context and policy framework.
NEIGHBOURHOOD CHARACTER	
Concerns about a loss of 'coastal village' / beachside community character (3 objections)	• The podium height and horizontal lines align with the Scarborough Design Guidelines, maintaining a strong human scale design that reinforces pedestrian amenity and continuity with the existing coastal streetscape. • The massing is articulated with recessed upper towers above the podium to reduce perceived bulk and avoid a monolithic design, ensuring the development sits comfortably within its coastal context. • A high quality, durable coastal material palette (face brick, aluminium screening, articulated balconies and textured finishes) has been selected specifically for long-term performance in a coastal environment, supporting the beachside aesthetic. • Active ground floor uses, landscaping, weather protection and an improved pedestrian interface strengthen street activation and walkability, reinforcing rather than diminishing the vibrancy and community focused character of the Brighton Road coastal precinct.

	Overall, the development responds to and reinforces the evolving high density infill character of the locality, forming part of the emerging network of apartment buildings within the precinct and contributing to a cohesive and connected urban fabric.
VISUAL PRIVACY / OVERLOOKING	
Concerns regarding overlooking / loss of privacy (3 objections)	• Amended plans incorporate additional balcony privacy screening to dwellings within 6 metres of boundaries, including solid walls and supplementary screening elements to directly address potential overlooking interfaces. • Specific modifications include added screening to T05–T09 (Level 1 west), solid screening to T14, T15 and T17, screening to T16, and increased screening to service balconies (1.0m solid wall + 650mm screen). • Overlooking (cone of vision) diagrams have been prepared and submitted to demonstrate compliance and confirm that sightlines toward adjoining properties are appropriately managed. • Upper levels are recessed above the podium and articulated to reduce direct line-of-sight impacts, while maintaining appropriate outlook and internal amenity consistent with the Scarborough Design Guidelines.
CAR PARKING	
Concerns regarding a lack of overall parking provided on site (3 objections)	• The proposal provides 108 resident car bays, 10 resident visitor bays and 5 commercial bays, as confirmed in the updated submission material. • Parking provision has been rationalised and allocated within the basement, with separate commercial and residential components identified to ensure functional operation within the development. • The site is located within the Scarborough activity corridor, where planning policy supports reduced car dependency and encourages walkability and public transport use. • Substantial alternative transport infrastructure is provided, including 67 resident bike racks and 4 commercial bike racks, supporting mode shift and reducing reliance on private vehicles while still providing adequate parking to service the proposed development.

ANTI-SOCIAL BEHAVIOUR	
Concerns the development will increase anti-social behaviour (2 objections)	• The proposal delivers an active ground floor interface with commercial tenancy, clear glazing and direct pedestrian connection, increasing passive surveillance along Brighton Road and strengthening street activation. • The podium establishes a strong relationship to the street through passive surveillance opportunities, weather protection and landscaping, reinforcing a safer pedestrian environment. • Secure access is incorporated, including a defined secure line and controlled residential entry path, improving safety. • The proposal replaces ageing buildings with a mixed-use development introducing urban renewal activity into the locality, which is generally associated with improved surveillance and reduced opportunity for anti-social behaviour.
VISITOR PARKING	
Concerns regarding a lack of visitor parking bays on site (2 objections)	• The proposal provides 10 dedicated resident visitor bays, clearly identified within the overall parking breakdown. • Visitor parking is separated from resident and commercial allocations to ensure functionality and availability for genuine short stay use. • The site's location within the Scarborough activity corridor supports walkability and public transport access, reducing reliance on on-site visitor bays. • Significant bicycle parking provision (67 resident racks plus commercial bike racks) further supports alternative visitor transport modes.
BUILDING HEIGHT	
Concerns regarding the proposed building height and separation from other buildings (2 objections)	• The proposed height is 9 storeys (29.5m), only 500mm above the guideline maximum, and the DRP acknowledged the building sits comfortably within surrounding built form parameters. • Upper towers are recessed above a clearly defined podium, reducing perceived bulk and maintaining a strong human scale interface consistent with the Scarborough Design Guidelines. • The massing strategy breaks the form into articulated components with separation between towers to preserve daylight access and view corridors, avoiding a monolithic outcome.

	• Upper level setbacks (6m to street and 10m to side/rear boundaries) align with the Design Guidelines framework, ensuring appropriate separation from adjoining development
CAPACITY OF LOCAL INFRASTRCTURE	
Concerns the development exceeds the capacity of local infrastructure (2 objections)	• Stormwater and drainage design will be prepared and submitted prior to building permit stage, as requested by the City, ensuring appropriate servicing and no adverse impact on surrounding infrastructure. • The development is located within an established urban activity corridor where high-density residential outcomes are anticipated under the planning framework, meaning supporting infrastructure is strategically planned for this level of growth. • Development contributions have been acknowledged as part of the approval process, ensuring the proposal contributes appropriately to local infrastructure provision.
LANDSCAPING	
Concerns the development provides insufficient landscaping / soil planting areas (2 objections)	• While the site has a deep soil shortfall at ground level (138.3m^2 provided vs 300m^2 required), the Design WA provisions allow planting on structure to offset this, and the proposal provides 474.1m^2 of planting on structure and on ground, significantly exceeding the required offset area (minimum 346m^2). • In total, the development delivers 612.4m^2 of landscaped area across all levels, including deep soil zones, large raised planters and substantial planting beds integrated throughout the podium and upper levels. • The proposal substantially exceeds canopy requirements, with 351m^2 proposed tree canopy cover at maturity compared to 136m^2 required, including medium and large trees capable of delivering meaningful long-term urban forest outcomes. • Deep soil areas are concentrated along the northern boundary and verge interface, with in-ground native planting to soften the building edge and strengthen the streetscape presentation. • The revised landscape concept demonstrates a layered coastal planting palette (which also addresses the objections regarding loss of 'coastal village' / beachside community character), large soil volumes within raised planters, and a fully automatic irrigation system, ensuring planting is robust, sustainable and capable of long-term establishment.

PROPERTY VALUES	
Concerns about the loss of property values (2 objections)	• The potential impact of a development on surrounding property values is not a planning consideration under the *Planning and Development Act 2005* or the applicable local and State planning framework. Assessment of the proposal must be based on statutory planning matters such as built form, amenity, traffic, landscaping and compliance with the Scarborough Design Guidelines, not potential market impacts. • Land use and density outcomes for this site are expressly contemplated under the current zoning and policy framework, meaning the development is consistent with the strategic planning intent for the precinct. As such, concerns regarding property values, while acknowledged, cannot be afforded weight in the assessment of the application.
DWELLING MIX/SINGLE BEDROOMS	
Concerns the proposed dwelling mix doesn't provide enough single bedrooms (1 objection)	The advertised plans proposed 16.7 per cent (10 dwellings) are studio or single bedroom apartments, which was below the 20 per cent minimum required under Development Policy 9. The amended plans revise the dwelling mix to exceed 20 per cent single bedroom dwellings (without exceeding 40 per cent), directly responding to the City's request to increase the small apartment provision. On this basis, the amended proposal demonstrably improves housing diversity outcomes and aligns with the City's Affordable and Diverse Housing Policy objectives.
AFFORDABLE HOUSING	
Concerns regarding a lack of affordable housing (1 objection)	Refer to response provided above – the provision of single bedroom dwellings within the proposed development directly strengthens affordability and housing diversity outcomes. By increasing the proportion of smaller dwellings in a well-located activity corridor, the development will meaningfully contribute to improved housing choice within the locality.

UNKNOWN	
Concerns regarding the increased traffic will reduce local bus...? (1 objection)	**This comment is not clear – please provide further detail.**
OVER-DEVELOPMENT	
Concerns regarding an overdevelopment of the street / locality (1 objection)	Refer to responses provided in **PEDESTRIAN AND CYCLIST SAFETY** & **NEIGHBOURHOOD CHARACTER** above. • The built form is articulated into a defined podium with recessed upper tower elements, reducing perceived bulk and avoiding a monolithic street presence. • Upper-level setbacks (including 6m to the street and 10m to side/rear boundaries) ensure appropriate separation and maintain a strong human scale interface at ground level.
WIND TUNNELLS	
Concerns over the potential wind tunnelling (1 objection)	• An Environmental Wind Assessment has been prepared for the development, assessing ground level streetscapes, Level 3 outdoor areas and private balconies against recognised walking comfort criteria. • The assessment concludes that wind conditions in the surrounding streetscapes, including along Brighton Road, are expected to achieve the walking comfort criterion for all wind directions, meaning no adverse wind tunnelling impacts are anticipated at street level. • While elevated wind conditions were identified at the western corners of the Level 3 podium, the report recommends targeted mitigation measures such as canopies, pergolas, wind break screens and dense landscaping to ensure comfort outcomes are achieved. • The report confirms that, subject to implementation of these mitigation strategies, the development can achieve acceptable wind comfort outcomes and will not create unsafe wind tunnelling conditions within the public realm.

PART C – CITY OF PERTH

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 774 (No.2) Wellington Street, East Perth - Proposed Adaptive reuse of existing State Heritage listed building and construction of two 26 storey towers comprising 1196 student accommodation beds and ground floor commercial tenancies – DAP/26/03038

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part C – Item 3.1 – LOT 774 (NO. 2) WELLINGTON STREET, EAST PERTH – PROPOSED ADAPTIVE REUSE OF EXISTING STATE HERITAGE LISTED BUILDING AND CONSTRUCTION OF TWO 26 STOREY TOWERS COMPRISING 1196 STUDENT ACCOMMODATION BEDS AND GROUND FLOOR COMMERCIAL TENANCIES

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Perth
Applicant:	Hatch Pty Ltd
Owner:	ADC PGS Pty Ltd & Warburton PGS Pty Ltd
Value of Development:	$110 million
Responsible Authority:	City of Perth
Authorising Officer:	Maria Cooke, General Manager Planning and Sustainability
LG Reference:	DAP-2025/5478
DAP File No:	DAP/26/03038
Application Received Date:	5 January 2026
Report Due Date:	30 March 2026
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. Location Plan 2. Development Plans (25 March 2026) 3. Perspective Plans (25 March 2026) 4. Landscape Report (December 2025) 5. Heritage Council of Western Australia advice 6. Applicant's address of State Planning Policy 7.0 Design of the Built Environment 7. Wind Impact Assessment 8. Acoustic Report 9. Applicant response to Design Review Panel Advice 10. Applicant response to community submissions

Responsible Authority Recommendation

That the Metro Inner DAP resolves to:

1. **Approve** DAP Application reference DAP/26/03038 and accompanying plans (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 Perth City Planning Scheme No. 2, subject to the following conditions:

1. The development being constructed with high quality and durable materials and finishes and to a level of detailing that is consistent with the elevations and perspectives received on 25 March 2026, with final details of the design including a sample board of the proposed materials, colours and finishes being submitted for approval by the City, in consultation with the Department of Planning, Lands and Heritage, prior to applying for the relevant building permit.

2. The approved boundary walls and footings being constructed wholly within the subject lot, with the external surface of the walls being finished to complement the approved development. Final details to be submitted for approval by the City prior to applying for the relevant building permit.

3. A detailed archival record being prepared in consultation with the Department of Planning, Lands and Heritage and in accordance with the Department of Planning, Lands and Heritage's Guide to Preparing an Archival Record and being submitted for approval by the City prior to any demolition works being undertaken.

4. An interpretation plan being prepared and submitted for approval by the City, in consultation with the Department of Planning, Lands and Heritage, prior to applying for the relevant building permit.

5. A schedule of details regarding the removal of significant heritage fabric, including the methodology to protect the adjoining heritage fabric and the details of the structural support, and material and finishes that will be introduced, being submitted for approval by the City, in consultation with the Department of Planning, Lands and Heritage, prior to applying for the relevant building permit.

6. A dilapidation survey of Perth Girls' School (fmr) prepared by a suitably qualified professional, being submitted for approval by the City, in consultation with the Department of Planning, Lands and Heritage, prior to applying for the relevant building permit.

7. A schedule of conservation works including annotated drawings and methodology, materials and finish, being submitted for approval by the City, in consultation with the Department of Planning, Lands and Heritage, prior to applying for the relevant building permit.

8. Final details of any proposed fixings to significant fabric and services being submitted for approval by the City, in consultation with the Department of Planning, Lands and Heritage, prior to applying for the relevant building permit.

9. An archaeological watching brief prepared by a suitably qualified archaeologist being implemented at the commencement of any ground disturbance work to the satisfaction of the City, in consultation with the Department of Planning, Lands and Heritage.

10. A signage and lighting strategy that provides a consistent approach throughout the site, being submitted for approval by the City, in consultation with the Department of Planning, Lands and Heritage, prior to applying for a building permit.

11. Any damage to significant fabric being made good, in profile and materials, to match the original/existing to the satisfaction of the City, in consultation with the Department of Planning, Lands and Heritage.

12. Original brick and terrazzo drinking trough, original joinery and original joinery elements (including the student lockers and built in cupboards) are to be retained to the satisfaction of the City, in consultation with the Department of Planning, Lands and Heritage, prior to applying for a building permit. Demolition or removal of these elements should not occur without prior written approval from the City, in consultation with the Department of Planning, Lands and Heritage.

13. A final Environmentally Sustainable Design Strategy, demonstrating that the proposal has been designed to achieve a minimum 5 Star Green Star rating in accordance with Development Policy 1 – Green Building, is to be provided at working drawings stage to the satisfaction of the City.

14. Certification being provided by a qualified sustainability consultant confirming that the development has achieved the minimum 5 Star Green Star 'as built' rating, being submitted to the City prior to the occupation of the development.

15. A final landscaping and reticulation plan, being submitted for approval by the City prior to applying for the relevant building permit. The approved landscaping is to be installed prior to occupation of the relevant development and thereafter maintained to a high standard to the City's satisfaction.

16. A final Acoustic Report and Noise Impact and Management Report that meets the City's Noise Impact and Management Report Guidance Note and addresses the recommendations outlined in the preliminary Acoustic Report prepared by Marshall Day Acoustics dated 12 December 2025 (ref: 001 20251070), being submitted for approval by the City, prior to applying for the relevant building permit, with final construction plans being certified by a qualified acoustic consultant confirming the development incorporates the recommendations and can achieve compliance with the relevant noise legislation to the satisfaction of the City.

17. A final Wind Impact Statement, including wind tunnel model measurements, being undertaken to quantify and compare the wind conditions against acceptable pedestrian wind comfort criteria and, if necessary, including mitigation strategies to achieve compliance with the criteria, with details being submitted by the applicant for approval by the City prior to applying for the relevant building permit, with any significant design changes resulting from the amended wind impact analysis being the subject of a separate application for approval.

18. A final Waste Management Plan, identifying permanent storage and wash down facilities for bins for both recyclables and general waste and including a waste disposal/collection strategy demonstrating how these facilities will be serviced by the City, being submitted for approval by the City prior to applying for a building permit.

19. A Student Accommodation Management Plan addressing the operation and management of the student accommodation, including but not being limited to the following:
    a. company name and relevant experience of proprietor/operator;

b. security arrangements for the residents and their guests;
c. management of the communal facilities and spaces;
d. cleaning and laundry facility services/arrangements;
e. control of noise and other disturbances;
f. a complaints management service; and
g. management arrangements for the accommodation of non-students, only during standard student holiday periods.

being submitted for approval by the City prior to the occupation of the development with the management plan being implemented by the proprietor/operator on an ongoing basis to the satisfaction of the City.

20. All car parking bays, loading bays, vehicle entrances, aisle widths and circulation areas complying with the Australian Standard AS2890.1, with a certificate of compliance by an architect or engineer being submitted for approval by the City prior to applying for the relevant building permit.

21. A detailed Service and Delivery Access Plan, outlining the management and arrangements for on-site deliveries and servicing of the buildings, being submitted for approval by the City prior to the occupation of the development with the plan being implemented by the proprietor/operator thereafter to the satisfaction of the City.

22. All redundant crossovers being removed and the verge and footpaths being reinstated in accordance with the City's specifications and to the City's satisfaction and at the expense of the developer/landowner. All new proposed crossovers being located and constructed to the City's specification and satisfaction prior to occupation of the development, with any additional works (with the exception of awnings) external to the property boundaries of the site not being approved as part of this development and being subject to a separate application(s) for approval.

23. Public art being provided in accordance with the City's Design Guidelines Section 1.3 – Development Policies *(Planning Policies and Design Guidelines for Normalised Redevelopment Areas)*, with final details of the public art being provided and installed prior to the occupation of the development, to the satisfaction of the City.

24. On-site stormwater disposal/management being to the City's specifications with details being submitted for approval by the City prior to applying for the relevant building permit.

25. Any proposed building plant and services including air-conditioning condensers, lift overruns, piping, ducting, water tanks, transformers, fire boosters and fire control rooms being located or screened so that they cannot be viewed from any location external to the building (including from above) and to minimise any visual and noise impact. This includes any such plant or services located within the vehicle entrance of the development, with details of the location and screening of such plant and services being submitted for approval by the City prior to applying for the relevant building permit.

26. Any signage for the development being integrated into the design of the building in accordance with the City's Signs Policy 4.6 and subject to a separate application for approval where required.

27. The existing street trees located in the road verge on Wellington Street and Bronte Streets being retained and protected from damage throughout any demolition and/or construction works with tree protection zones being established and maintained during the demolition and/or construction periods in accordance with the Australian Standard S4970-2009 - Protection of Trees on Development Sites, to the satisfaction of the City, with the owner/applicant being liable for any damage or removal of the trees.

28. A 7.28 metre wide portion of the frontage of 2 (Lot 774) Wellington Street, including an associated 6 metre by 6 metre truncation area, required for road widening purposes, being ceded to the City free of cost in accordance with the City's New Street Alignments Local Law 2005, prior to occupation of the development.

29. Demolition and construction management plans prepared in accordance with the City's pro-forma and requirements being submitted for approval by the City, prior to applying for the relevant demolition permit and/or a building permit.

Advice Notes

1. 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.

2. The final plans and details submitted to the City to satisfy the conditions of this approval will be verified by the City Architect and Alliance Manager Development Approvals. Any substantive changes to the approved plans will need to be made via a Form 2 process.

3. The applicant is advised that any non-residential/tenant car parking bays provided as part of the development will need to be licensed by the Department of Transport in accordance with the requirements of the Perth Parking Management Act. Development approval facilitating the construction and use of bays under relevant planning legislation should not be construed as implied approval from the Department of Transport for the future licensing and use of any car parking bays.

4. The Water Corporation advises that the proposal will require approval by the Building Services section prior to commencement of works and infrastructure contributions and/or fees may be required to be paid prior to approval being issued.

5. With regards to the archaeological watching brief, the Director Historic Heritage Conservation shall be notified immediately if archaeological material or features are encountered and advised on a recommended course of action by the archaeologist.

6. With regards to the Construction Management Plan, the following matters are to be addressed:
    a. Appropriate protective methods for the significant structures and fabric of Perth Girls' School (fmr).
    b. A requirement for alarmed monitoring of deformation, tilt, vibrations and existing cracks. The Director Historic Heritage Conservation is to be notified

promptly of any detrimental impacts to the heritage fabric, and the recommended course of action, by a suitably qualified structural engineer.

7. All conservation works, as set out in the Heritage Agreement, are to be completed in accordance with the Agreement timeframes, or as otherwise agreed with the Heritage Council, via the execution of a variation prior to the issue of the occupancy permits for the new proposed residential towers.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Central City Area
Local Planning Scheme	Local Planning Scheme No. 26 – Normalised Redevelopment Area
Local Planning Scheme - Zone/Reserve	Plain Street Precinct
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	Plain Street Precinct
Use Class and permissibility:	Transient Residential – 'P' Preferred Culture and Creative Industry – 'C' Contemplated Dining and Entertainment – 'C' Contemplated
Lot Size:	11,166m^2
Existing Land Use:	Place of Worship
State Heritage Register	Yes
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	Transient Residential, Dining, and Creative and Culture
Proposed Net Lettable Area	27,356m^2
Proposed No. Storeys	26 storeys
Proposed No. Dwellings	1196 student accommodation beds

The application seeks approval for the adaptive reuse of the existing State Heritage Listed building and construction of two 26 storey towers containing:

- Retail, food and beverage and cultural/entertainment uses on the ground level across the site.
- 598 student beds in Tower A, in a mix of studio, 2 bed multi share and 4 bed multi share.

- 598 student beds in Tower B, in a mix of studio, 2 bed multi share and 4 bed multi share.
- 8 commercial tenant car parking bays.
- 192 bicycle parking bays for residents, commercial tenants and visitors.

The proposed towers are similar in their layout, with specific details of the development including:

Basement 2	This level contains the food and beverage kitchen kiosk back of house and five car bays.
Basement 1	This level contains the stage basement, food and beverage under croft and café, food and beverage kitchen kiosk, shop and landscaping.
Ground Floor	This level contains creative office space, creative office/gallery, heritage office bike room and end of trip facilities, restaurant/café including private dining, entertainment and recreation in the Heritage Building and lobby lounge and reception, residential waste room, residential bike rooms and operation office for the two new towers.
Mezzanine 1	This level contains creative offices, shared kitchen and a cultural terrace in the Heritage Building and communal study and amenity rooms and operation offices for the two new towers.
Mezzanine 2	This level contains a recreation and sporting facility in the Heritage Building and podium mechanical plants in the two new towers.
Levels 1 - 23	These levels contain 15 single studio rooms (ranging in size from 14m^2 to 17m^2), a short stay terrace (11m^2), three two-bedroom studios (ranging in size from 26m^2 to 31m^2, one DDA/premium room (20m^2) and one four bed multi share room (76m^2).
Level 24	This level contains communal facilities including group study, function/theatre, independent study and study lounge within each tower.
Level 25	This level contains communal facilities including laundry, fitness, ground fitness, games lounge and communal kitchen, dining and lounge area and roof terrace.
Rooftop Plant	This level contains the plant services.

In support of the design and composition of the proposed development, the applicant advises that:

"The Perth Girls School (PGS) is a much loved and prominent landmark heritage site. Its scale, prominence and fabric provide a unique opportunity for the precinct as a key amenity and population catalyst for the Perth City Centre and particularly its eastern neighbourhoods.

It has the opportunity to accelerate a myriad of strategic objectives driving neighbourhood activation, growing the city's population and capitalising on the wide range of major new City Deal investments in education, cultural, recreational and transport infrastructure.

Its design draws on its rich layers of history and evolves into a dynamic series of creative industry, hospitality, daily amenities for a wide community of people in the City and particularly students accessing tertiary education across the Perth City Centre, eastern CBD and inner eastern suburban areas.

The project is being led through a powerful and refreshed collaboration of likeminded creative and commercial partners, that have the market experience and construction capacity to delivery staged development of the precinct, focussed on the PGS site as the key public amenity and delivering an essential supply of new Purpose Built Student Accommodation (PBSA) for Semester 1 2029.

These relationships and collaborations have provided a very thorough appreciation for the context, sensitivities and possibilities that the site presents. The new Development Application represents a minor refinement to the current approval that further enhances the heritage outcomes, increases the public activation and delivers a solution more aligned to the immediate market opportunities for student housing."

Background:

The subject site is situated on the corner of Wellington, Plain and Bronte Streets in East Perth. The site currently accommodates the former Perth Girls School building which is partially occupied for temporary commercial uses. The total site area is 11,166m^2.

A seven storey apartment building is located to the west of the site facing Wellington Street, and a seven storey apartment building is located to the west of the site facing Bronte Street.

Development approval was granted on 29 June 2022 by DevelopmentWA for a proposed mixed use development at 2 Wellington Street and 20- 22 Bronte Street, East Perth. The application included the following:

a) Adaptive reuse of the former Perth Girls School building to accommodate a mixed of creative industry, office, restaurants/cafés, exhibition centre (art gallery spaces) and recreation and sporting facility (yoga studio) uses.
b) Single storey microbrewery (Wellington Street side) and single storey supermarket (Wickham Street side).
c) Two 25 storey residential towers accommodating a total of 242 'build to sell' apartments and retail/commercial uses.
d) A 37 storey residential tower and a 15 storey residential tower accommodating a total of 500 'build to rent' apartments and associated amenities and facilities.
e) Works to the Bronte Street road reservation.

The above approval is valid until 22 June 2026 however no works have been undertaken on site to act upon the approved development.

Planning authority over the subject site, including surrounding properties, was amended through Scheme Amendment No. 46 to City Planning Scheme No. 2 (CPS2) to a 'Normalised Redevelopment Area'. A 'Normalised Redevelopment Area' is a section of land, previously managed by a state agency such as DevelopmentWA, where planning control has been transferred back to the local government after major redevelopment is complete, returning it to standard local planning schemes for ongoing management. Scheme Amendment 46 to CPS2 and Scheme Amendment 4 to Local

Planning Scheme No.26 - Normalised Redevelopment Areas (LPS26) were gazetted on 6 May 2022.

The design guidelines for the site still remain applicable to any redevelopment of the land.

Legislation and Policy:

Legislation

Planning and Development Act 2005 s. 162
Heritage Act 2018
City Planning Scheme No. 2
Local Planning Scheme No. 26 – Normalised Redevelopment Area
Planning and Development (Local Planning Scheme) Regulations 2015 – Deemed Provisions for Local Planning Schemes Clauses 60, 64, 67 and 68
Heritage Regulations 2019
Metropolitan Region Scheme

State Government Policies

Perth Parking Policy 2014 (PPP)
State Planning Policy 7.0 – Design of the Built Environment
State Planning Policy 3.5 - Historic Heritage Conservation

Local Policies

East Perth Area 40 – Plain Street Design Guidelines for Normalised Redevelopment Areas
Public Notification/Advertising Procedure (2.2)
Plot Ratio (4.5)
Heritage (4.10)
Parking Policy (5.1)
Loading and Unloading (5.2)
Bicycle Parking and End of Journey Facilities (5.3)

Consultation:

Public Consultation

The proposed development includes variations to the building height and setback requirements of the City's Local Planning Scheme No. 26 (LPS26). As such, the application was advertised to the owners of the surrounding properties for a period of 21 days, closing on 16 February 2026.

The properties notified included 22, 24, 26, 28, 33 and 35 Bronte Street, 18, 23, 29 Wellington Street, 57, 63, 65 and 60-64 Forrest Avenue, and 132 Plain Street (Main Roads WA).

Three submissions were received during the advertising period all objecting to the application; however one submission did also support the redevelopment of the site. The comments received are summarised below.

Issue Raised	Officer comments
Car Parking *"The proposal does not appear to adequately account for parking demand generated by staff, operational requirements, visitors, contractors, and the retail and hospitality uses associated with the development".* *"In the absence of sufficient on-site parking or enforceable parking management measures, it is likely that parking demand will be displaced onto surrounding residential streets, including Bronte Street, which already operates with time-restricted and permit-based parking. This would reduce parking availability for existing residents".*	**Noted.** The comments regarding onsite parking and operational requirements are noted. The site is located within the *Perth Parking Policy 2014* area which stipulates maximum car parking numbers per site, rather than a minimum car parking number. The number of car parking bays is therefore considered compliant with this policy.
Building Height *"The height of all the towers is disproportionate with the surroundings, and frankly horrendous. Creating such a monstrosity of concrete, steel and glass is undoubtedly not positively benefitting the designated areas and those living already there."*	**Noted.** The established design guidelines (40 – Plain Street) allows for two towers behind the State Heritage Listed building facing Bronte Street, each with a permitted height of 25 storeys. The development proposes two towers of 26 storeys. Whilst one additional storey is proposed, the overall built form of the towers would not be altered by the removal of one storey. The variation is further discussed below.
Land Use *"Stores which might offer liquors/wines/breakfasts/coffees are already within walking distance from the interested area. There is no need for 1 or more, we do not want to put additional stress on the local businesses which already are struggling to keep their workforce employed and serving East Perth".* *"If more build-to-rent housing opportunities are sacrificed for*	**Noted.** The number of similar existing premises within close proximity to the site is not a planning consideration. The City is unable to compel and owner to develop a site for a specific land use. The City

purpose-built student accommodation in Perth CBD and surrounds, then it is going to be a major problem for Perth".	can only assess a proposal submitted as a development application against the provisions of the relevant planning framework.
Noise and Smell *"Noise is another important concern regarding a potential Brewery at the heritage site (loud patrons will become a regular thing of the late hours, where people must take rest."* *"The smell coming from a commercial kitchen, aircons, sewages, cars queuing up waiting for the closest spot near the building to comfortably park the cars, are all things which will negatively impact us and our neighbours."*	**Noted.** No brewery is proposed in the current development application. Any noise generated is required to comply with the *Environmental Protection (Noise) Regulations 1997.* The comments made are speculative only. Any smell and noise will be required to comply with the applicable legislation including the *Environmental Protection (Noise) Regulations 1997.*

Referrals/consultation with Government/Service Agencies

Department of Planning, Lands and Heritage

The proposal was referred to the Department of Planning, Lands and Heritage (DPLH) for comment due to the site being included on the State Register of Heritage Places (Place name: Perth Girls' School (fmr); Place number - 2173).

The DPLH advised the City that, in accordance with the plans submitted, they support the proposal subject to the following conditions:

1. *"Any damage to significant fabric is to be made good, in profile and materials, to match the original/existing.*
2. *A dilapidation survey of Perth Girls' School (fmr) is to be prepared by a suitably qualified professional, to the satisfaction of the Director Historic Heritage Conservation prior to application for a building permit.*
3. *The following information being submitted to the satisfaction of the Director Historic Heritage Conservation prior to the application for a building permit:*
    a. *Schedule of conservation works including annotated drawings and methodology, materials and finish.*
    b. *Schedule of materials, colours and finishes for the new development.*
    c. *Signage and lighting strategy that provides a consistent approach throughout the site.*
    d. *Further information and / or detailed drawings on physical impact as a result of: fixings to significant fabric, installation of services, and compliance with the National Construction Code.*
    e. *Interpretation Plan that incorporates a consistent approach across the entire development.*

   f. *A standard archival record according to the Guide to Preparing an Archival Record.*
   g. *Architectural details, clarifying the extent of demolition.*
   h. *Details of the removal of significant heritage fabric, including the methodology to protect the adjoining heritage fabric and the details of the structural support, material and finishes that will be introduced.*
4. *An archaeological watching brief by a suitably qualified archaeologist shall be implemented at the commencement of any ground disturbance work. The Director Historic Heritage Conservation shall be notified immediately if archaeological material or features are encountered and advised on a recommended course of action by the archaeologist.*
5. *Original brick and terrazzo drinking trough, original joinery and original joinery elements (including the student lockers and built in cupboards) are to be retained to the satisfaction of the Director Historic Heritage Conservation prior to application for a building permit. Demolition or removal of these elements should not occur without prior written approval from the Director Historic Heritage Conservation.*
6. *Construction Management Plan provided to the satisfaction of the Director Historic Heritage Conservation, that includes:*
   a. *Appropriate protective methods for the significant structures and fabric of Perth Girls' School (fmr).*
   b. *A requirement for alarmed monitoring of deformation, tilt, vibrations and existing cracks. The Director Historic Heritage Conservation is to be notified promptly of any detrimental impacts to the heritage fabric, and the recommended course of action, by a suitably qualified structural engineer.*
7. *All conservation works, as set out in the Heritage Agreement, are to be completed in accordance with the Agreement timeframes, or as otherwise agreed with the Heritage Council, via the execution of a variation prior to the issue of the occupancy permits for the new proposed residential towers."*

(Refer to Attachment 5 for full advice)

City officers concur with the conditions provided by the DPLH and recommend that these conditions be imposed should the application be approved. The findings of the DPLH are discussed further in this report.

Water Corporation

The proposal was referred to the Water Corporation to allow the identification of major design or servicing issues to be addressed by the applicant/developer.

Water
Reticulated water is available to the subject lot. A 50mm water service exists on the property.

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 Commercial/Multi Residential Application (Mixed Use) by using our online portal BuilderNet.

Design Review Panel Advice

The proposed development was considered by the City of Perth Design Review Panel (DRP) on the 12 February 2026, where having considered the design of the proposed development, the Panel advised that it:

"ACKNOWLEDGES the following strengths of the proposal:
a) An important and significant heritage adaptive re-use project that will re-imagine and re-inhabit a culturally significant and historically important piece of State architectural infrastructure.
b) A largely compliant project that seeks to re-vitalise and re-new an existing and under-utilised precinct with a dynamic mix of uses including retail, food and beverage and cultural/entertainment uses on the ground level across the site and two towers incorporating 1196 student beds which maintains a strong connection with the past use of the precinct as a place of education.
c) High levels of ground plane permeability including a legible and accessible north south link that successfully mediates the sectional site challenges and activates spaces within the Old Girls School building and courtyard.
d) Tower facade expression that references the symmetry and vertical pattern of the heritage building whilst incorporating a subtle and varied pattern to provide a distinction between each tower whilst representing a strong, consistent and cohesive form.
e) The integration of a landscape design professional at the early stages of design resulting in significant tree retention and provision, generous deep soil, active, diverse and programmed spaces within a development that will achieve high levels of way finding and sense of place.
f) Floor layouts comprising a diverse mix of functional and compact student rooms accommodation types and generous communal amenity within each tower.
g) Floor layouts that including corridors that have access to natural light, view and vista and rooms with operable windows facilitating natural ventilation.
h) Tower structural flexibility to allow for the future adaptation of floor plates.
i) A commitment to a 5 Star Green Star certified development including reduction in upfront embodied carbon, reduction in whole-of-life carbon, supported by high-performance façades, full electrification, on-site solar PV generation, and a 100% renewable electricity supply.

REQUESTS the proponent:
a) Consider an opportunity to include an interpretation of the aboriginal history, culture and context of the site into the narrative of the design of the buildings and landscaped spaces.
b) Review the treatment of the lower levels of each tower to increase the transparency of the built form to provide a clearer view to the heritage buildings that sit behind the tower additions.
c) Review the ground floor levels of each tower to introduce alternative uses that might better activate the street.
d) Review the legibility of the two tower lobbies. The current entries appear understated and lost within the scale of the towers structure.

e) *Refine the façade design and materiality of the towers including the finish of the base column structure and the tower soffits to ensure that the vision for the development is delivered.*
f) *Review the location and aesthetic of the Wellington Street food and beverage venue so that it connects to Wellington Street as well as the forecourt. Whilst its capacity to support forecourt activation is strongly supported there is an opportunity for the structure to address Wellington Street in a more deliberate manner.*
g) *Demonstrate that the location of the PV's do not adversely impact on the significance of the heritage building.*
h) *Continue to consider initiatives that will contribute to the ESD commitment including water conservation and reuse and waste management."*

The applicant subsequently met with City officers and submitted revised plans and details to address the DRP's comments. The following sections include details of the extent to which the revised development plans respond to the design matters raised by the DRP.

Planning Assessment:

Land Use

The subject site is located within the Plain Street Precinct (P13) of LPS26. The Precinct provides opportunities for a mixed land use development, being predominately residential and commercial land uses. Development fronting Plain Street is to be compatibly scaled with the Old Perth Girls School Building, whilst development fronting other streets is to be consistent with existing development in each street while enhancing streetscape amenity. A strong proportion of residential development is sought, with the majority of commercial and retail development positioned to activate Plain Street.

The application proposes to develop the site as a mixed-use development comprising creative and cultural uses within the existing State Heritage Listed building, a dining tenancy within the new single storey building adjacent to Wellington Street and two towers comprising transient residential use. 'Transient Residential' is a preferred ('P') use in the precinct. 'Culture and Creative Industry' and 'Dining' are contemplated ('C') uses in the precinct.

The proposed student accommodation use is considered to be appropriate noting that LPS26 prescribes 'Transient Residential' as a preferred use. The 'Cultural and Creative Industry' and 'Dining' uses are considered to be consistent noting the development will preserve the heritage character of the building and bring public access and life into the site. As such, the proposed mix of uses is considered to reflect a positive adaptive reuse of the Perth Girls School site and greater precinct area and can be supported.

Local Planning Strategy

The site is located within the 'Claisebrook Neighbourhood' under the City's Local Planning Strategy (LPS) endorsed by the Western Australian Planning Commission (WAPC) in May 2023.

The future 'Claisebrook Neighbourhood' aims to create a thriving residential neighbourhood with unique architecture designed to take advantage of its river setting. The neighbourhood priority is to protect local character and amenity, and create a

diverse community within the neighbourhood with a need to facilitate the delivery of community facilities as well as diverse and affordable housing options.

The site is located within the southern end of the neighbourhood identified for high and medium scale mixed use, with an associated aim to incentivise housing diversity.

Draft Local Planning Scheme No.3

The site is located within the proposed 'Claisebrook Neighbourhood' under the City's draft Local Planning Scheme No. 3 (draft LPS3) which the Council in April 2024 resolved to seek approval from the Western Australian Planning Commission to advertise.

The site is located within the 'Mixed Use Area' of the draft LPS3. The draft zone objectives identify the mixed-use zone as being a residential rich area with compatible land uses that support vibrancy and diversity, with a variety of housing types to meet the needs of the community.

An 'Office' is proposed to be a permitted ('P') use and 'Co-living Accommodation', 'Exhibition Centre', 'Recreation – Private', 'Restaurant/Cafe' and 'Shop' are discretionary ('D') uses in the 'Mixed Use' zone of draft LPS3.

Development Requirements

The subject site is located within the East Perth Area 40 – Plain Street Design Guidelines (Perth Girl's School Design Guidelines). The Design Guidelines are intended to guide conservation and redevelopment of the lots that make up the subject site and ensure delivery of the vision and objectives of the Scheme.

The Design Guidelines require development proposals within the subject site to deliver high quality design outcomes while respecting and celebrating the heritage significance of the Perth Girls School building.

The subject site presents a large scale revitalisation opportunity at the centre of East Perth, with an iconic hill-top presence and distinctive heritage character. It is envisaged that new development will:

- Recognise, celebrate and building upon the site's Aboriginal and European cultural heritage significance and the area's history to facilitate authentic redevelopment which amplifies the local sense of place.
- Capitalise upon the hill-top position and respond to the natural topography of the site by stepping development to follow the terrain and capture views across the city and Swan River.
- Showcase best practice urban design, adaptive heritage re-use and sustainability initiatives, to develop a distinctive and vibrant local hub.
- Support sustainable development, by providing the opportunity for people to live close to employment, their daily needs, social facilities, leisure activities, reducing private car use and travel time and promoting alternative modes of transportation to and from the site, whilst supporting local businesses and community development.
- Leverage the site's unique attributes to attract a mix of land uses to enhance the offerings in the local area, bringing more people, activity and diversity to the neighbourhood of East Perth.

- Increase the East Perth population through attractive, quality design and amenities, as well as through a diverse range of affordable permanent housing options to encourage a multigenerational local community.

The proposal's compliance with the relevant CPS2/LPS26 development requirements is summarised below (Note: figures and description in **bold** signify non-compliance with the development standards):

Provision	Requirement	Proposal	Assessment
Maximum Plot Ratio:	2.5:1 (27,915m^2)	2.46:1 (27,356m^2)	Complies
Maximum Building Height:			
Wellington Street	Single storey	Single storey	Complies
Bronte Street	25 storeys	**26 storeys**	**Variation sought**
Setbacks:			
<u>Wellington Street (south)</u>			
- Single storey building	3 metres	8.5 metres	Complies
<u>Bronte Street (north)</u>			
- Tower building	Nil	Nil	Complies
<u>Plain Street (east)</u>			
- Tower building	8 metres	8 metres	Complies
<u>Side (west)</u>			
- Single storey building	8 metres	14 metres	Complies
- Tower building	8 metres	8 metres / **5.8 metres to transformer**	Complies / **Variation sought**
Heritage Setback (from existing wall of heritage building)			
<u>Wellington Street</u>	Forecourt building – 4 metres	4.3 metres	Complies
<u>Bronte Street</u>	Tower buildings – 2 metres	West tower 2 metres	Complies **Variation sought**

		East tower 1.9 metres	
Site Coverage (Maximum)	55%	40%	Complies
Tower Floor Plate (Maximum)	35 metres x 17 metres	**35 metres x 18.2 metres**	**Variation sought**
Tower Separation (Minimum)	20 metres	24.5 metres	Complies
Car Parking: - Transient Residential	418 bays (maximum)	9 bays	Complies

Variations to the maximum building height, setback and tower floor plate provisions applicable to the development can be granted in accordance with Clause 36 of CPS2 and provided:

"36(3)(c)
(i) if approval were to be granted, the development would be consistent with:
(A) the orderly and proper planning of the locality;
(B) the conservation of the amenities of the locality; and
(C) the statement of intent set out in the relevant precinct plan; and
(ii) the non-compliance would not have any undue adverse effect on:
(A) the occupiers or users of the development;
(B) the property in, or the inhabitants of, the locality; or
(C) the likely future development of the locality."

Building Design and Presentation to Street

State Planning Policy 7.0 - Design of the Built Environment (SPP 7.0) addresses design quality and built form outcomes seeking to deliver the broad economic, environmental, social and cultural benefits that derive from good design outcomes. SPP 7.0 sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is considered that the applicant has provided sufficient justification to demonstrate the proposed development satisfies the ten design principles of SPP 7.0 (refer to Attachment 6 – Address of State Planning Policy 7.0 Design Principles).

As outlined previously, the City's DRP acknowledged the strengths of the proposed design of the development including:

- the adaptive reuse of the heritage building will reimagine and reinhabit a culturally significant and historically important piece of State architectural infrastructure;
- the revitalisation of an under-utilised precinct with a dynamic mix of uses including retail, food and beverage and cultural/entertainment uses on the ground level and two towers incorporating 1196 student beds which maintains a strong connection to the past use of education;

- high levels of ground plane permeability including an accessible north south link;
- the tower façade expression which incorporates a subtle and varied pattern to provide a distinction between each tower whilst representing a strong, consistent and cohesive form;
- the significant tree retention and provision, generous deep soil, active, diverse and programmed spaces with a high level of way finding and sense of place;
- the diverse mix of functional and compact student room types and generous communal amenity, with corridors that have access to natural light, view and vistas;
- tower structural flexibility; and
- the commitment to 5 Star Green Star.

However, the City's DRP requested that the applicant review the following elements of the proposal:

- consider an interpretation of the aboriginal history, culture and context of the site;
- review the treatment of the lower levels to increase transparency;
- review ground floor levels to introduce alternative uses that may better activate the street;
- review legibility of the two tower lobbies;
- refine the façade design;
- demonstrate the location of the PV's does not adversely impact the significance of the heritage building; and
- continue to consider initiatives that will contribute to the ESD commitment.

In response to the Panel's advice, the applicant submitted revised plans which simplified and unified the treatment of the lower levels to increase the transparency of the built form, further detailing regarding the façade design materiality submitted, and relocation of PV panels to reduce impact on heritage building.

Views of the heritage building from Wellington and Plain Streets are protected through this development. The Panel's advice on improving building transparency refers more to views from Bronte Street and the corner of Bronte and Plain Streets.

The internal design of the building and activation of the ground floor does result in the façade of the heritage building being significantly blocked from these streets. The applicant has sought to respond through re-arranging certain internal elements where possible. To significantly increase visibility would necessitate a redesign of built form and building location.

While noting the advice of the Panel, this needs to be weighed up against the current development approval that was granted by DevelopmentWA. This approval was assessed under the design guidelines that remain in place, with advice from the Department of Planning, Lands and Heritage, and was considered an acceptable design response to the current policy settings.

With regards to the Panel's recommendation to review the ground floor levels of each tower to introduce alternative uses, review the legibility of tower lobbies, review the location and aesthetic of the Wellington Street food and beverage venue so that it connects to Wellington Street, and continue to consider ESD initiatives including water conservation and reuse and waste management, the applicant provided the following response:

- *"Ground floor levels of each tower are designed as student lobbies to support high volume of residents, visitors and staff moving through the building daily. With 598*

beds provided across the development, the lobbies operate as a high-traffic arrival and circulation spaces that contribute to natural activation of the ground floor and support movement between the towers, the PGS building, courtyard and forecourt.

- *"Dual lobby entries are intentionally retained to support permeability and movement through the ground plane. Their legibility is reinforced through clearly defined arrival pathways, with awnings marking the entry points and assisting with wayfinding. The refined glazing approach further clarifies the lobby entrances within the tower base, ensuring entries are identifiable within the scale of the tower structure.*
- *"The F&B kiosk is deliberately designed to be visually recessive within the forecourt, allowing the heritage building to remain the dominant form. While the previous DA proposed a greater level of street activation, the revised DA seeks to reduce new built form prominence within the forecourt. As such, the structure is set back approximately 16 metres from Wellington Street, allowing for retention of significant landscaping, vegetation and existing retaining wall.*
- *"ESD consultant has confirmed the proposal would provide limited benefit and introduce potential long-term system sustainability issues.*

The applicant's response to the DRP comments provides further information regarding the operational needs of the development. The provision of alternative land uses on the ground floor was considered further by the applicant, however unable to be provided. This was primarily due to the number of non-habitable spaces (bin store rooms, EOT facilities, service rooms etc) required to be provided. The greater dispersion of these spaces ensured that active uses could be intertwined, providing passive surveillance and reducing blank walls.

Based on the above it is considered that the applicant has generally addressed the bulk of the design matters raised by the City's DRP and City officers.

Building Height and Setbacks

The development proposes variations to the building height and setback requirements of the East Perth Area 40 – Plain Street Design Guidelines for Normalised Redevelopment Areas (Design Guidelines). The Design Guidelines prescribe a building height of up to 25 storeys for buildings facing Bronte Street. An 8 metre setback is required to the western boundary and a 2 metre setback is required between the existing wall of the heritage building and the proposed tower.

The developments overall height is largely consistent with the building height prescribed under the Design Guidelines, noting that a one storey variation is proposed. The applicant has consistently maintained that the building height is consistent with the building height approved for the previous development on the site which included a 25 storey tower plus plant with a height of 96 metres. The development proposed has an overall height of 96 metres with the applicant stating that "*the PBSA affords lower 2.7m floor to ceiling heights so whilst the number of storeys has increased by one storey the overall height of the building is consistent with the existing approval".*

The development proposes a 5.8 metre side setback to the western boundary in lieu of the 8 metre setback prescribed by the Design Guidelines. The reduced setback is to the transformer building only, with the columns to the tower component being setback 8 metres from the side boundary. Due to the slope of the land, the transformer building varies in height from 3.2 metres to 5 metres. The proposed height of the

transformer and the setback to the western boundary will ensure there is no undue impact on the adjoining residential properties.

The eastern tower further proposes a minor setback variation to the existing State Heritage listed building, proposing a 1.9 metre setback in lieu of 2 metres. The minor reduced setback is not considered to create a detrimental impact to the heritage building. The proposal was also considered by the DPLH and Heritage Council to consider the impact of the proposed development would have on the existing heritage building. No comments were received in relation to the reduced setback.

The proposed building height and setback variations have been considered in accordance with clause 36 of CPS2 and against the relevant matters listed in clause 67 of the deemed provisions including the site and development compatibility and amenity impacts and due to the orientation of the site no adverse amenity impact in terms of natural daylight access, ventilation, privacy from within or outlook from buildings is anticipated, and the variations can be supported.

Floor Plate

The Design Guidelines prescribe a maximum floor plate of 35 metres by 17 metres. The intent of this requirement is to provide a 2 metre separation between the tower building and the wall of the existing heritage building. The application proposes a 2 metre setback between the proposed ground and mezzanine floors of the tower and the wall of the existing heritage building, with the exception of the minor variation to the eastern tower. Structural columns are proposed from the ground to the residential floors with the upper floor plates increasing in depth to 18.2 metres. These structural columns and reduced ground and mezzanine floors creates a clear delineation between the existing heritage building and proposed tower buildings.

Given the above, the maximum tower floor plate variation is supported.

Heritage

As outlined previously, the subject site is included on the State Register of Heritage Places, and the CPS2 Heritage List. The applicant submitted a Heritage Impact Statement (HIS) in support of the application which outlines the works proposed for the conservation, adaptation and new works and provided an assessment against the relevant heritage framework. The HIS concludes that all of the identified heritage values for the site remain relatively unimpaired by the proposal to conserve and adapt the school for the uses as proposed. It notes that significant views from Wellington Street are not impacted by the proposed development and that adaption requires little internal change and much of the building will be conserved/maintained. It further notes that the two new purpose built student accommodation towers to the rear are symmetrically arranged to respect the symmetry of the school design.

City officers generally concur with the findings and recommendations of the HIS, with the DRP also advising of general support for the approach to conservation and adaptive re-use of the retained heritage building/s.

The DPLH, in its referral response to the City, advised of the following HCWA findings in relation to the site and the proposal:

- *"Perth Girls' School is a particularly fine example of the Inter-war Stripped Classical style and is a prominent landmark in the area. It was built in 1936 to accommodate*

500 girls and their teachers, to provide an independent girls' school with an emphasis on domestic science. It was discontinued as a school in the early 1960s and subsequently used by the Police Department until recently.

- *This referral is for the proposed adaptation of the main school building for hospitality and cultural uses. Development includes the re-use of upper floors; installation of a lift; incorporation of kitchen/dining area to the east wing of the upper ground floor; a new food and beverage kiosk building added to the southwest corner of the site; and two additional towers to be located to the north of the east and west wings.*
- *On 11 February 2022 the Heritage Council provided statutory advice on a similar proposal.*
- *The redevelopment proposal is sensitive to the cultural heritage significance of Perth Girls' School (fmr) and supports the on-going occupancy of the place; however further information is required to mitigate any adverse impacts."*

As outlined previously, HCWA provided their conditional support for the proposed development. On this basis, the proposal is therefore supported by City officers subject to relevant conditions and advice notes.

Road Widening

The subject site is subject to road widening of 7.28 metres as detailed in the City's New Street Alignments Local Law 2005. Whilst the previous approval granted by DevelopmentWA did not specifically account for the implications of road widening, the current proposal has been revised by the applicant to suitably accommodate any future road widening works.

Noting the provisions of the City's Local Law it is considered appropriate that any approval be conditioned to require a ceding of the road widening area prior to occupation of the development.

Conclusion:

The proposed redevelopment of the site to accommodate two purpose-built student accommodation towers, the adaptive use of the existing State Heritage Listed building into a creative and cultural hub and the addition of a new food and beverage tenancy will create a campus for students and activity outside of the central city area.

While the development proposes variations to the building height and setback requirements for the site, for the reasons outlined in the report, it is considered that if approval were to be granted, the development would be consistent with the orderly and proper planning of the locality, the Statement of Intent for the Plain Street Precinct and the Local Planning Strategy. Furthermore, it has been assessed that the proposed variations would not have any undue adverse effect on the properties in the locality or the likely future development of the locality and can therefore be supported.

In response to the concerns of the City's DRP, the applicant provided revised plans which simplified and unified the treatment of the ground floor to enhance the appearance of the heritage building provided further detailing regarding the façade finishes which will enhance the streetscape appearance.

Based on the above, it is considered that the proposed development for the proposed adaptive reuse of existing state heritage listed building and construction of two 26

storey towers comprising 1196 student accommodation beds and ground floor commercial tenancies be supported in accordance with the objectives, requirements and principles of CPS2, LPS26 and the associated local planning policy framework.

Attachment 1 – Location Plan

Attachment 1 – Location Plan



Attachment 2 – Development Plans (25 March 2026)



DRAWING REGISTER

DRAWING	TITLE	REV
DA0.01	DEVELOPMENT SUMMARY	.
DA1.00	SITE SURVEY	B
DA1.01	PGS BASEMENT 2	D
DA1.02	PGS BASEMENT 1	E
DA1.03	PGS GROUND - PBSA GROUND	E
DA1.04	PGS LEVEL 1 - PBSA MEZZ 1	D
DA1.05	PGS LEVEL 2 - PBSA MEZZ 2	D
DA1.06	PBSA LEVEL 1-5	D
DA1.07	PBSA LEVEL 12-13	D
DA1.08	PBSA LEVEL 6-11,14-23	D
DA1.09	PBSA LEVEL 24	D
DA1.10	PBSA LEVEL 25 ROOF TCE	D
DA1.11	PLANT DECK	D
DA1.12	PLANT DECK MEZZ	D
DA1.13	ROOF PLAN	D

DRAWING	TITLE	REV
DA2.01	SITE SECTIONS NORTH - SOUTH	B
DA2.02	SITE SECTION WEST LANE	C

DRAWING	TITLE	REV
DA3.01	ELEVATIONS - PBSA EAST	C
DA3.02	ELEVATIONS - PBSA EAST	C
DA3.03	ELEVATIONS - PBSA WEST	C
DA3.04	ELEVATIONS - PBSA WEST	C
DA3.05	ELEVATIONS - F&B KIOSK	B

DRAWING	TITLE	REV
DA4.01	HERITAGE - BASEMENT EXISTING	B
DA4.02	HERITAGE - BASEMENT DEMO	B
DA4.03	HERITAGE - BASEMENT PROPOSED	C
DA4.04	HERITAGE - GROUND EXISTING	B
DA4.05	HERITAGE - GROUND DEMO	B
DA4.06	HERITAGE - GROUND PROPOSED	C
DA4.07	HERITAGE - LEVEL 1 EXISTING	B
DA4.08	HERITAGE - LEVEL 1 DEMO	B
DA4.09	HERITAGE - LEVEL 1 PROPOSED	C
DA4.10	HERITAGE - LEVEL 2 EXISTING	B
DA4.11	HERITAGE - LEVEL 2 DEMO	B
DA4.12	HERITAGE - LEVEL 2 PROPOSED	C

DRAWING	TITLE	REV
DA5.01	HERITAGE ELEVATIONS - SOUTH/EAST	B
DA5.02	HERITAGE ELEVATIONS - NORTH/WEST	B
DA5.03	HERITAGE SECTIONS - COURTYARD	B
DA5.04	HERITAGE SECTIONS - COURTYARD	C

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REV.	DATE	AMENDMENT	INIT.
A	15.12.2025	PRE LODGEMENT REVIEW	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD
C	24.02.2026	30% DD ISSUE	CD
D	24.03.2026	RFI & DRP AMENDMENTS	CD

DESIGN DEVELOPMENT:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
MECHANICAL	- B&E
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

STATUS

DESIGN DEVELOPMENT

DRAWING

DRAWING
REGISTER

DRAWING NO.	DRAFTER	CHECKED	REV.
DA0.00	CD	-	D

Development Summary: Perth Girls School - South

18/12/2025

Totals	m2
Site Area	11166
Total GFA	39312
Total NLA	22690
Plot Ratio	27356
Total Carparks (residential)	0
Total Carparks (commercial)	8
Bicycle Parking (Resi)	120
Bicycle Parking (Comm)	50
Bicycle Parking (Vis)	22

Total South Precinct

	Total	Residential	Communal	Retail	Commercial	Supermarket	Carpark	BOH	Refurbishment	Total Cars
Total GFA	39312	32561	-	-	-	-	-	-	6751	8
Total NSA	25277	18538	2587	4152	-	-	-	-	-	-

South Precinct

Heritage Building							Total	AREAS (m²) NLA Retail/Office	Balcony	Core / Circulation / Service	GFA *(including balcony)*	GFA *(excluding balcony)*	Plot Ratio MRA
Basement								94			176	176	0
Lower Ground								885		14	1257	1257	998
Ground								1821	97	317	3057	2960	1970
Level 1								1251	203	427	2065	1862	1337
Level 2								101	37	20	196	159	119
Total	0	0	0	0	0	0	0	4152	337	778	6751	6414	4422
Mix %	%	%	%	%	%	%							

PBSA Tower (East)		PBSA BED MIX Studio KS (14m²)	Studio KS (15m²)	Studio DB (16.7m²)	Studio LRG/DDA (20m²)	Twodio (26m²)	Twodio (31m²)	Multi Share (79m²)	Total	AREAS (m²) NLA Residential	Core / Circulation	GFA	Efficiency	Communal External	Communal Internal	Plot Ratio MRA
Area Per Bed		14	15	17	20	13	15.5	19								
Ground											82	315			93	41
Mezzanine											82	315			106	40
Mezzanine											82	315				0
Level 1		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 2		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 3		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 4		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 5		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 6		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 7		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 8		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 9		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 10		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 11		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 12		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 13		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 14		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 15		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 16		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 17		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 18		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 19		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 20		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 21		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 22		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 23		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 24											82	613			542	0
Level 25											82	613		112	427	0
Roof Plant																
Total Apartments		230	69	46	23	46	92	92	598							
Total Area		3220	1035	782	460	598	1426	1748	9269	9269	3078	16270	66%	112	1168	11466
Mix %		38%	12%	8%	4%	8%	15%	15%								

PBSA Tower (West)		PBSA BED MIX Studio KS (14m²)	Studio KS (15m²)	Studio DB (16.7m²)	Studio LRG/DDA (20m²)	Twodio (26m²)	Twodio (31m²)	Multi Share (79m²)	Total	AREAS (m²) NLA Residential	Core / Circulation	GFA	Efficiency	Communal External	Communal Internal	Plot Ratio MRA
Area Per Bed		14	15	17	20	13	15.5	19								
Ground											82	322			93	38
Mezzanine											82	322			133	45
Mezzanine											82	322				0
Level 1		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 2		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 3		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 4		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 5		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 6		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 7		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 8		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 9		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 10		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 11		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 12		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 13		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 14		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 15		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 16		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 17		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 18		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 19		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 20		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 21		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 22		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 23		10	3	2	1	2	4	4	26	403	116	613	66%			495
Level 24											82	613			542	0
Level 25											82	613		112	427	0
Roof Plant																
Total Apartments		230	69	46	23	46	92	92	598							
Total Area		3220	1035	782	460	598	1426	1748	9269	9269	3078	16291	66%	112	1195	11468
Mix %		38%	12%	8%	4%	8%	15%	15%								

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REV.	DATE	AMENDMENT	INIT.
A	15.12.2025	PRE LODGEMENT REVIEW	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

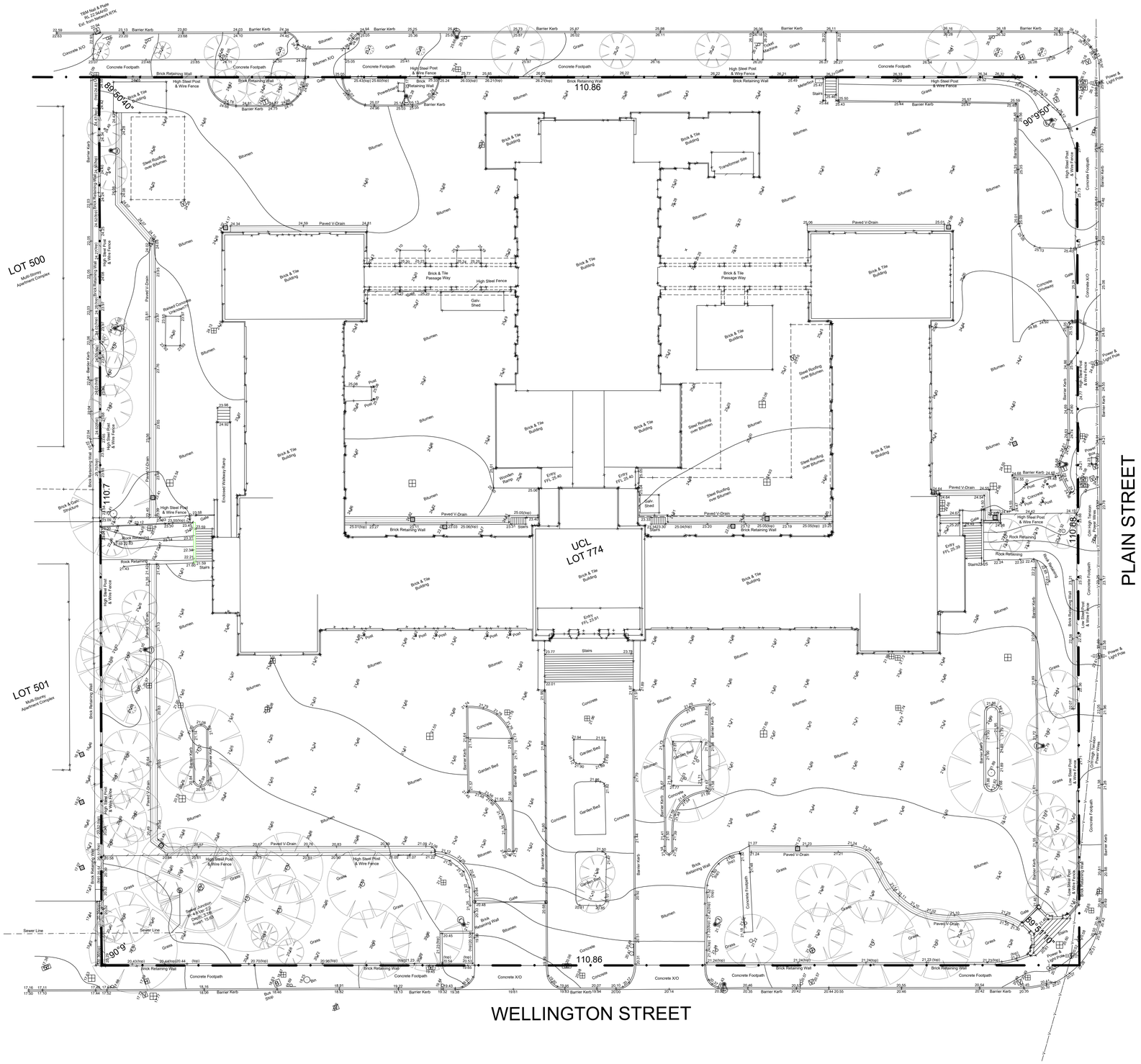
STATUS

TOWN PLANNING

DRAWING

DEVELOPMENT SUMMARY

DRAWING NO.	DRAFTER	CHECKED	REV.
DA0.01	CD	-	B



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REV.	DATE	AMENDMENT	INIT.
A	15.12.2025	PRE LODGEMENT REVIEW	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

STATUS

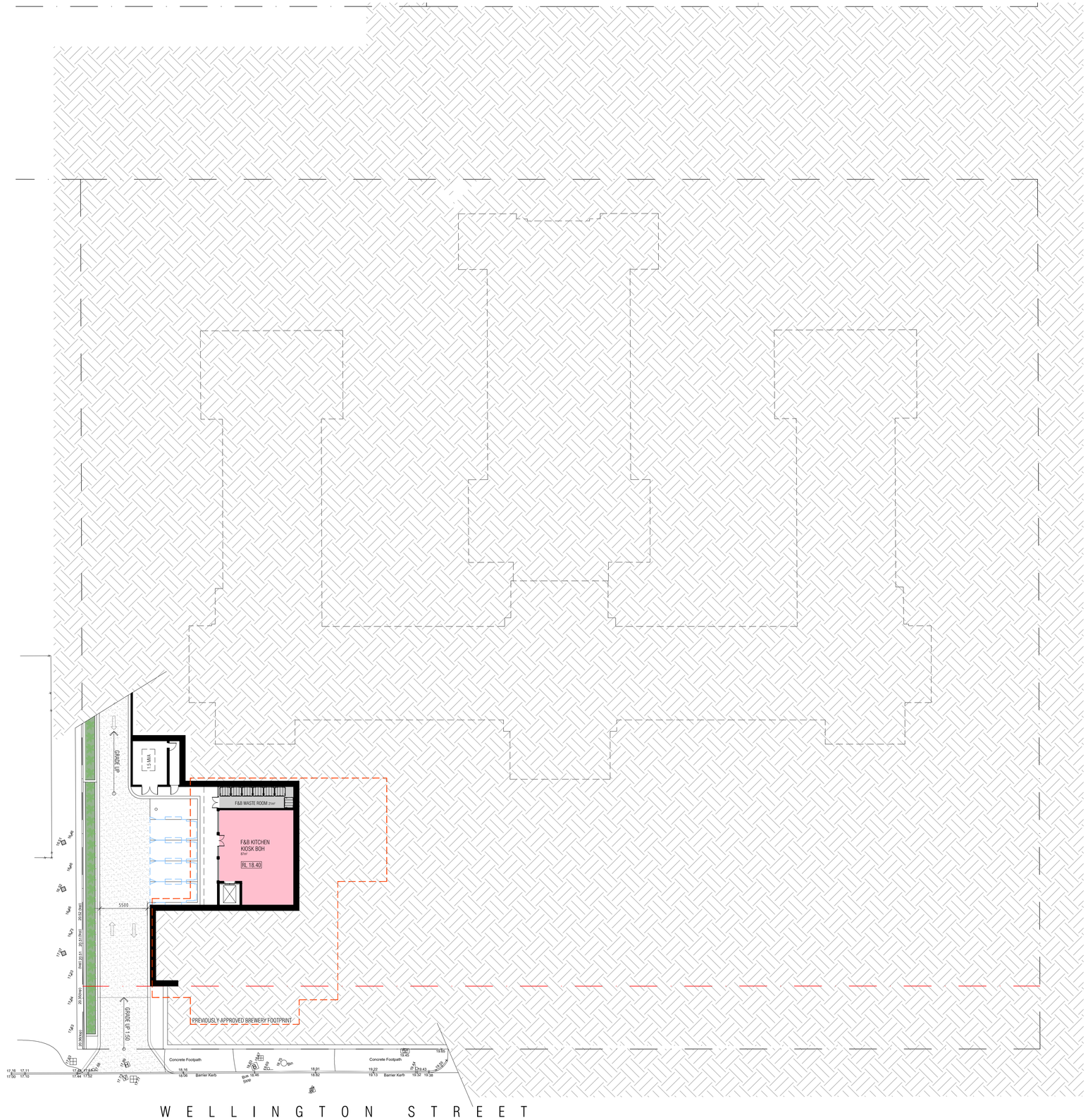
TOWN PLANNING

DRAWING

SITE SURVEY

-

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.00	CD	-	B



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REV.	DATE	AMENDMENT	INIT.
A	15.12.2025	PRE LODGEMENT REVIEW	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD
C	24.02.2026	30% DD ISSUE	CD
D	24.03.2026	AMENDED BIN STORAGE	CD

DESIGN DEVELOPMENT:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
MECHANICAL	- B&E
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

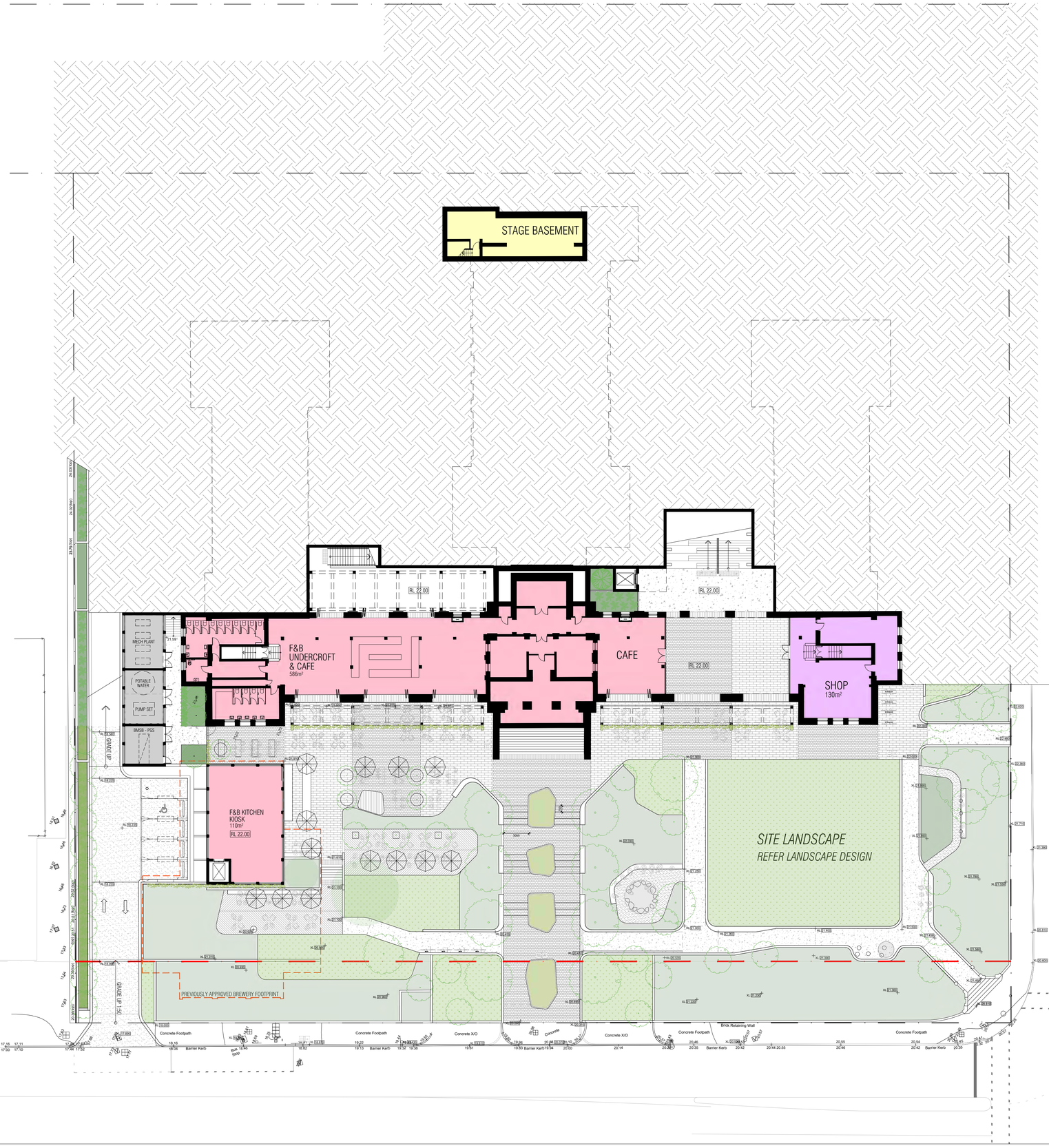
STATUS

TOWN PLANNING

DRAWING

FLOOR PLANS
PGS BASEMENT 2

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.01	CD	-	D



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REV.	DATE	AMENDMENT	INIT.
A	15.12.2025	PRE LODGEMENT REVIEW	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD
C	24.02.2026	30% DD ISSUE	CD
D	19.03.2026	HERITAGE FRESH AIR IN	CD
E	24.03.2026	AMENDED BIN STORAGE	CD

DESIGN DEVELOPMENT:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
MECHANICAL	- B&E
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

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ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1 (0 2.5 5 12.5)

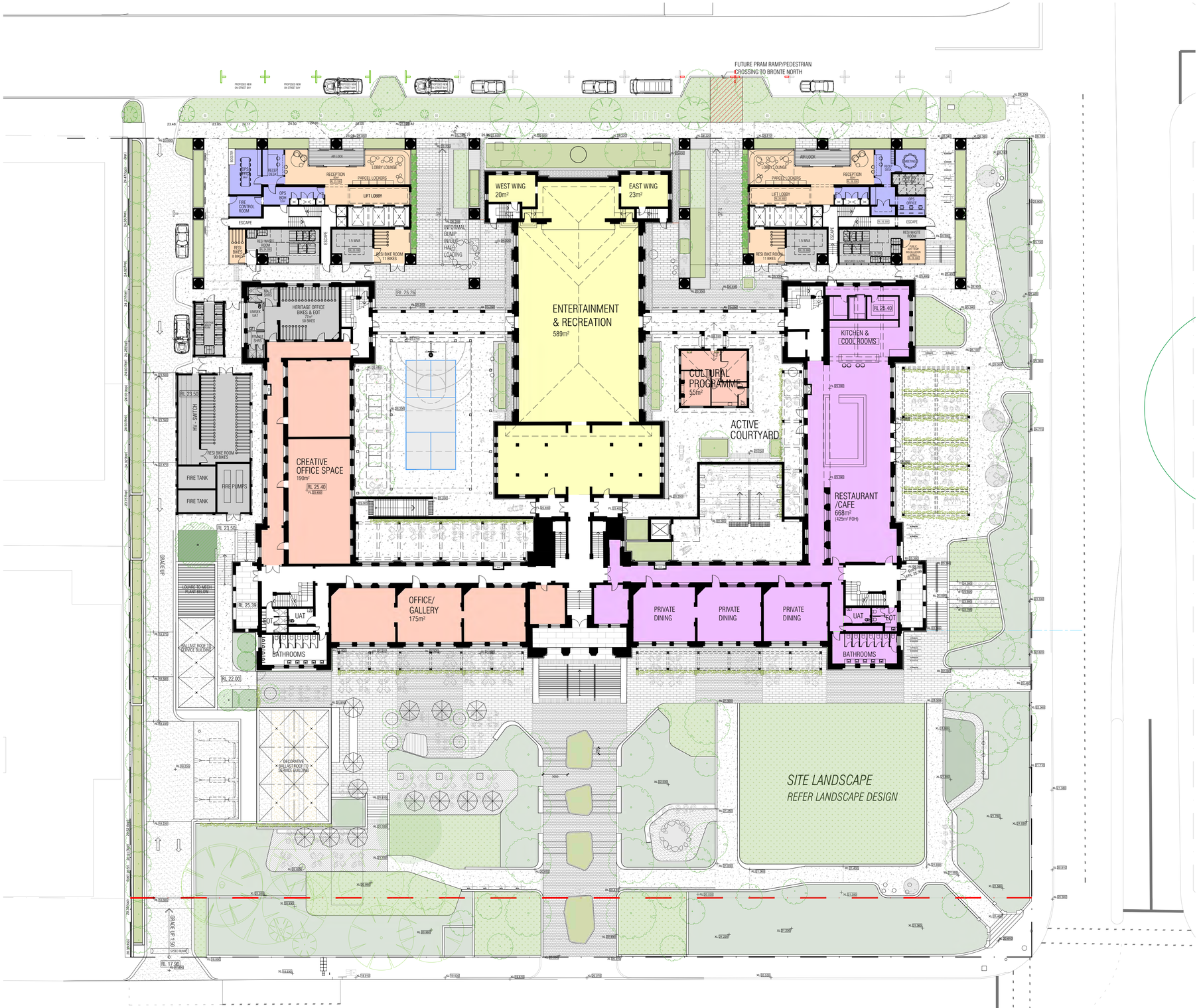
STATUS

TOWN PLANNING

DRAWING

FLOOR PLANS
PGS BASEMENT 1

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.02	CD	-	E



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REV.	DATE	AMENDMENT	INIT.
A	15.12.2025	PRE LODGEMENT REVIEW	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD
C	24.02.2026	30% DD ISSUE	CD
D	19.03.2026	HERITAGE FRESH AIR IN	CD
E	24.03.2026	AMENDED BIN STORAGE	CD

DESIGN DEVELOPMENT:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
MECHANICAL	- B&E
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

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ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

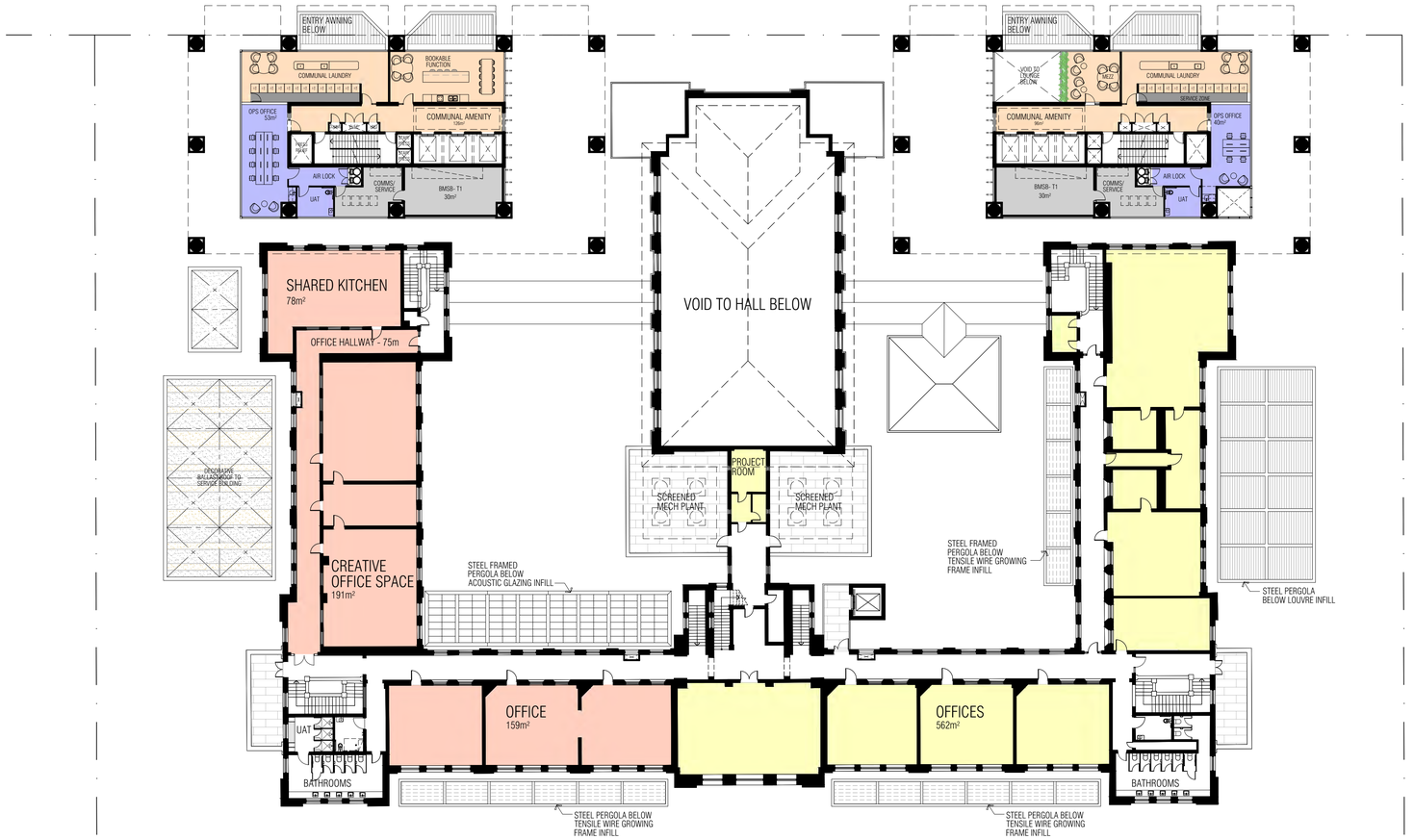
STATUS

TOWN PLANNING

DRAWING

FLOOR PLANS
PGS GROUND

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.03	CD	-	E



LEVEL MEZZ 1

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REV.	DATE	AMENDMENT	INIT.
A	15.12.2025	PRE LODGEMENT REVIEW	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD
C	24.02.2026	30% DD ISSUE	CD
D	19.03.2026	HERITAGE FRESH AIR IN	CD

DESIGN DEVELOPMENT:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
MECHANICAL	- B&E
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

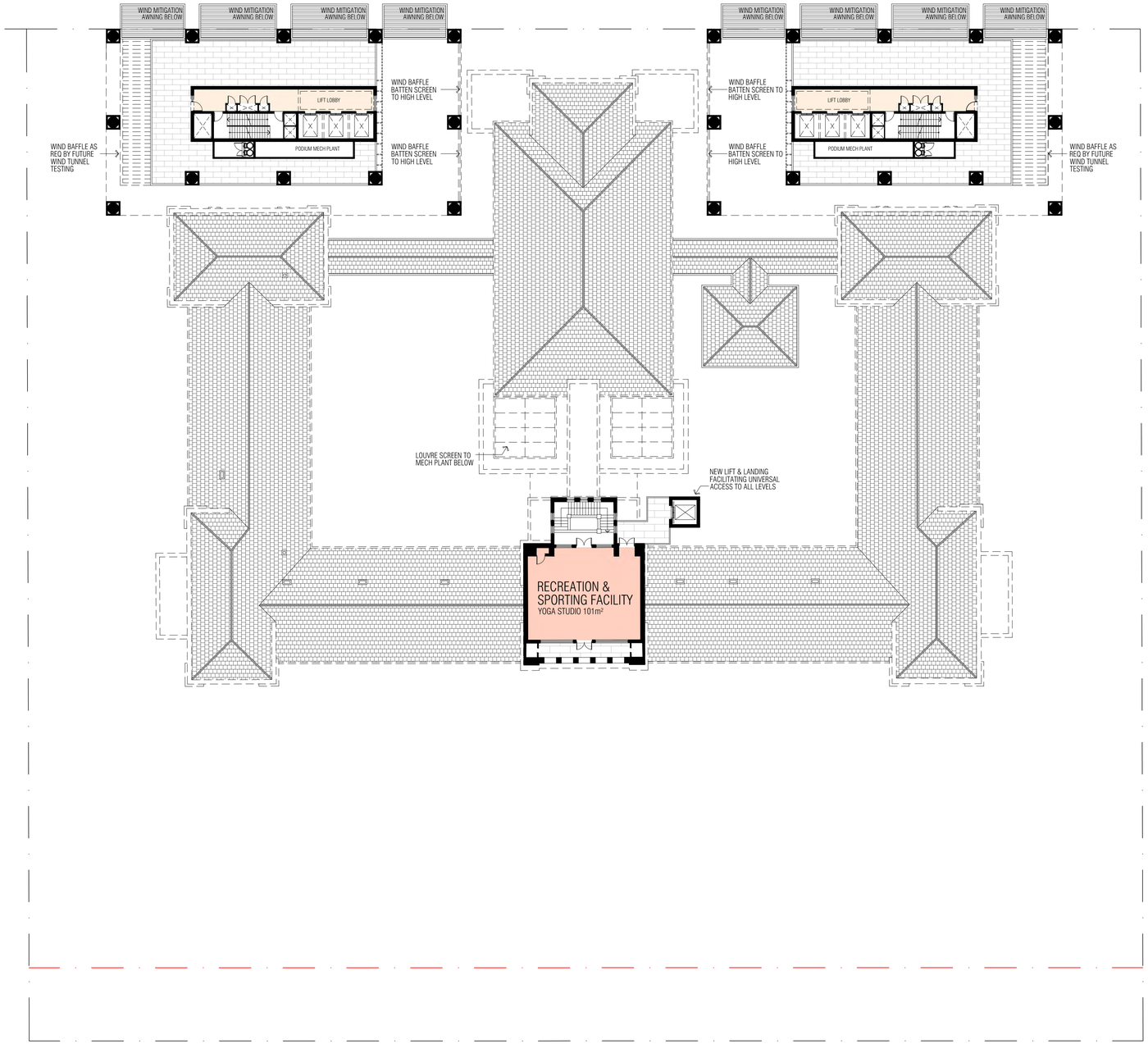
STATUS

TOWN PLANNING

DRAWING

FLOOR PLANS
PGS LEVEL 1 - PBSA MEZZ 1

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.04	CD	-	D



LEVEL MEZZ 2

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REV.	DATE	AMENDMENT	INIT.
A	15.12.2025	PRE LODGEMENT REVIEW	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD
C	24.02.2026	30% DD ISSUE	CD
D	24.03.2026	RFI & DRP AMENDMENTS	CD

DESIGN DEVELOPMENT:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
MECHANICAL	- B&E
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

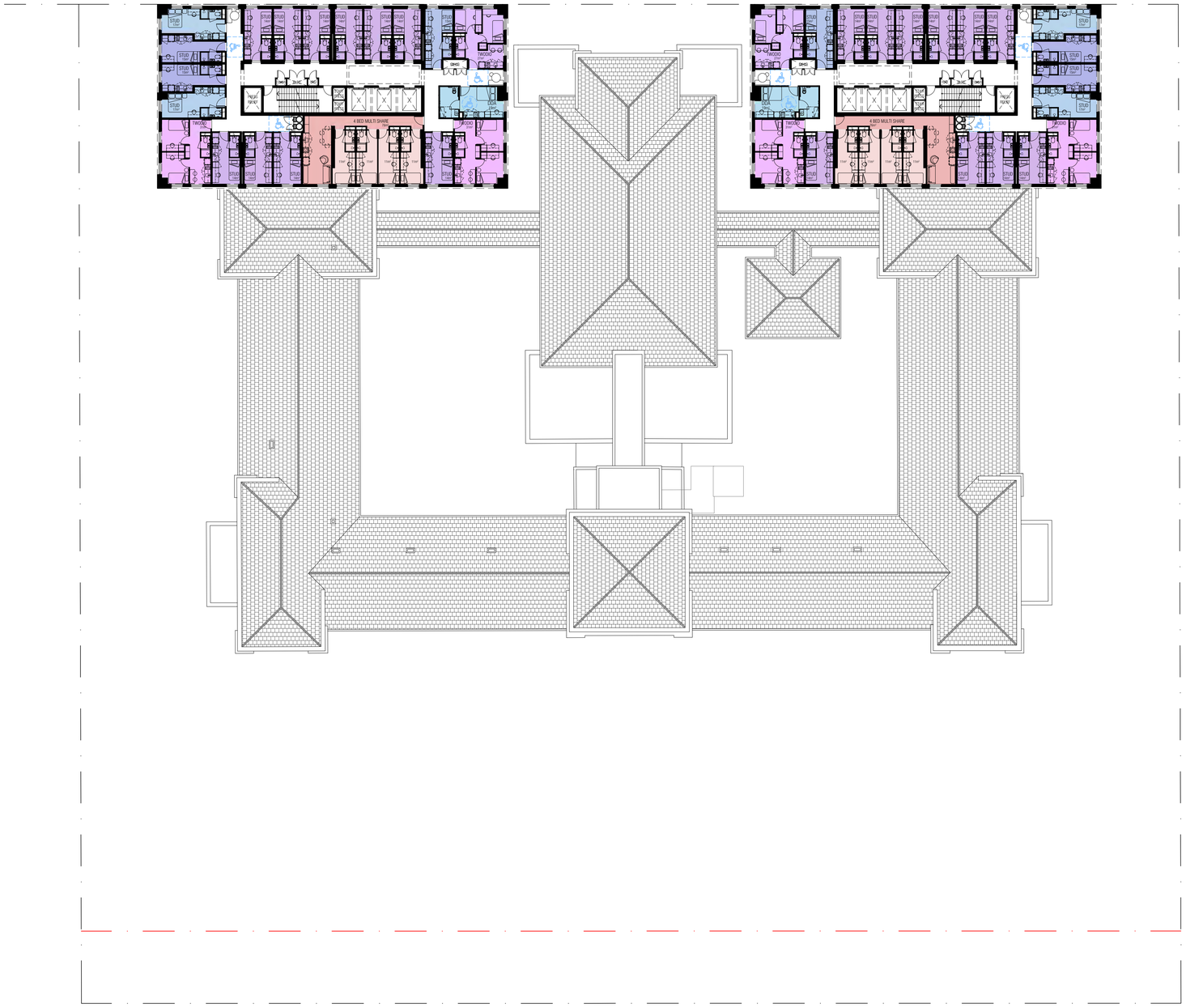
STATUS

DESIGN DEVELOPMENT

DRAWING

FLOOR PLANS
PGS LEVEL 2 -PBSA MEZZ 2

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.05	CD	-	D



LEVEL 1-5

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REV.	DATE	AMENDMENT	INIT.
A	15.12.2025	PRE LODGEMENT REVIEW	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD
C	24.02.2026	30% DD ISSUE	CD
D	24.03.2026	RFI & DRP AMENDMENTS	CD

DESIGN DEVELOPMENT:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
MECHANICAL	- B&E
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

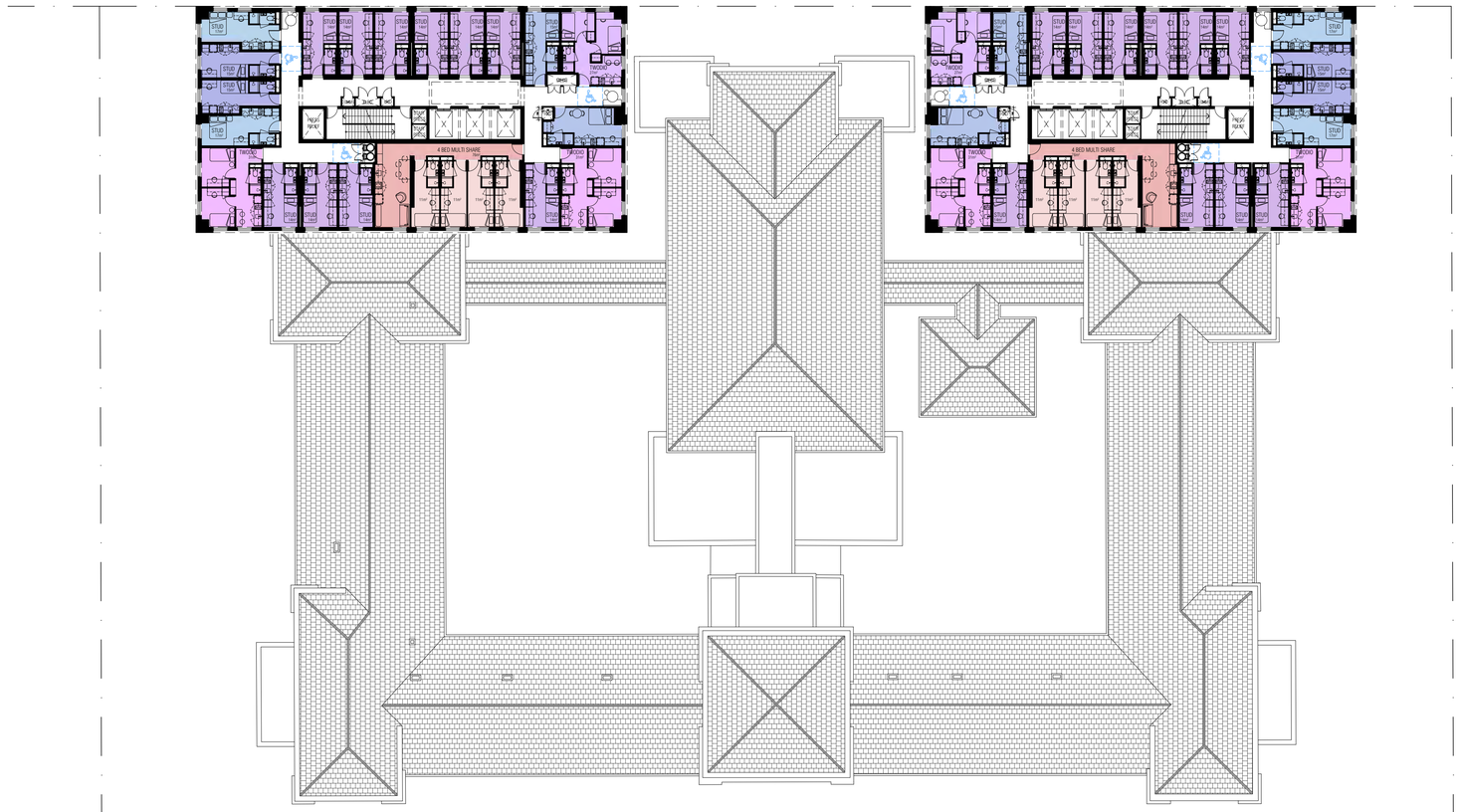
STATUS

DESIGN DEVELOPMENT

DRAWING

FLOOR PLANS
PBSA LEVEL 1 - 5

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.06	CD	-	D



LEVEL 12-13

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REV.	DATE	AMENDMENT	INIT.
A	15.12.2025	PRE LODGEMENT REVIEW	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD
C	24.02.2026	30% DD ISSUE	CD
D	24.03.2026	RFI & DRP AMENDMENTS	CD

DESIGN DEVELOPMENT:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
MECHANICAL	- B&E
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

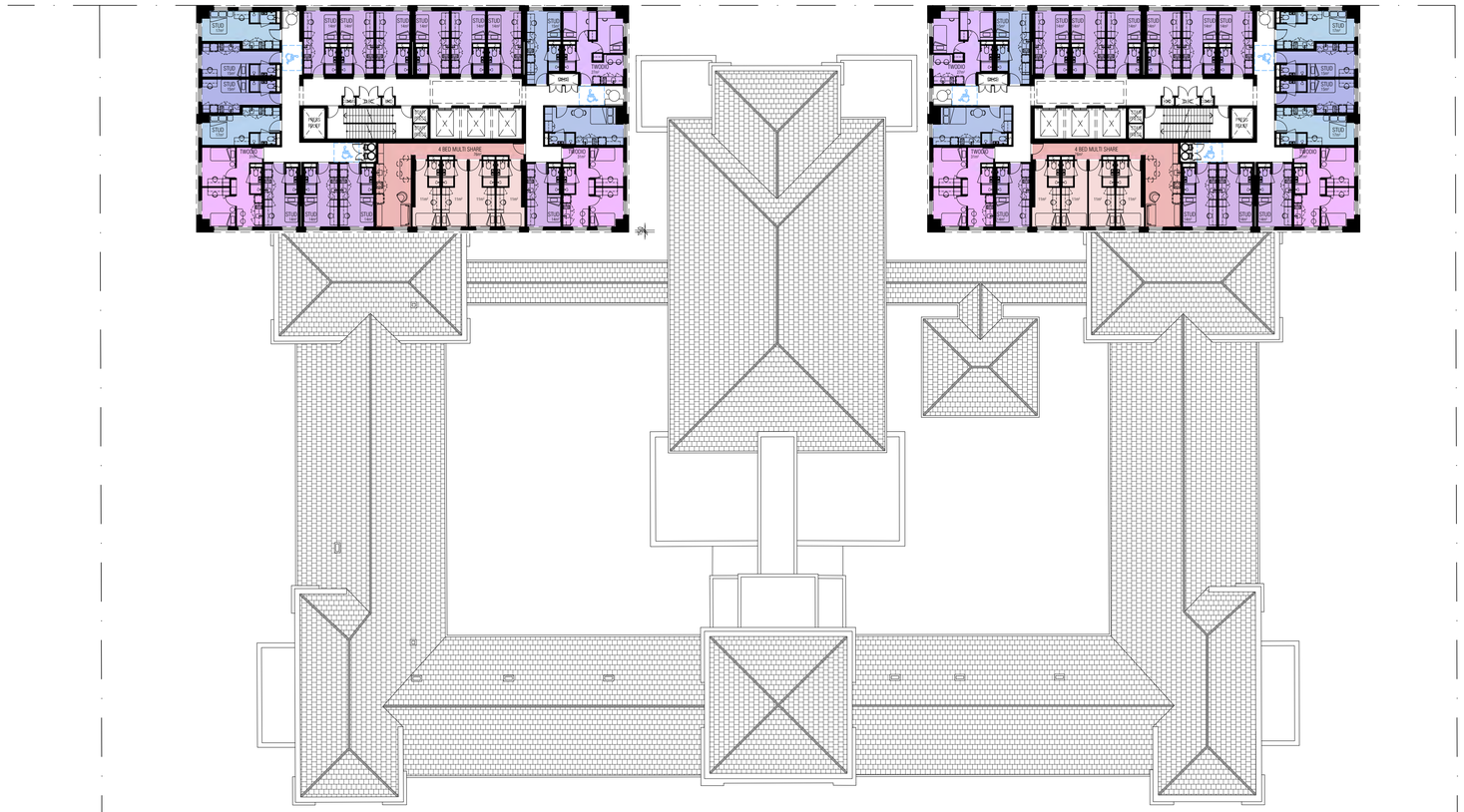
STATUS

DESIGN DEVELOPMENT

DRAWING

FLOOR PLANS
PBSA LEVEL 12-13

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.07	CD	-	D



LEVEL 6-11, 14-23

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REV.	DATE	AMENDMENT	INIT.
A	15.12.2025	PRE LODGEMENT REVIEW	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD
C	24.02.2026	30% DD ISSUE	CD
D	24.03.2026	RFI & DRP AMENDMENTS	CD

DESIGN DEVELOPMENT:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
MECHANICAL	- B&E
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

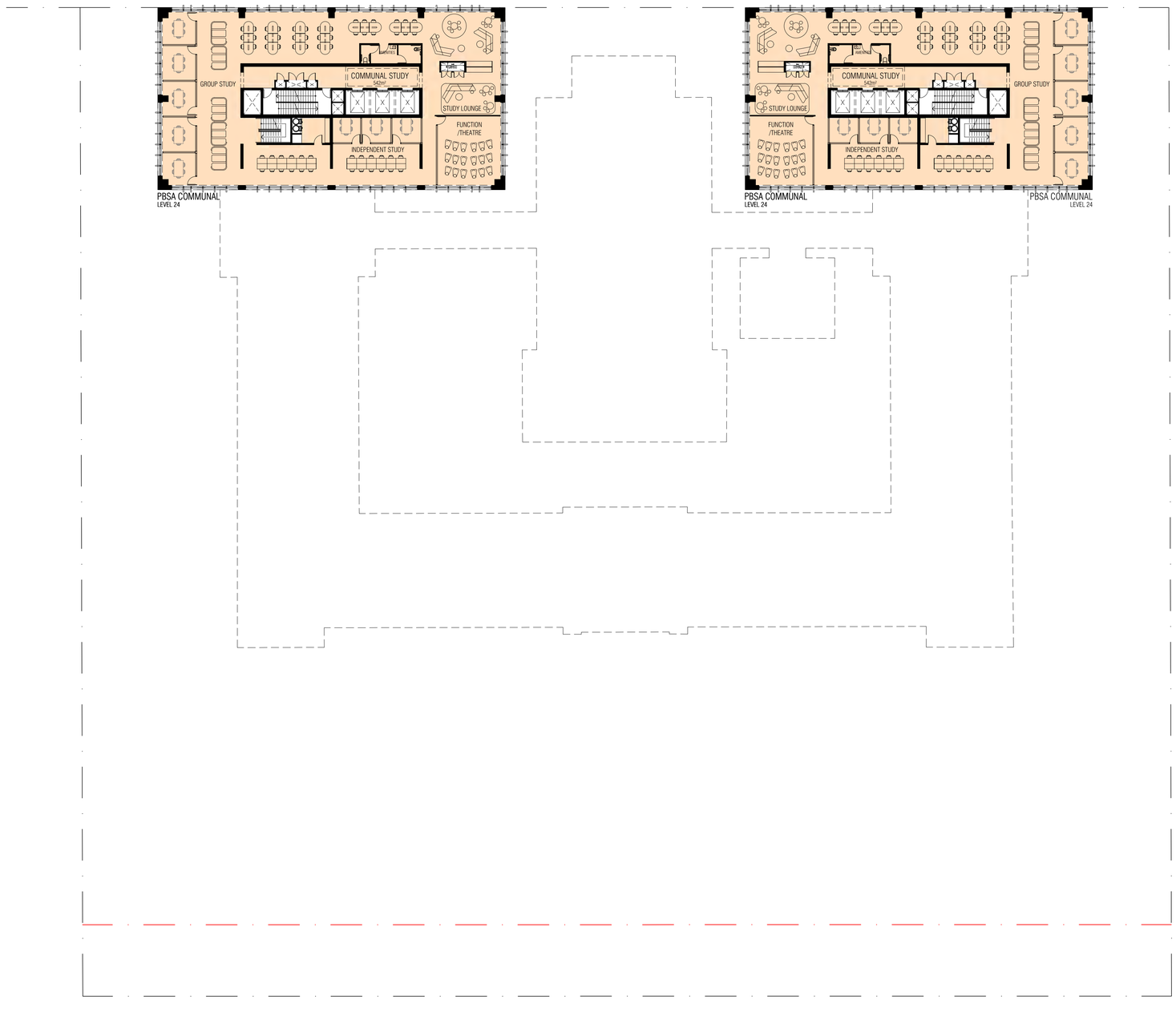
STATUS

DESIGN DEVELOPMENT

DRAWING

FLOOR PLANS
PBSA LEVEL 6-11, 14-23

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.08	CD	-	D



LEVEL 24

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REV.	DATE	AMENDMENT	INIT.
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C	24.02.2026	30% DD ISSUE	CD
D	24.03.2026	RFI & DRP AMENDMENTS	CD

DESIGN DEVELOPMENT:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
MECHANICAL	- B&E
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

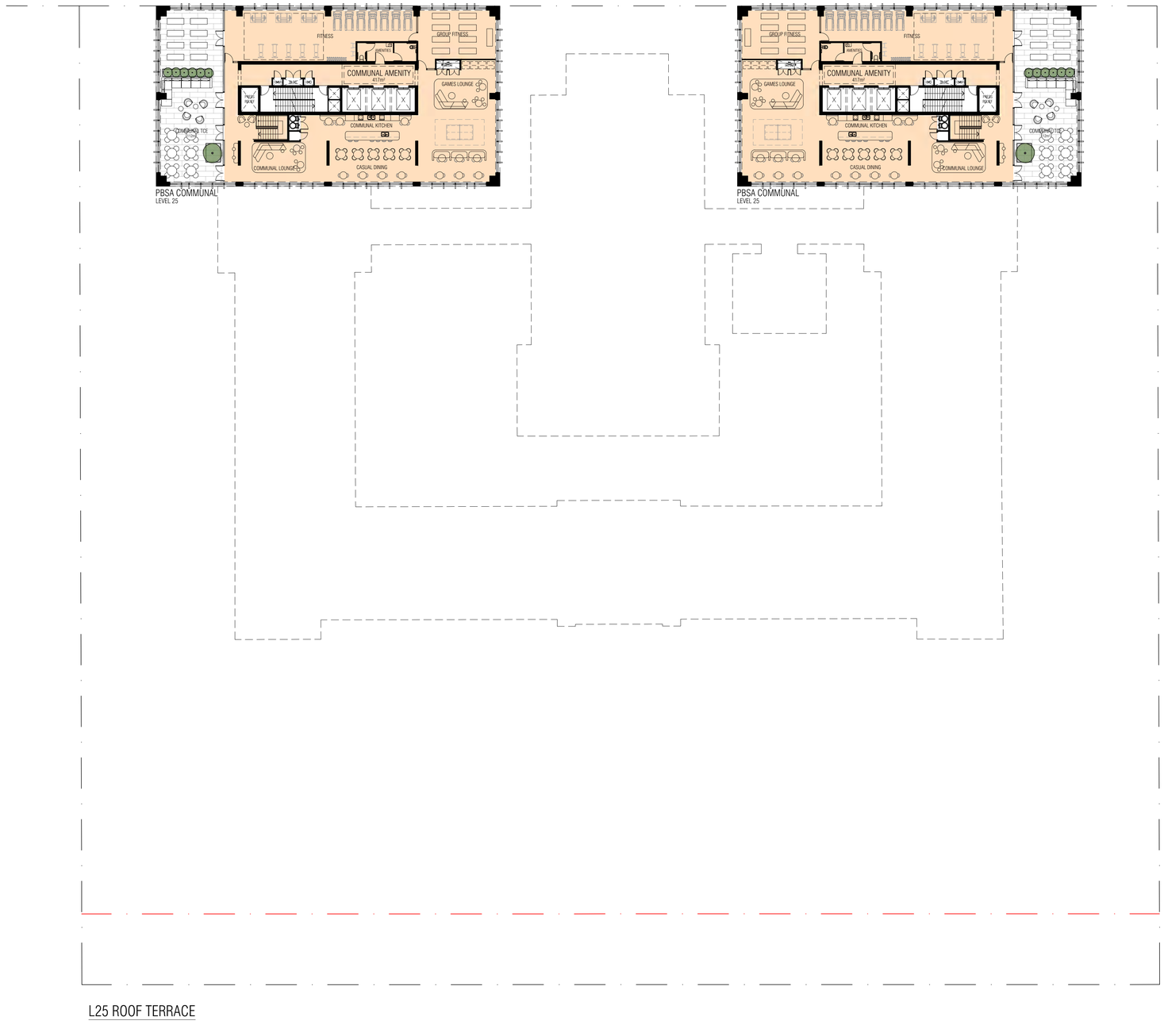
STATUS

DESIGN DEVELOPMENT

DRAWING

FLOOR PLANS
PBSA LEVEL 24

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.09	CD	-	D



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REV.	DATE	AMENDMENT	INIT.
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D	24.03.2026	RFI & DRP AMENDMENTS	CD

DESIGN DEVELOPMENT:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
MECHANICAL	- B&E
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

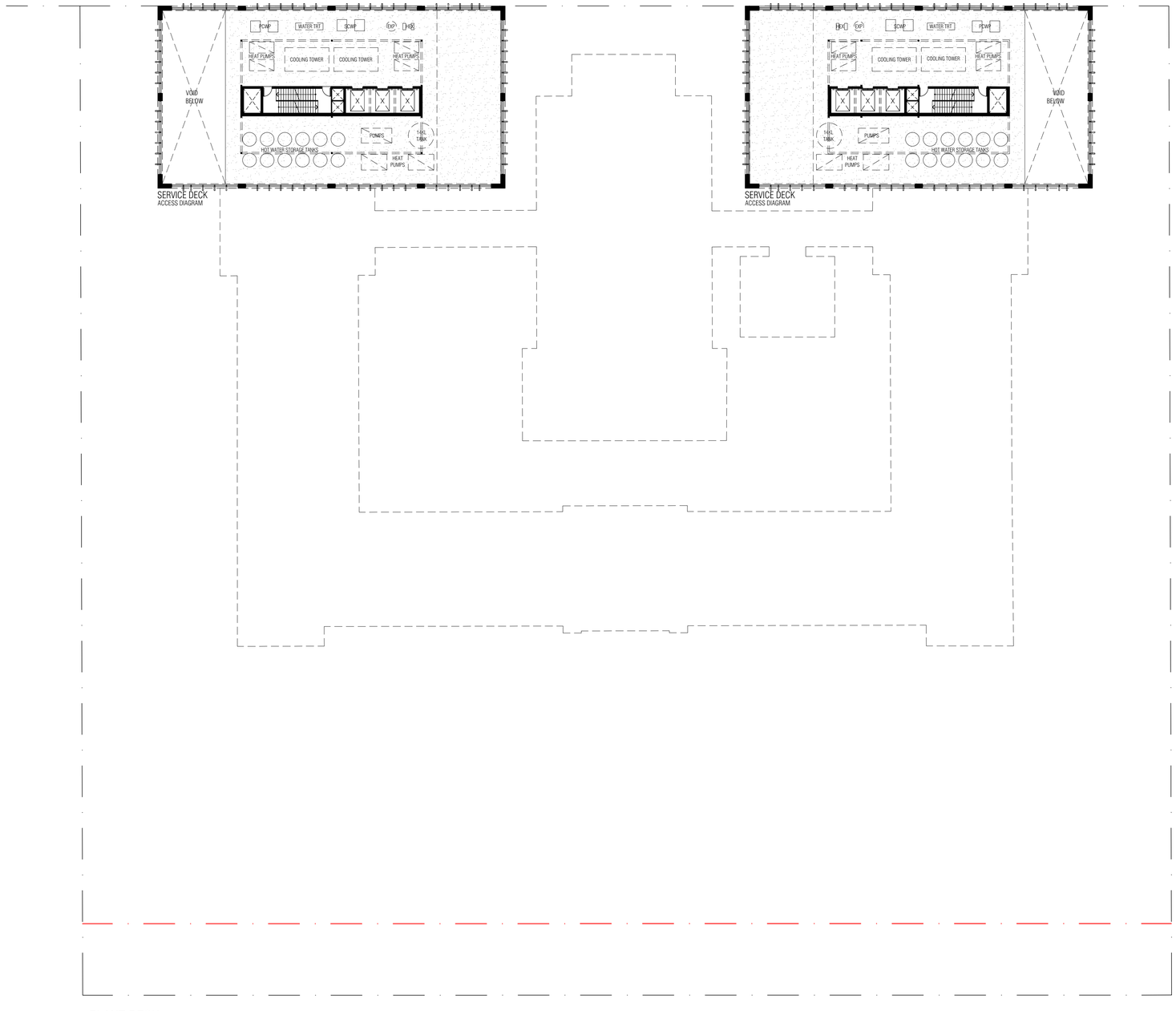
STATUS

DESIGN DEVELOPMENT

DRAWING

FLOOR PLANS
PBSA LEVEL 25 ROOF TCE

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.10	CD	-	D



PLANT DECK

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DESIGN DEVELOPMENT:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
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TRAFFIC:	- FLYT
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NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
MECHANICAL	- B&E
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

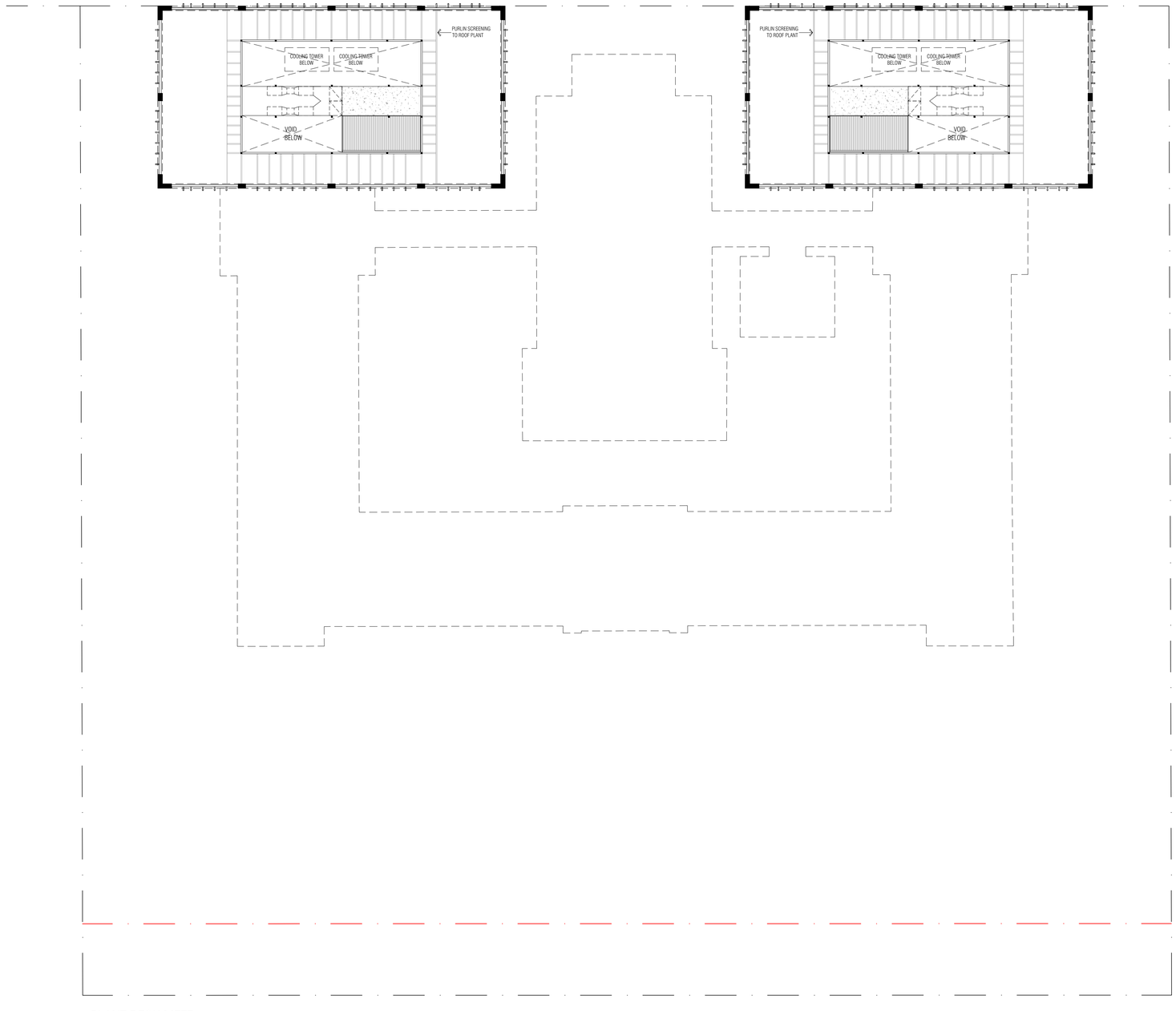
STATUS

DESIGN DEVELOPMENT

DRAWING

FLOOR PLANS
PLANT DECK

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.11	CD	-	D



PLANT DECK MEZZ

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LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
MECHANICAL	- B&E
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

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PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

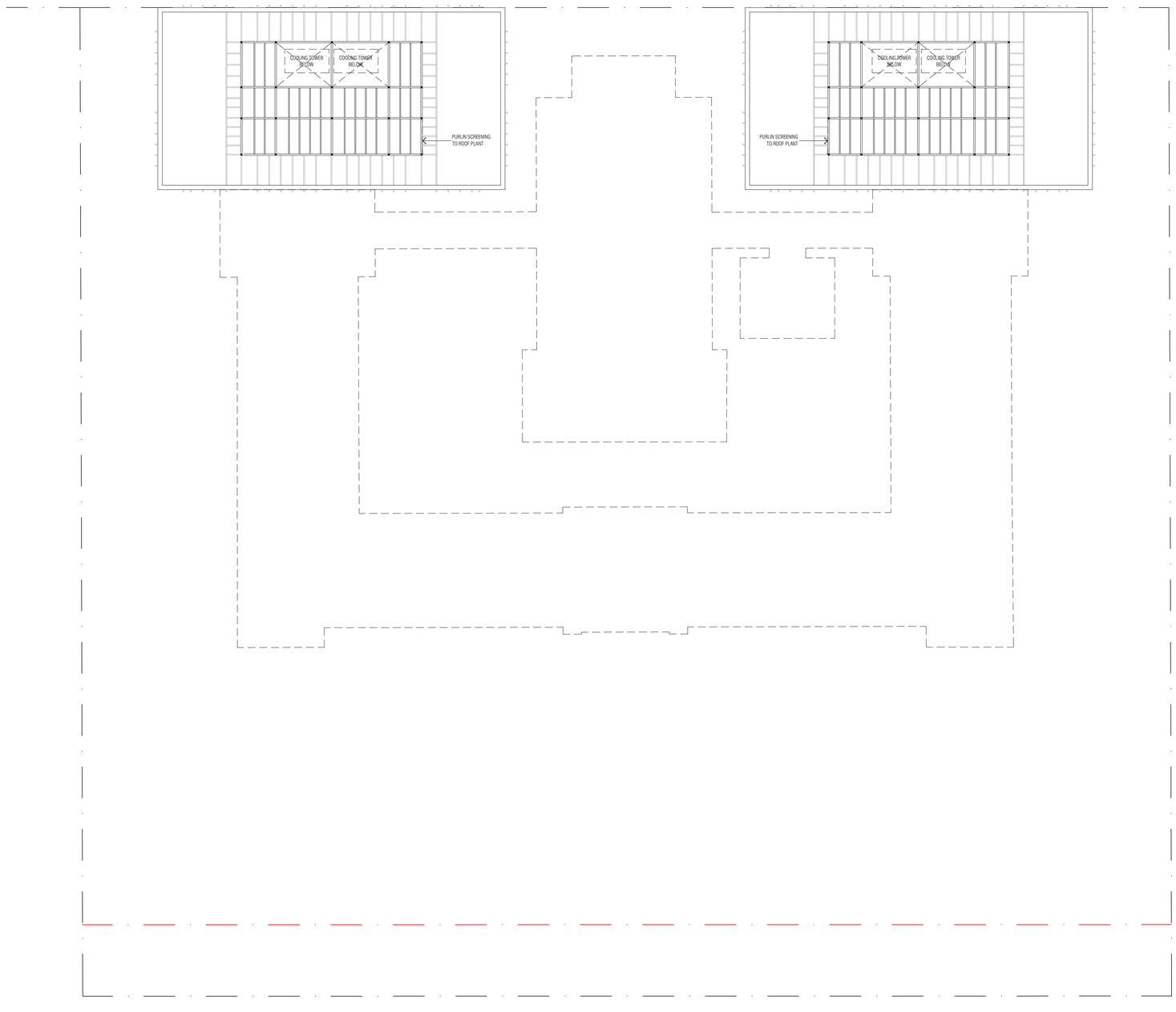
STATUS

DESIGN DEVELOPMENT

DRAWING

FLOOR PLANS
PBSA PLANT DECK MEZZ

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.12	CD	-	D



ROOF PLAN

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REV.	DATE	AMENDMENT	INIT.
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DESIGN DEVELOPMENT:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
MECHANICAL	- B&E
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

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PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

STATUS

DESIGN DEVELOPMENT

DRAWING

FLOOR PLANS
ROOF PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
DA1.13	CD	-	D



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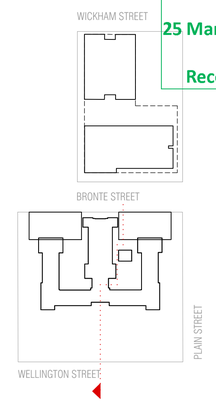
REV.	DATE	AMENDMENT	INIT.
A	15.12.2025	PRE LODGEMENT REVIEW	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received



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ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

SCALE

1:250 @ A1 (0 2.5 5 12.5)

STATUS

TOWN PLANNING

DRAWING

SITE SECTION
PGS - NORTH/SOUTH

DRAWING NO.	DRAFTER	CHECKED	REV.
DA2.01	CD	-	B



SITE SECTION - WEST LANE

WEST ELEVATION

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REV.	DATE	AMENDMENT	INIT.
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD
C	24.03.2026	SERV. BLD. HEIGHTS AMENDED	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
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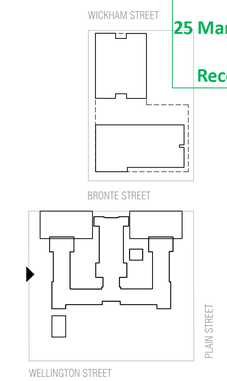
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received



CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:200 @ A1

0 2 4 10

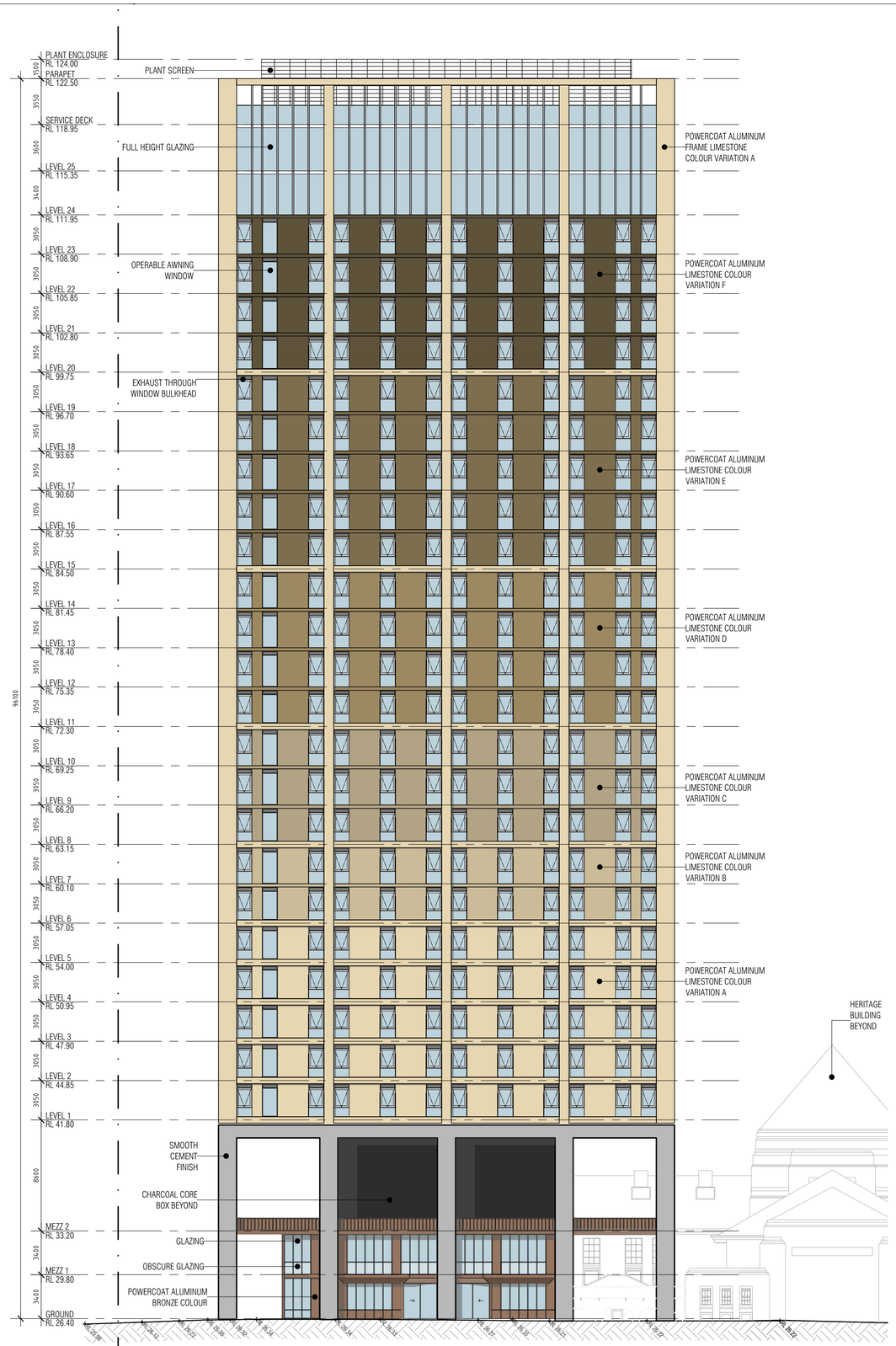
STATUS

TOWN PLANNING

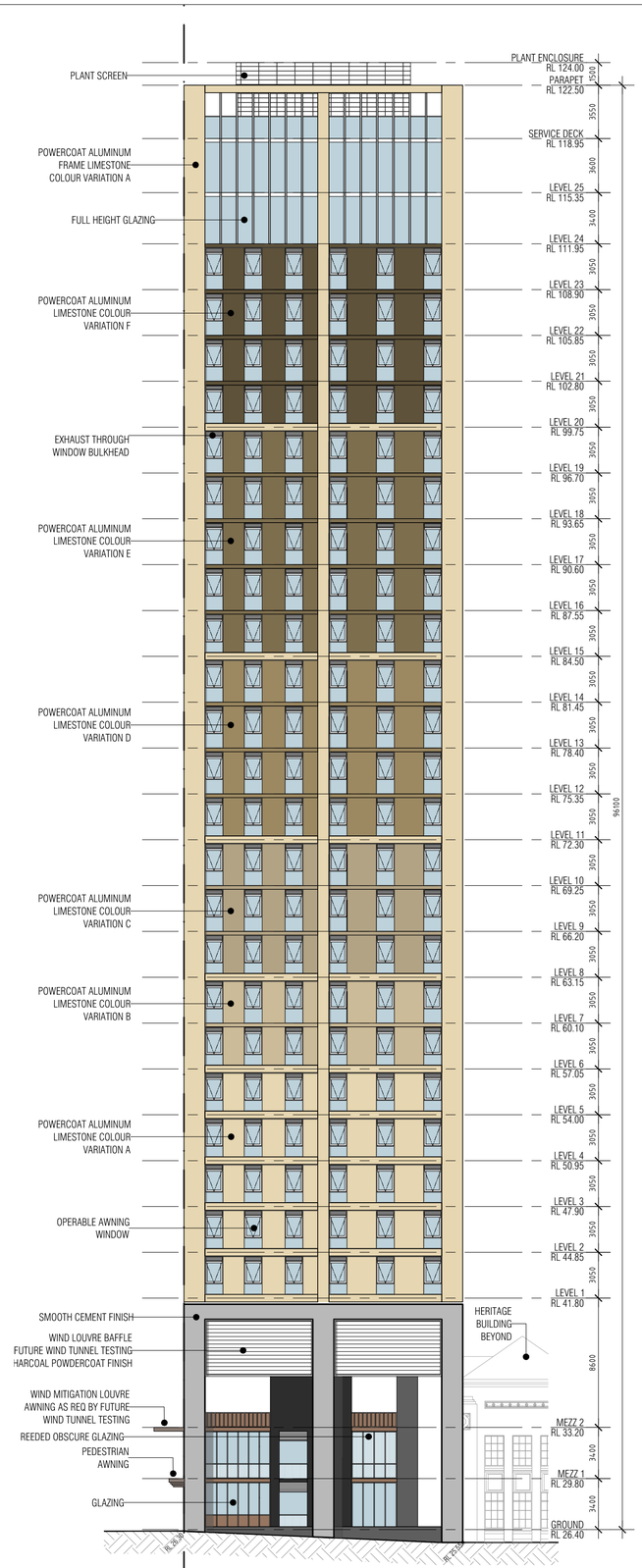
DRAWING

SITE SECTION - WEST LANE
PGS

DRAWING NO.	DRAFTER	CHECKED	REV.
DA2.02	CD	-	C



BRONTE ST PBSA EAST TOWER
NORTH ELEVATION



BRONTE ST PBSA EAST TOWER
WEST ELEVATION

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B	18.12.2025	TOWN PLANNING ISSUE	RL
C	24.03.2026	AMENDED PODIUM GLAZING	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:200 @ A1

0 2 4 10

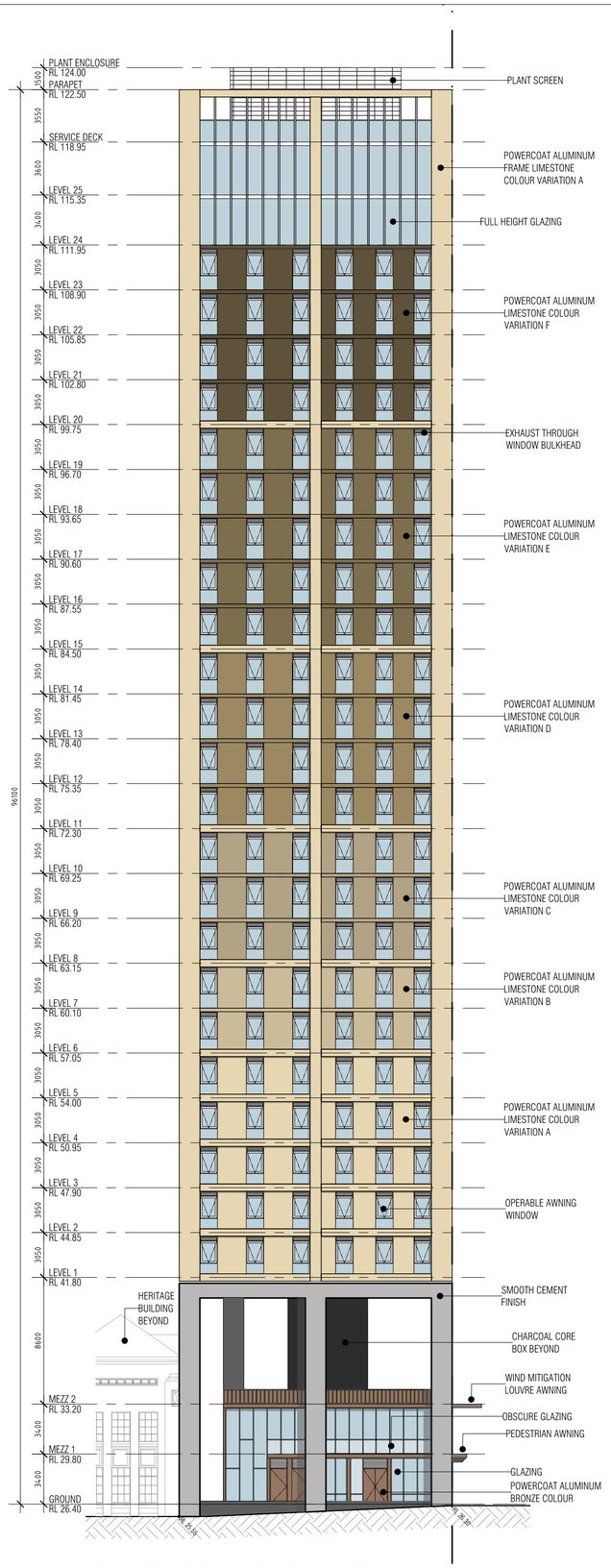
STATUS

TOWN PLANNING

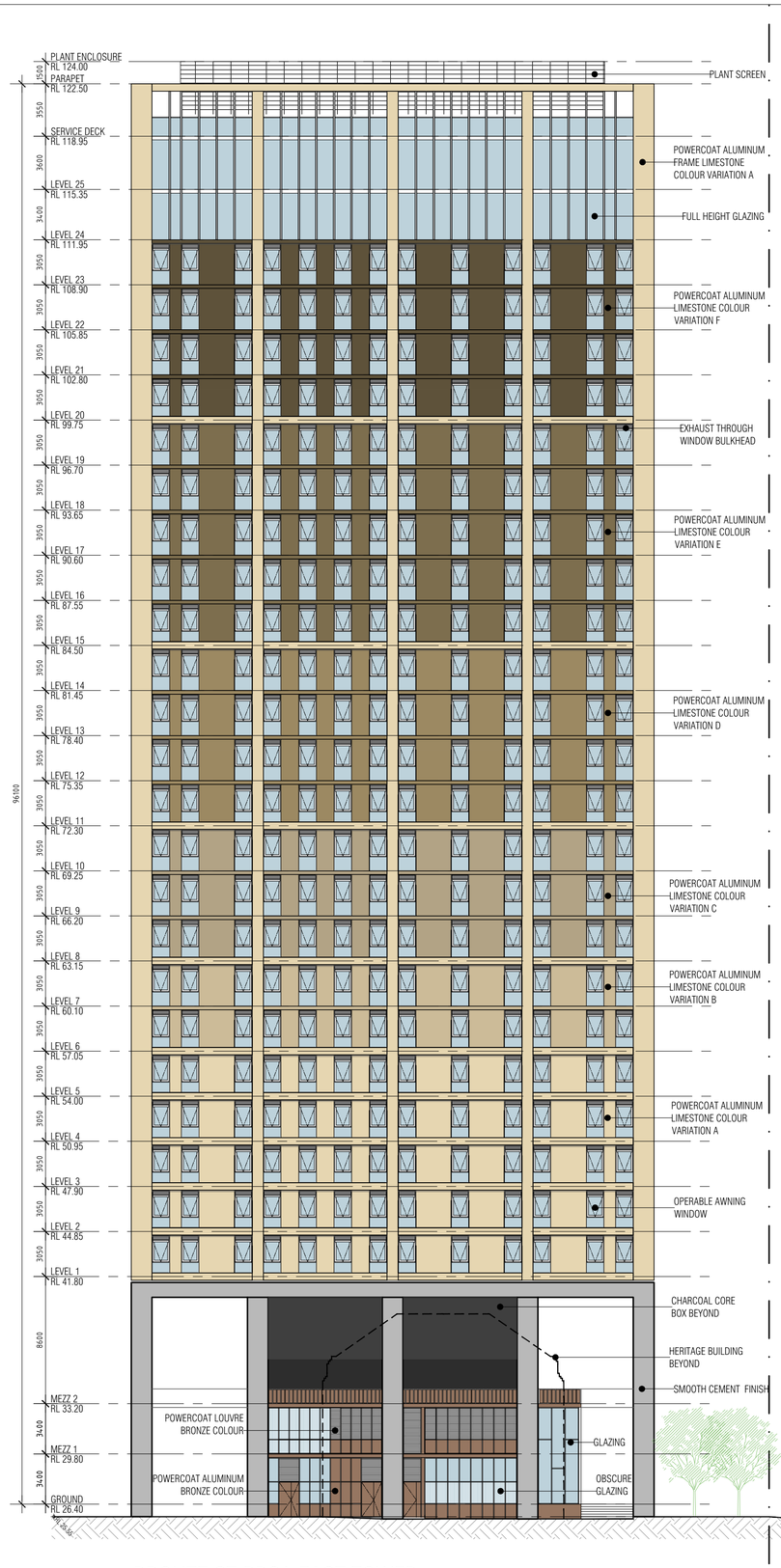
DRAWING

ELEVATIONS
PBSA EAST TOWER

DRAWING NO.	DRAFTER	CHECKED	REV.
DA3.01	CD/RL	-	C



BRONTE ST PBSA EAST TOWER
EAST ELEVATION



BRONTE ST PBSA EAST TOWER
SOUTH ELEVATION

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REV.	DATE	AMENDMENT	INIT.
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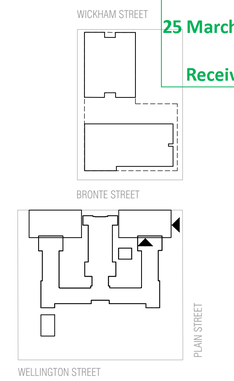
C	24.03.2026	AMENDED PODIUM GLAZING	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth
25 March 2026
Received



CLIENT
ADC

PROJECT
PERTH GIRLS SCHOOL

PROJECT ADDRESS
2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER
25062

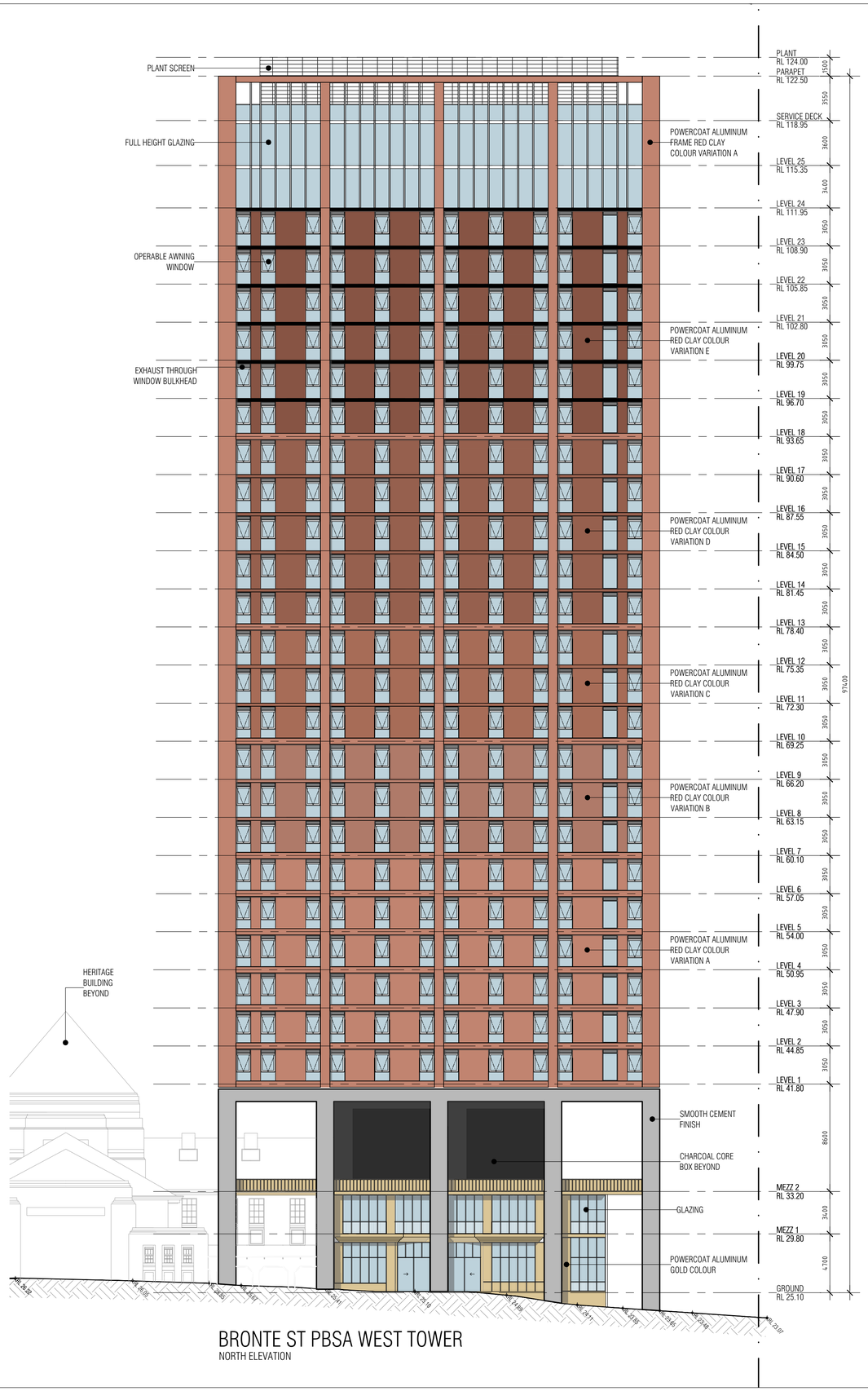
NORTH

SCALE
1:200 @ A1
0 2 4 10

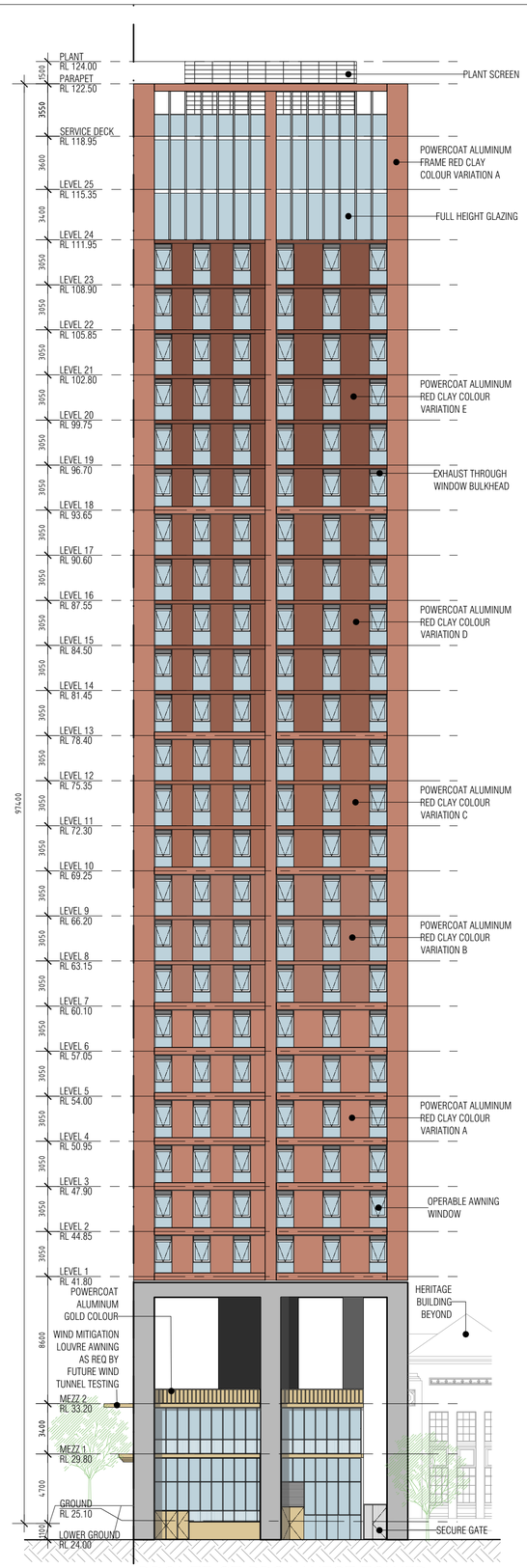
STATUS
TOWN PLANNING

DRAWING
ELEVATIONS
PBSA EAST TOWER

DRAWING NO.	DRAFTER	CHECKED	REV.
DA3.02	CD/RL	-	C



BRONTE ST PBSA WEST TOWER
NORTH ELEVATION



BRONTE ST PBSA WEST TOWER
WEST ELEVATION

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TOWN PLANNING:	- HATCH
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CIVIL:	- HERA
STRUCTURE:	- HERA
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NCC COMPLIANCE:	- RESOLVE GROUP
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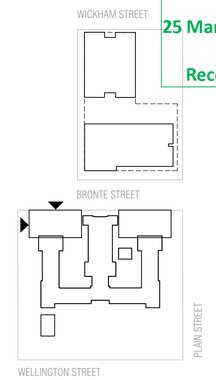
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth
25 March 2026
Received



CLIENT
ADC

PROJECT
PERTH GIRLS SCHOOL

PROJECT ADDRESS
2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER
25062

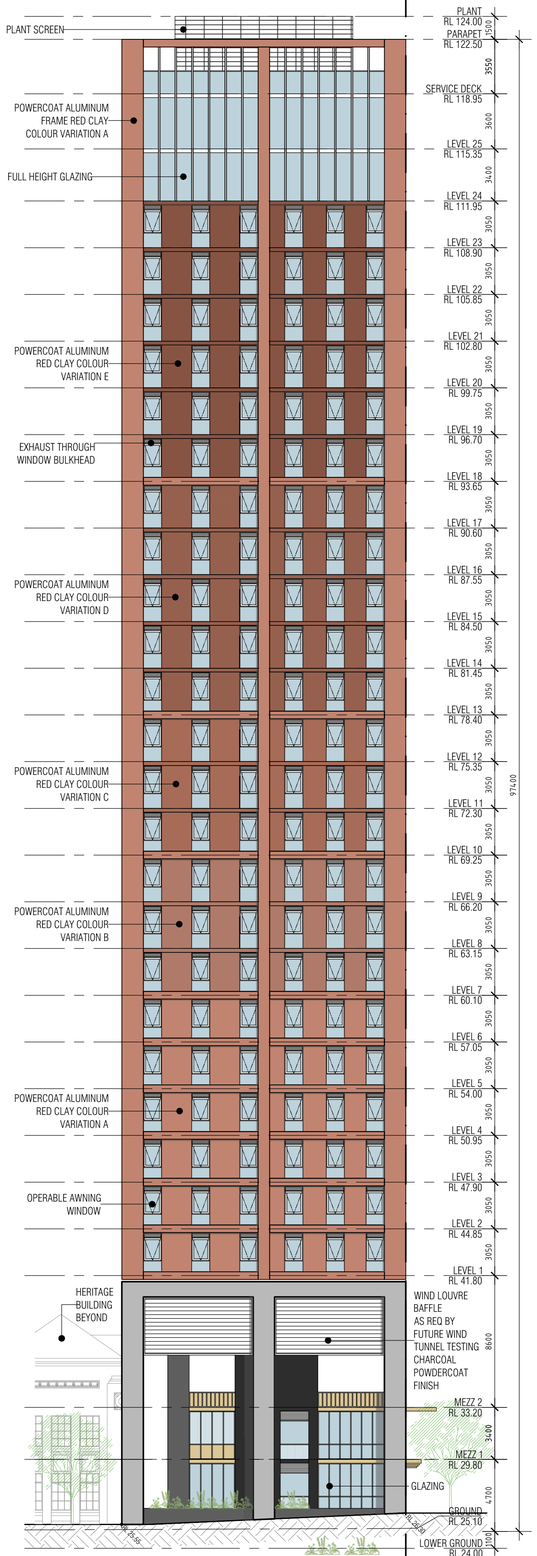
NORTH

SCALE
1:200 @ A1
0 2 4 10

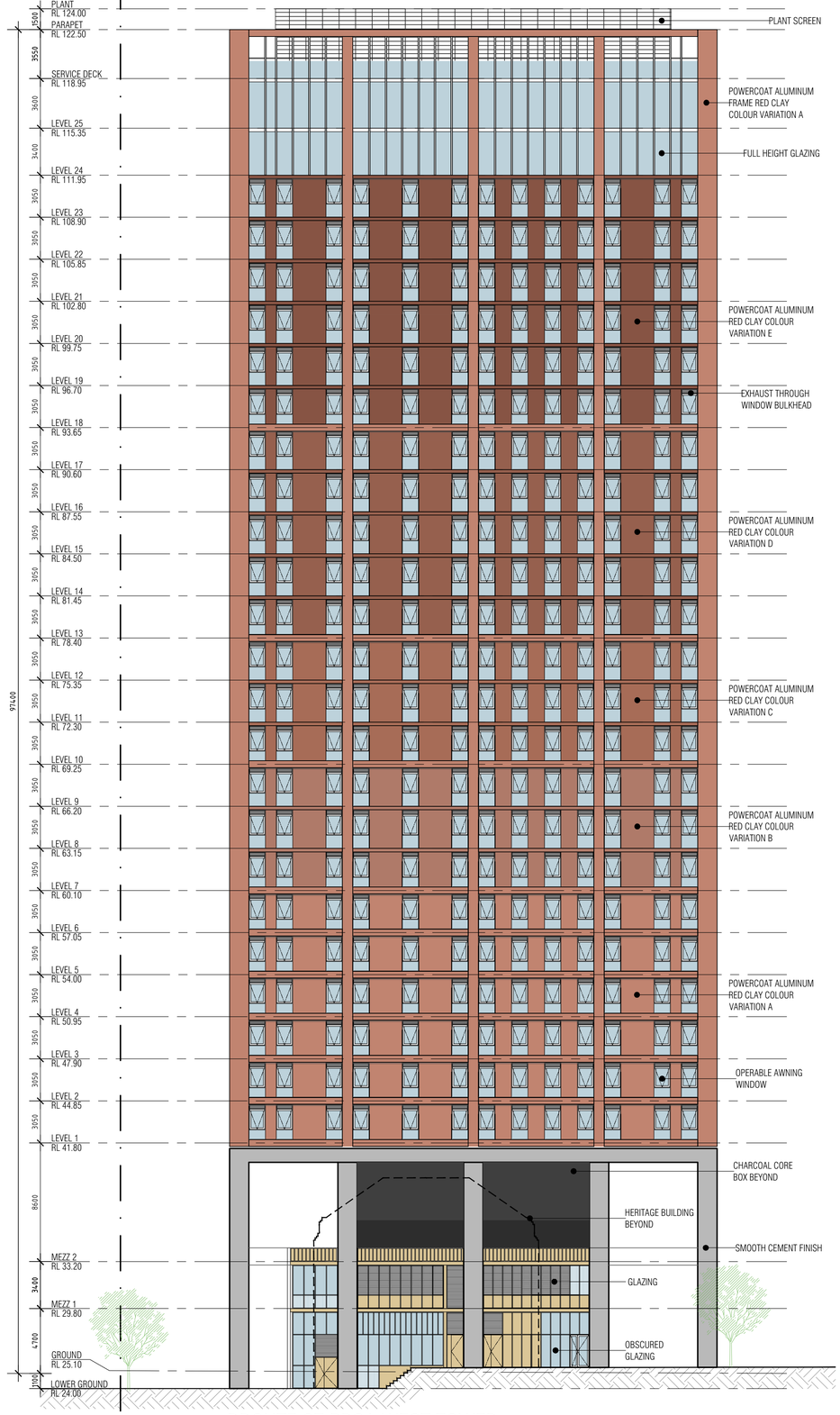
STATUS
TOWN PLANNING

DRAWING
ELEVATIONS
PBSA WEST TOWER

DRAWING NO.	DRAFTER	CHECKED	REV.
DA3.03	CD/RL	-	C



BRONTE ST PBSA WEST TOWER
EAST ELEVATION



BRONTE ST PBSA WEST TOWER
SOUTH ELEVATION

MJASTUDIO

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STRUCTURE:	- HERA
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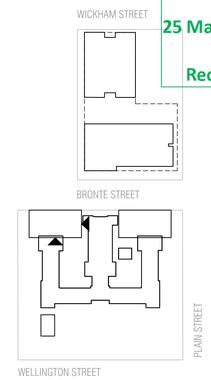
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth
25 March 2026
Received



CLIENT
ADC

PROJECT
PERTH GIRLS SCHOOL

PROJECT ADDRESS
2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER
25062

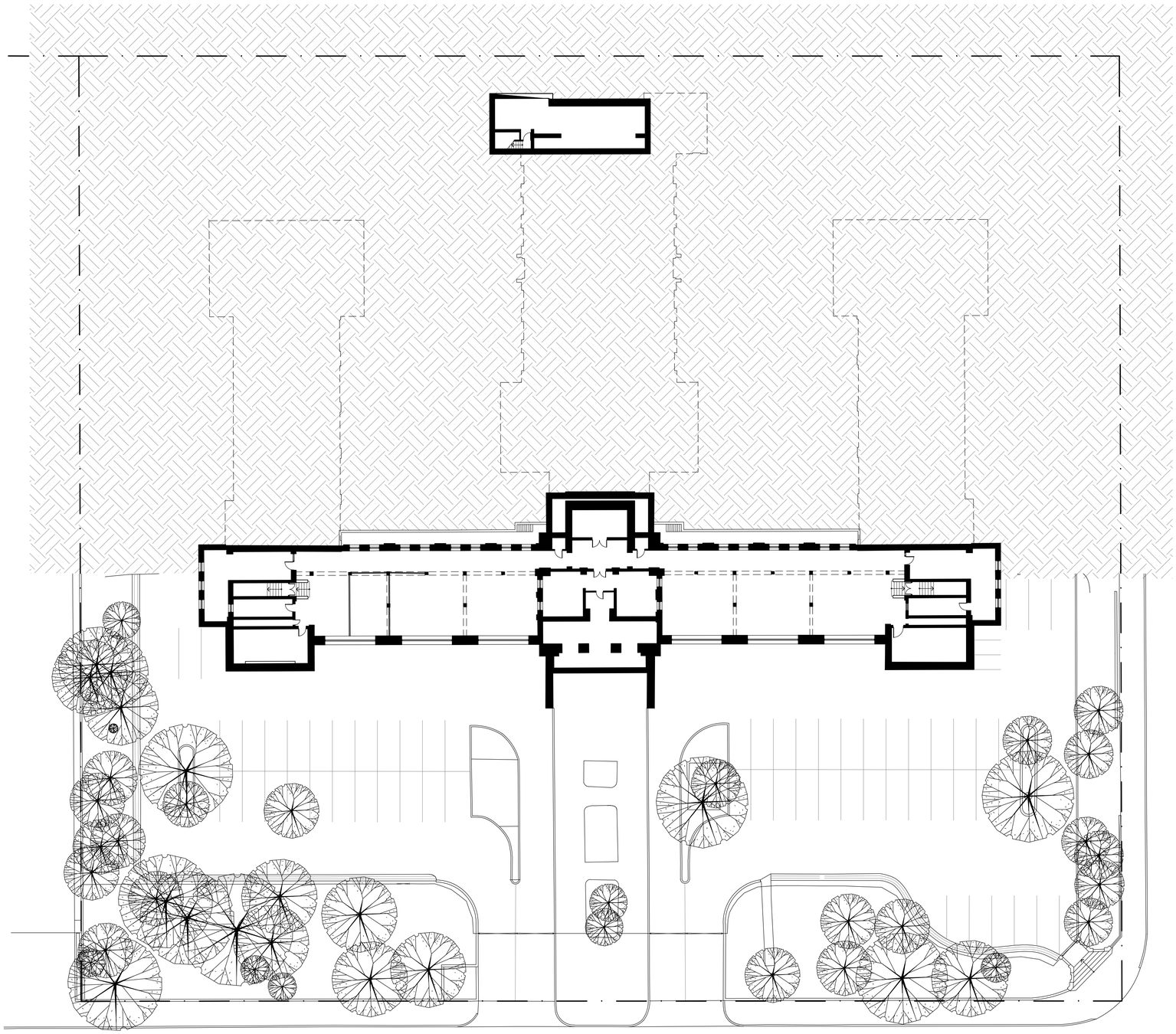
NORTH

SCALE
1:200 @ A1
0 2 4 10

STATUS
TOWN PLANNING

DRAWING
ELEVATIONS
PBSA WEST TOWER

DRAWING NO.	DRAFTER	CHECKED	REV.
DA3.04	CD/RL	-	C



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REV.	DATE	AMENDMENT	INIT.
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth
25 March 2026
Received

CLIENT
ADC

PROJECT
PERTH GIRLS SCHOOL

PROJECT ADDRESS
2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER
25062

NORTH

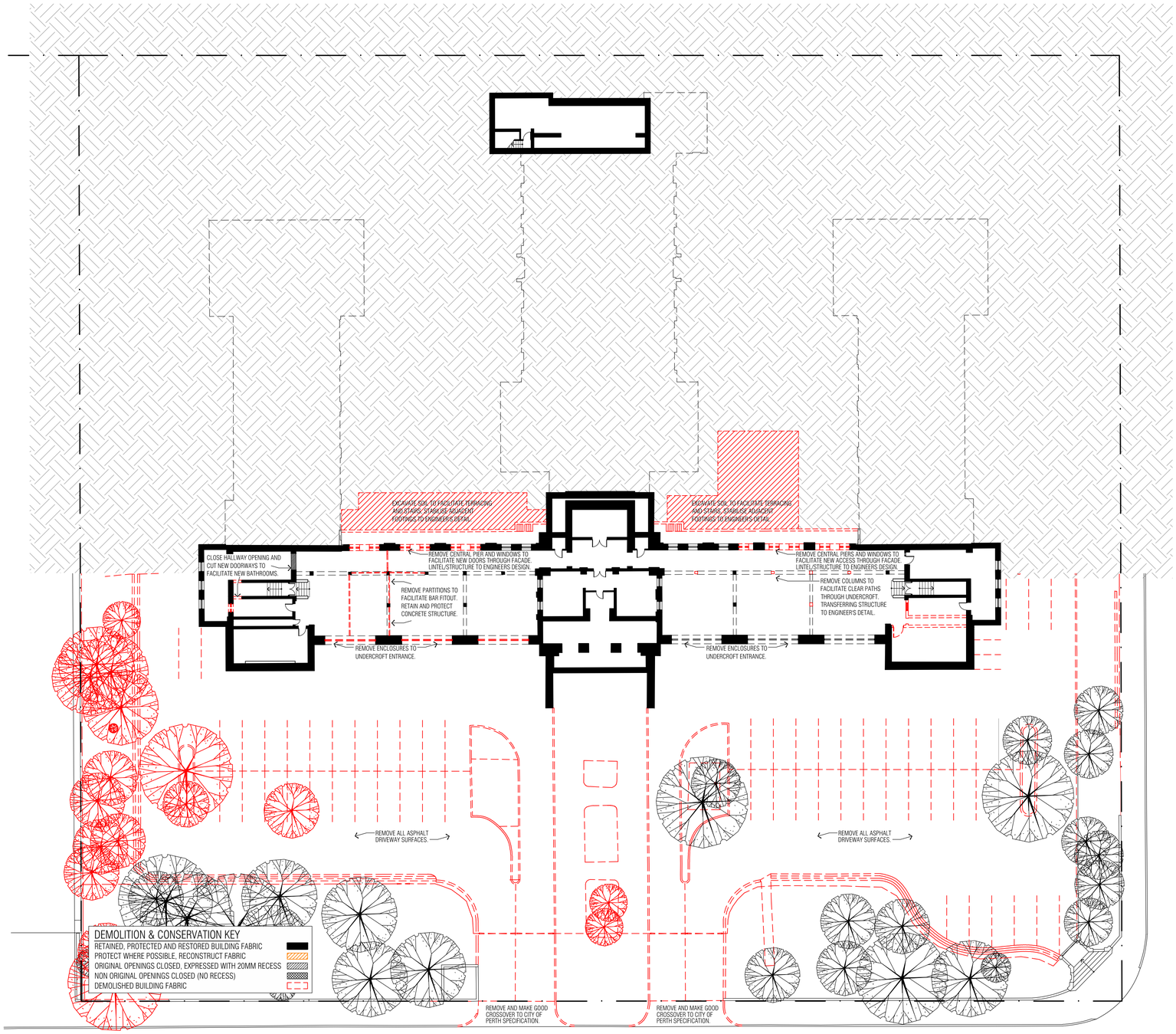
SCALE
1:250 @ A1

0 2.5 5 12.5

STATUS
TOWN PLANNING

DRAWING
HERITAGE PLANS
BASEMENT - EXISTING

DRAWING NO.	DRAFTER	CHECKED	REV.
DA4.01	CD	-	B



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REV.	DATE	AMENDMENT	INIT.
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth
25 March 2026
Received

CLIENT
ADC

PROJECT
PERTH GIRLS SCHOOL

PROJECT ADDRESS
2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER
25062

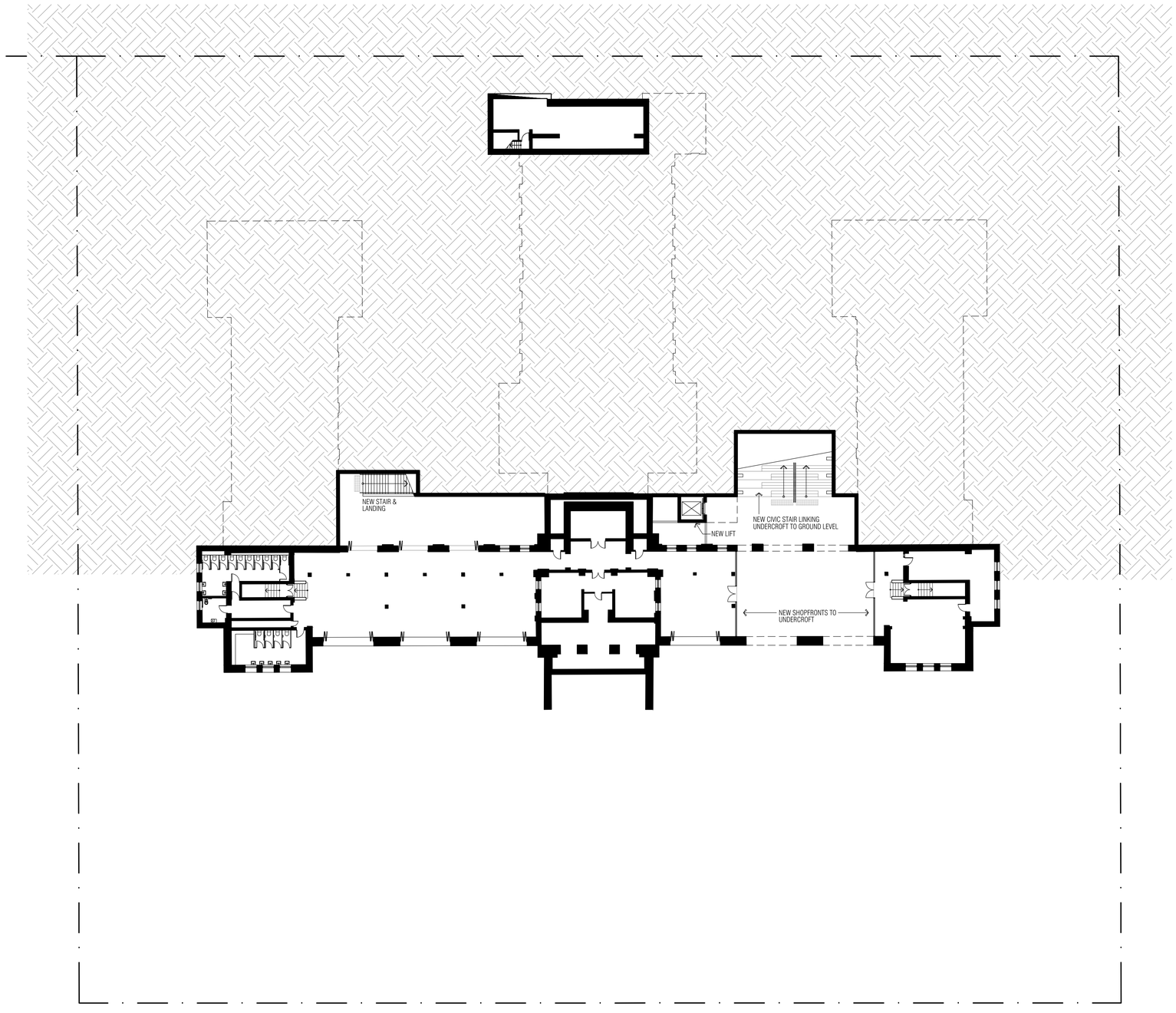
NORTH

SCALE
1:250 @ A1
0 2.5 5 12.5

STATUS
TOWN PLANNING

DRAWING
HERITAGE PLANS
BASEMENT - DEMOLITION

DRAWING NO.	DRAFTER	CHECKED	REV.
DA4.02	CD	-	B



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REV.	DATE	AMENDMENT	INIT.
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD
C	24.03.2026	CURVED RETAINING REMOVED	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth
25 March 2026
Received

CLIENT
ADC

PROJECT
PERTH GIRLS SCHOOL

PROJECT ADDRESS
2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER
25062

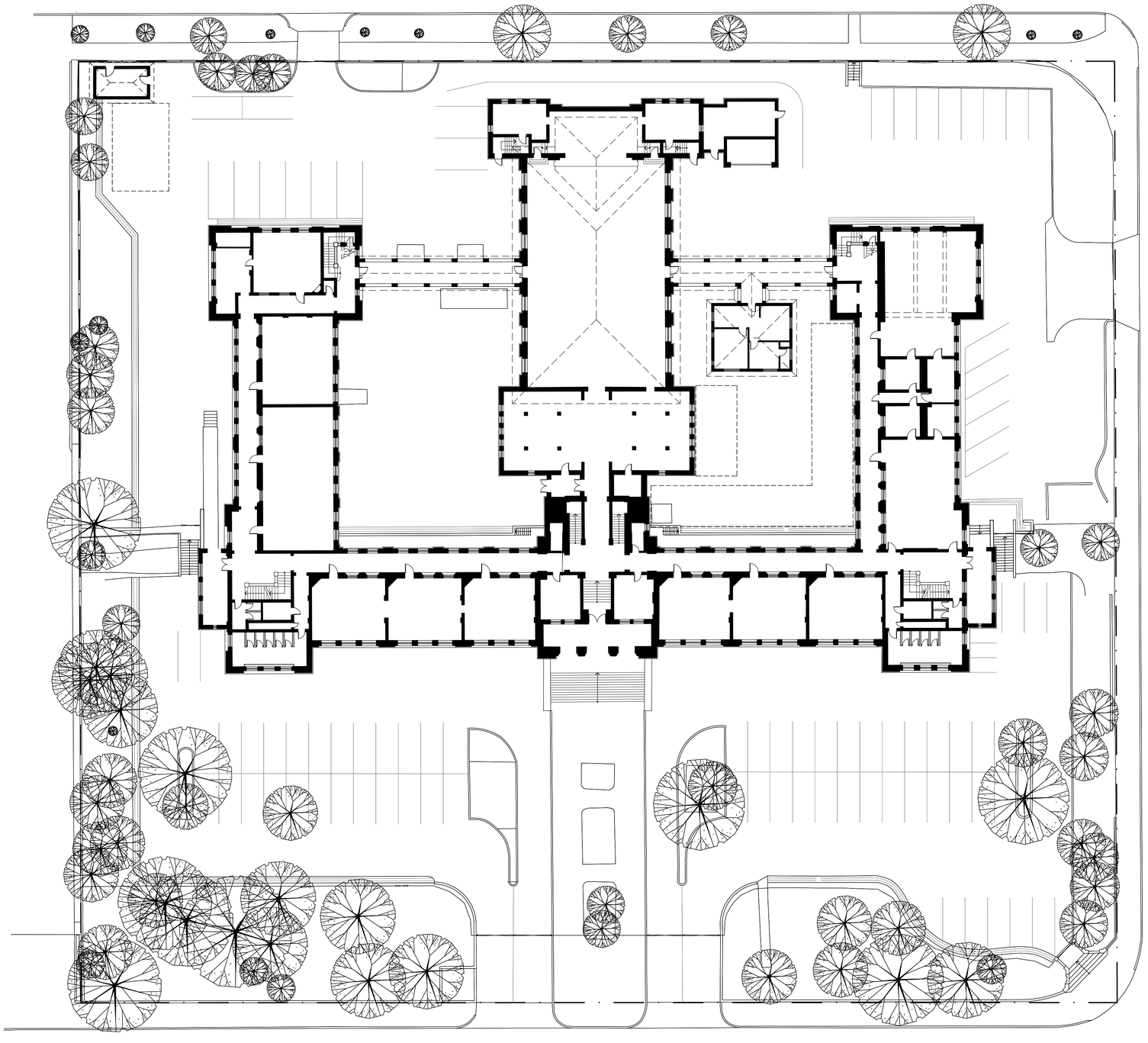
NORTH

SCALE
1:250 @ A1
0 2.5 5 12.5

STATUS
TOWN PLANNING

DRAWING
HERITAGE PLANS
BASEMENT - PROPOSED

DRAWING NO.	DRAFTER	CHECKED	REV.
DA4.03	CD	-	C



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REV.	DATE	AMENDMENT	INIT.
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

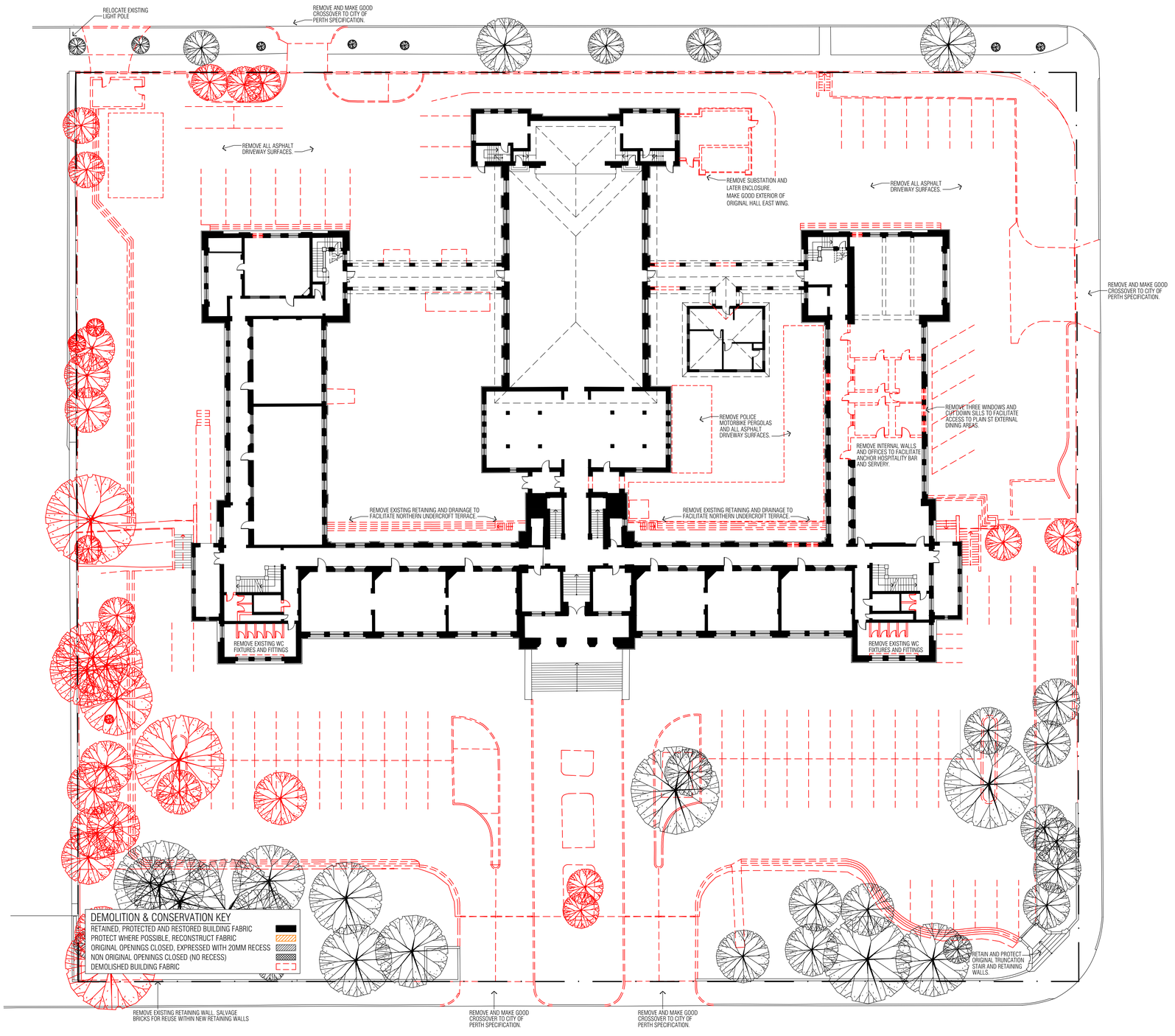
STATUS

TOWN PLANNING

DRAWING

HERITAGE PLANS
GROUND - EXISTING

DRAWING NO.	DRAFTER	CHECKED	REV.
DA4.04	CD	-	B



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REV.	DATE	AMENDMENT	INIT.
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

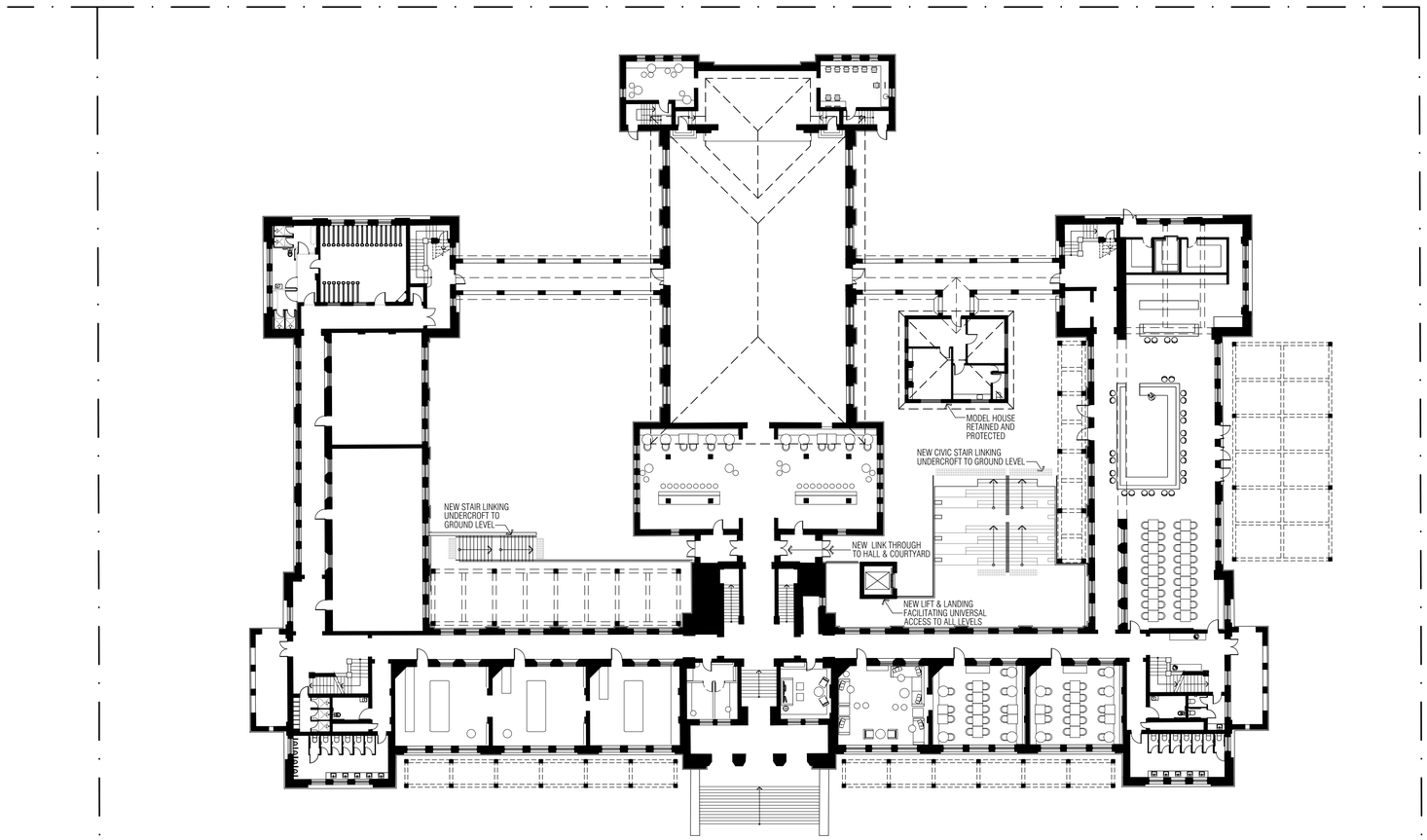
STATUS

TOWN PLANNING

DRAWING

HERITAGE PLANS
GROUND - DEMOLITION

DRAWING NO.	DRAFTER	CHECKED	REV.
DA4.05	CD	-	B



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REV.	DATE	AMENDMENT	INIT.
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD
C	24.03.2026	CURVED RETAINING REMOVED	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth
25 March 2026
Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

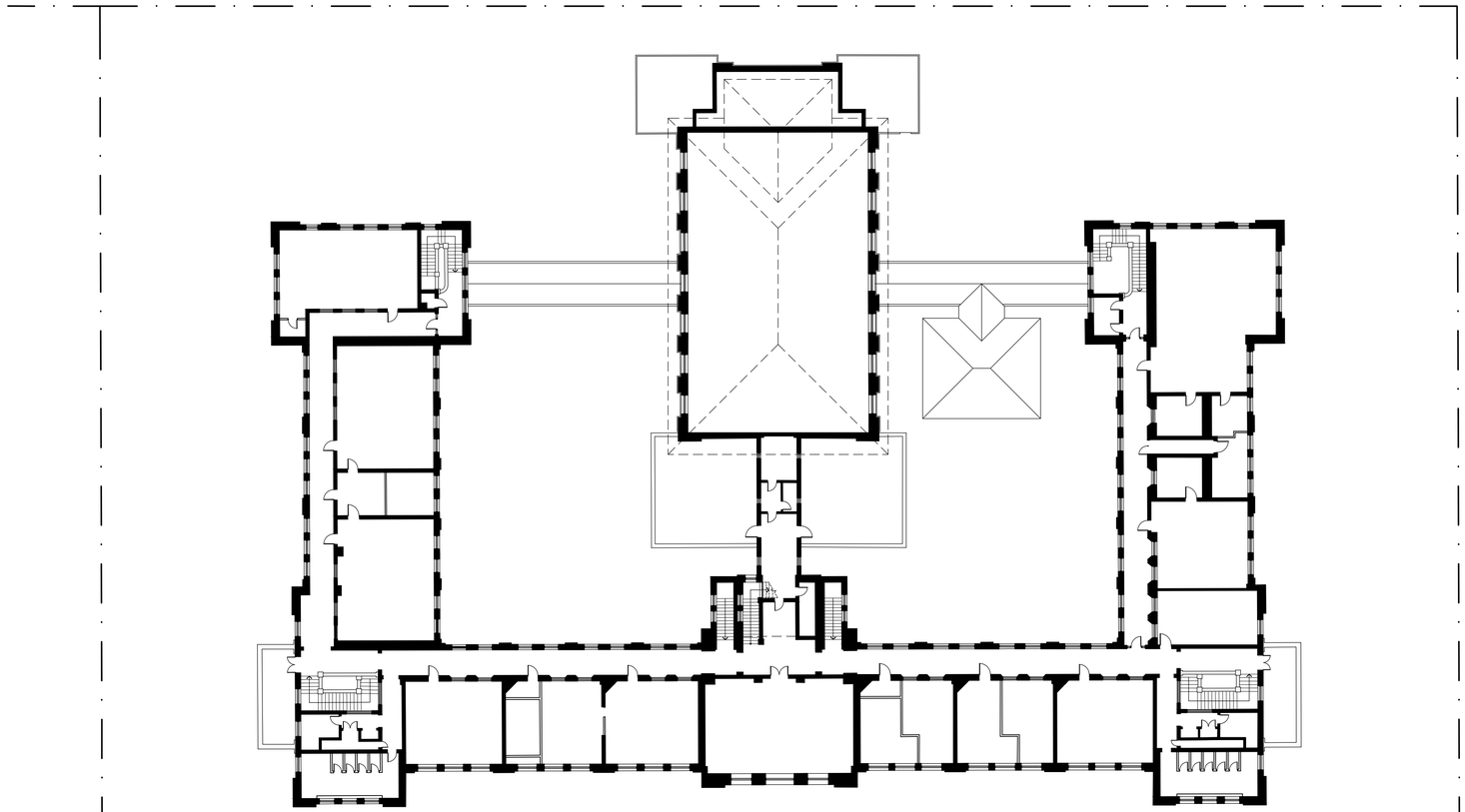
STATUS

TOWN PLANNING

DRAWING

HERITAGE PLANS
GROUND - PROPOSED

DRAWING NO.	DRAFTER	CHECKED	REV.
DA4.06	CD	-	C



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REV.	DATE	AMENDMENT	INIT.
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth
25 March 2026
Received

CLIENT
ADC

PROJECT
PERTH GIRLS SCHOOL

PROJECT ADDRESS
2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER
25062

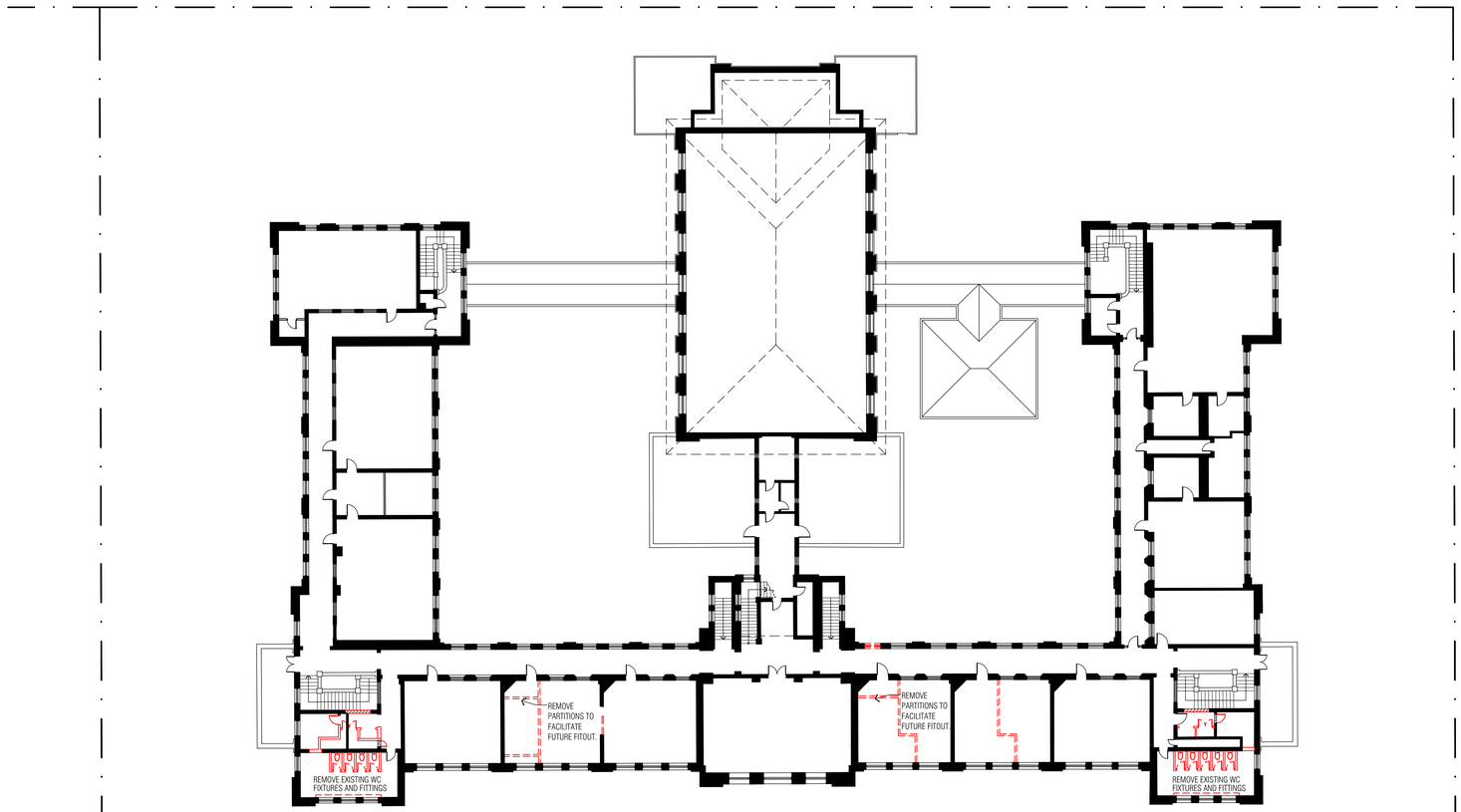
NORTH

SCALE
1:250 @ A1
0 2.5 5 12.5

STATUS
TOWN PLANNING

DRAWING
HERITAGE PLANS
LEVEL 1 - EXISTING

DRAWING NO.	DRAFTER	CHECKED	REV.
DA4.07	CD	-	B



DEMOLITION & CONSERVATION KEY

- RETAINED, PROTECTED AND RESTORED BUILDING FABRIC
- PROTECT WHERE POSSIBLE, RECONSTRUCT FABRIC
- ORIGINAL OPENINGS CLOSED, EXPRESSED WITH 20MM RECESS
- NON ORIGINAL OPENINGS CLOSED (NO RECESS)
- DEMOLISHED BUILDING FABRIC

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REV.	DATE	AMENDMENT	INIT.
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth
25 March 2026
Received

CLIENT
ADC

PROJECT
PERTH GIRLS SCHOOL

PROJECT ADDRESS
2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER
25062

NORTH

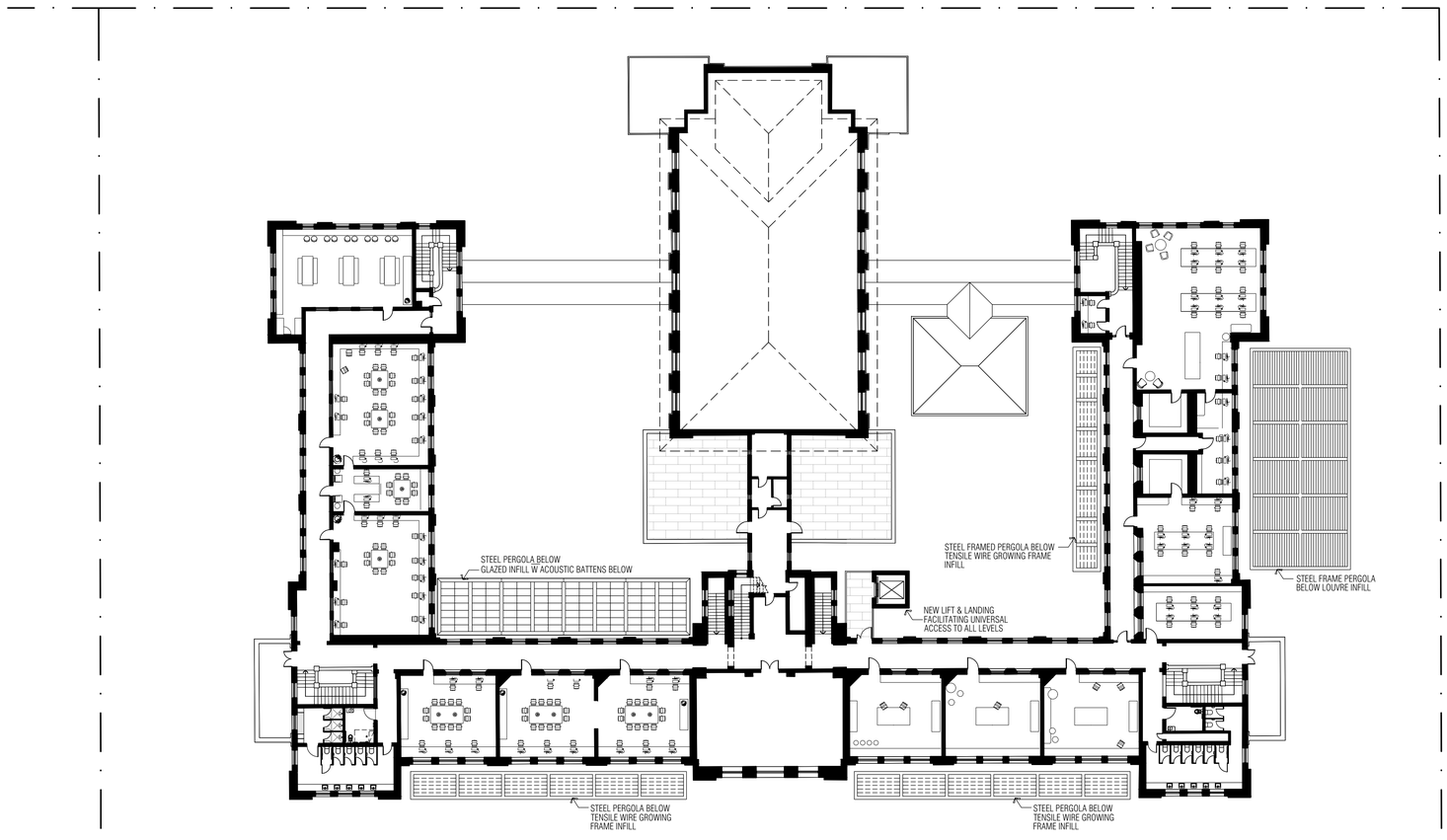
SCALE
1:250 @ A1

0 2.5 5 12.5

STATUS
TOWN PLANNING

DRAWING
HERITAGE PLANS
LEVEL 1 - DEMOLITION

DRAWING NO.	DRAFTER	CHECKED	REV.
DA4.08	CD	-	B



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REV.	DATE	AMENDMENT	INIT.
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD
C	24.03.2026	LIFT TERRACE LINK REMOVED	CD
		PERGOLA MATERIAL AMENDED	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth
25 March 2026
Received

CLIENT
ADC

PROJECT
PERTH GIRLS SCHOOL

PROJECT ADDRESS
2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER
25062

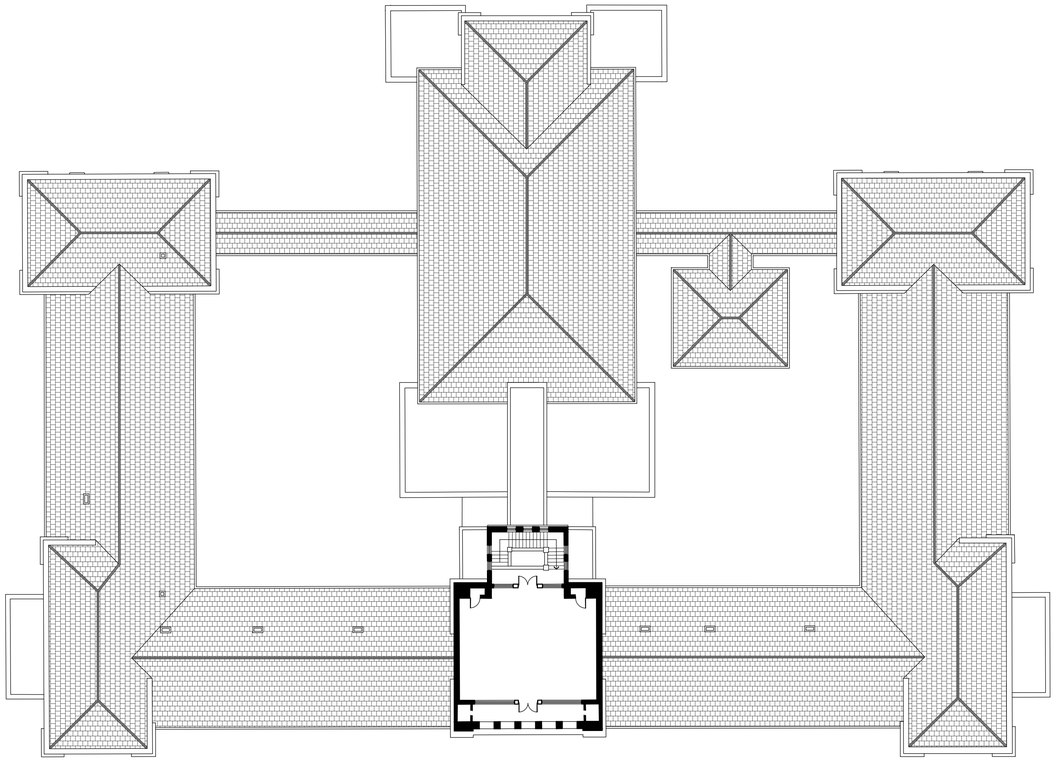
NORTH

SCALE
1:250 @ A1
0 2.5 5 12.5

STATUS
TOWN PLANNING

DRAWING
HERITAGE PLANS
LEVEL 1 - PROPOSED

DRAWING NO.	DRAFTER	CHECKED	REV.
DA4.09	CD	-	C



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REV.	DATE	AMENDMENT	INIT.
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth

25 March 2026

Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

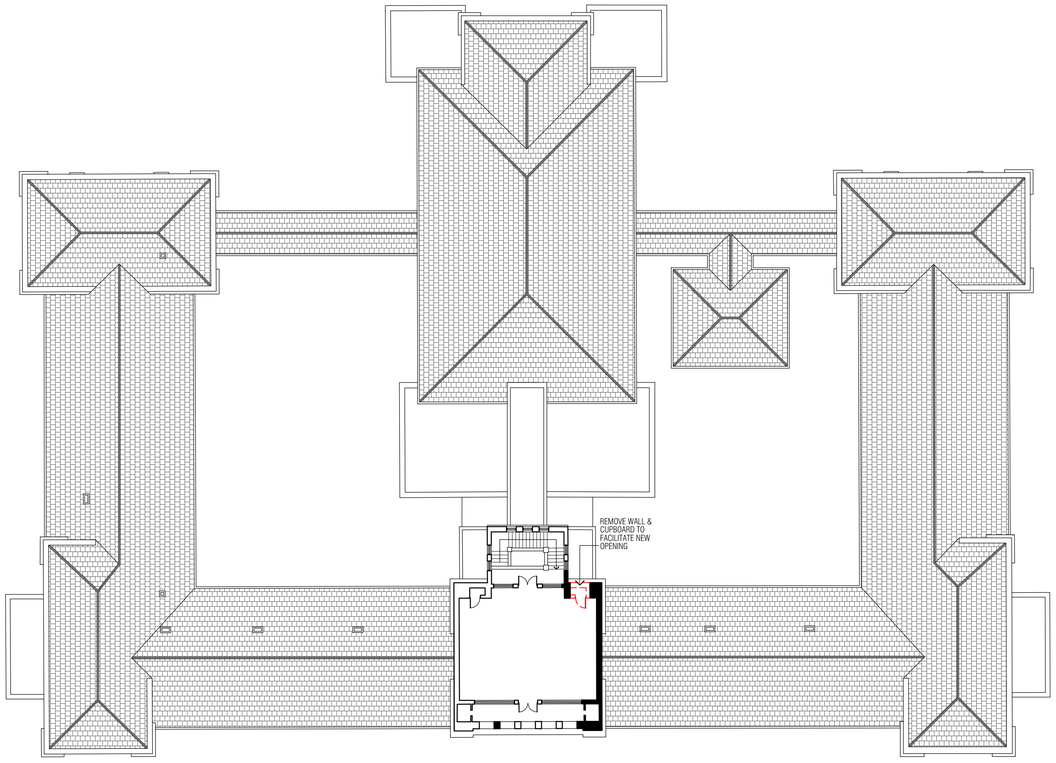
STATUS

TOWN PLANNING

DRAWING

HERITAGE PLANS
LEVEL 2 - EXISTING

DRAWING NO.	DRAFTER	CHECKED	REV.
DA4.10	CD	-	B



DEMOLITION & CONSERVATION KEY

- RETAINED, PROTECTED AND RESTORED BUILDING FABRIC
- PROTECT WHERE POSSIBLE, RECONSTRUCT FABRIC
- ORIGINAL OPENINGS CLOSED, EXPRESSED WITH 20MM RECESS
- NON ORIGINAL OPENINGS CLOSED (NO RECESS)
- DEMOLISHED BUILDING FABRIC

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REV.	DATE	AMENDMENT	INIT.
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth
25 March 2026
Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

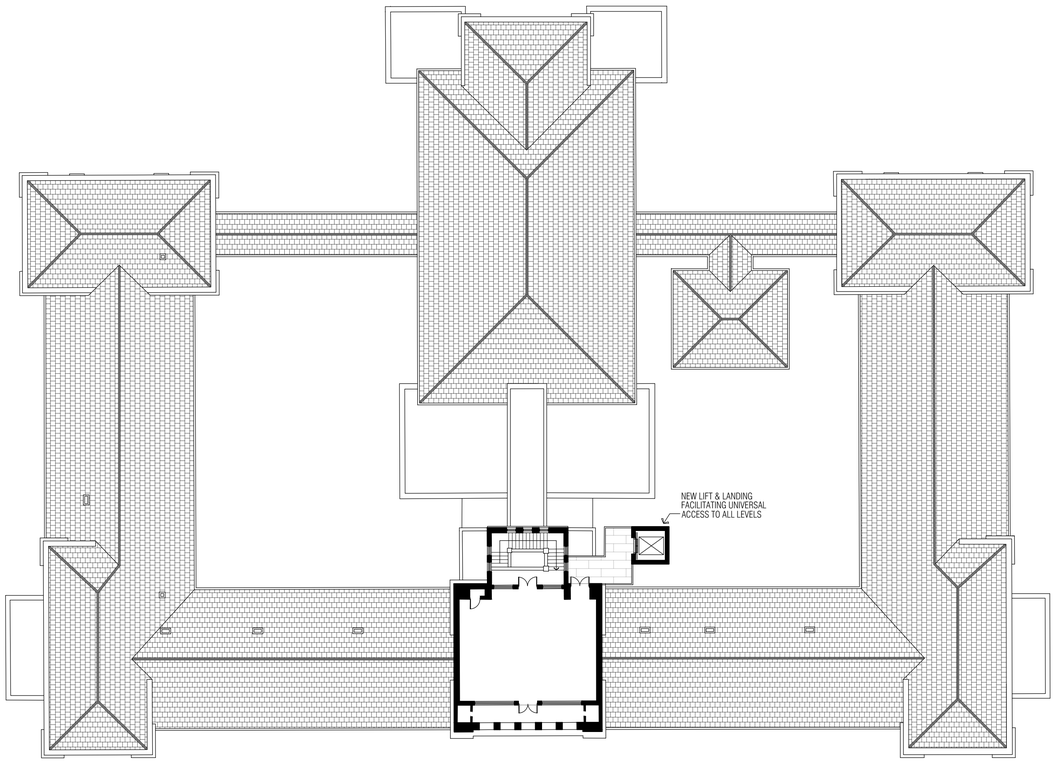
STATUS

TOWN PLANNING

DRAWING

HERITAGE PLANS
LEVEL 2 - DEMOLITION

DRAWING NO.	DRAFTER	CHECKED	REV.
DA4.11	CD	-	B



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REV.	DATE	AMENDMENT	INIT.
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD
C	24.03.2026	PRECINCT LOOKOUT REMOVED	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
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GEOTECHNICAL:	- CMW

City of Perth

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PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

STATUS

TOWN PLANNING

DRAWING

HERITAGE PLANS
LEVEL 2 - PROPOSED

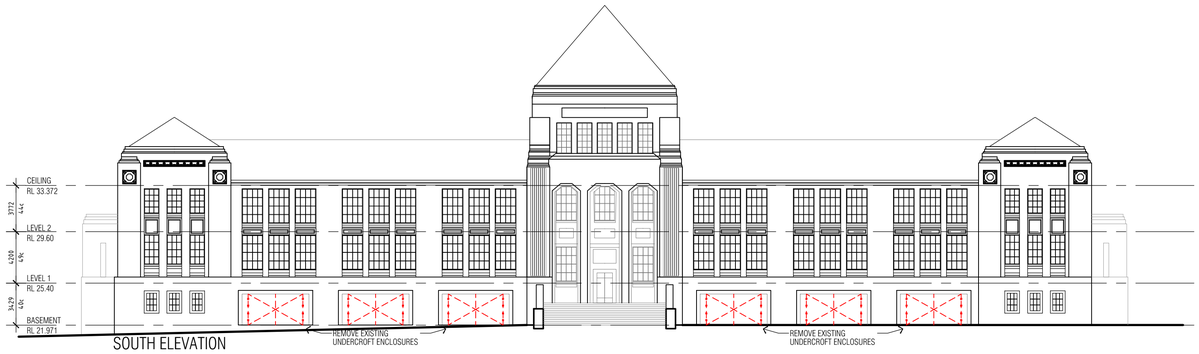
DRAWING NO.	DRAFTER	CHECKED	REV.
DA4.12	CD	-	C



SOUTH ELEVATION
EXISTING



EAST ELEVATION
EXISTING



SOUTH ELEVATION
DEMOLITION



EAST ELEVATION
DEMOLITION



SOUTH ELEVATION
PROPOSED



EAST ELEVATION
PROPOSED

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REV.	DATE	AMENDMENT	INIT.
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth
25 March 2026
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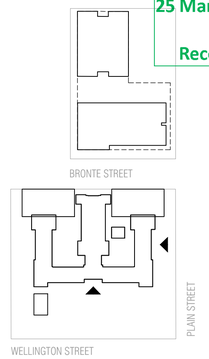

CLIENT
ADC

PROJECT
PERTH GIRLS SCHOOL

PROJECT ADDRESS
2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER
25062

NORTH

SCALE
1:250 @ A1
0 2.5 5 12.5

STATUS
TOWN PLANNING

DRAWING
HERITAGE ELEVATIONS
PGS

DRAWING NO.	DRAFTER	CHECKED	REV.
DA5.01	CD	-	B



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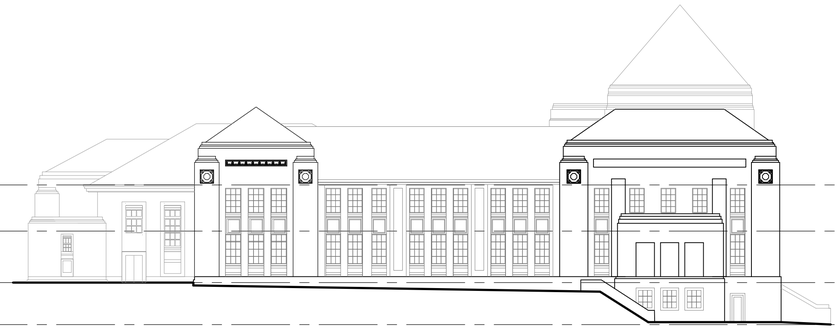

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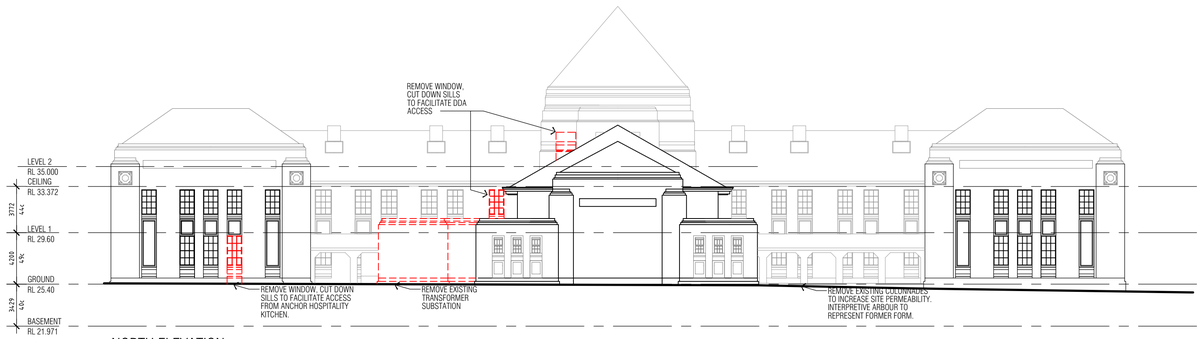

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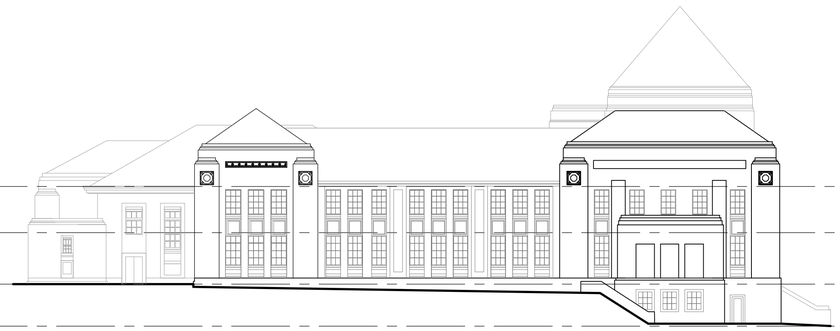
DEMOLITION



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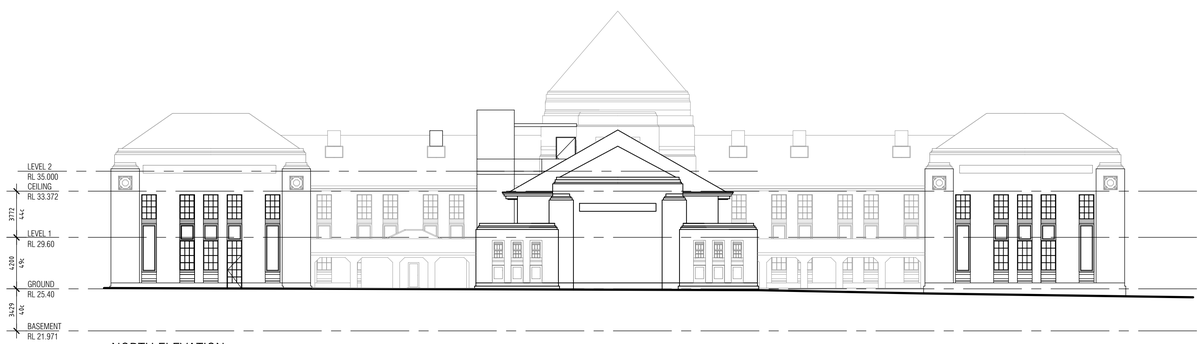
DEMOLITION



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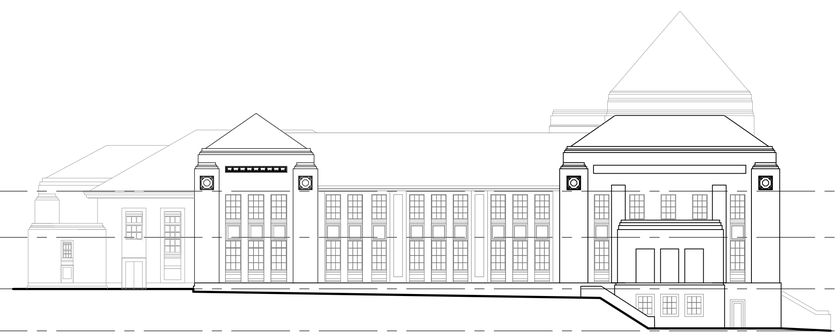
PROPOSED



WEST ELEVATION
PROPOSED

MJASTUDIO

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REV.	DATE	AMENDMENT	INIT.
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth
25 March 2026
Received

CLIENT

ADC

PROJECT

PERTH GIRLS SCHOOL

PROJECT ADDRESS

2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER

25062

NORTH

SCALE

1:250 @ A1

0 2.5 5 12.5

STATUS

TOWN PLANNING

DRAWING

HERITAGE ELEVATIONS
PGS

DRAWING NO.	DRAFTER	CHECKED	REV.
DA5.02	CD	-	B



WEST COURTYARD INTERNAL ELEVATION
EXISTING

EAST COURTYARD INTERNAL ELEVATION
EXISTING



WEST COURTYARD INTERNAL ELEVATION
DEMOLITION

EAST COURTYARD INTERNAL ELEVATION
DEMOLITION



WEST COURTYARD INTERNAL ELEVATION
PROPOSED

EAST COURTYARD INTERNAL ELEVATION
PROPOSED

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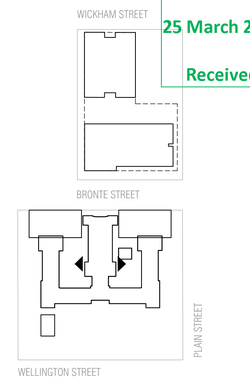
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
TRAFFIC:	- FLYT
ACOUSTIC:	- MARSHALL DAY
WIND:	- RWDI
NCC COMPLIANCE:	- RESOLVE GROUP
ELEC SERVICES:	- AURUM
HYDRAULIC SERVICES:	- IONIC DESIGN
ACCESS:	- O'BRIEN HARROP
GEOTECHNICAL:	- CMW

City of Perth
25 March 2026
Received



CLIENT
ADC

PROJECT
PERTH GIRLS SCHOOL

PROJECT ADDRESS
2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER
25062

NORTH

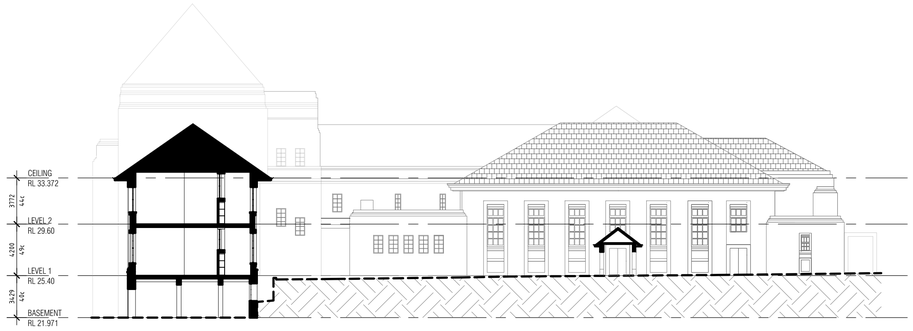
SCALE
1:250 @ A1

0 2.5 5 12.5

STATUS
TOWN PLANNING

DRAWING
HERITAGE ELEVATIONS
PGS

DRAWING NO.	DRAFTER	CHECKED	REV.
DA5.03	CD	-	B



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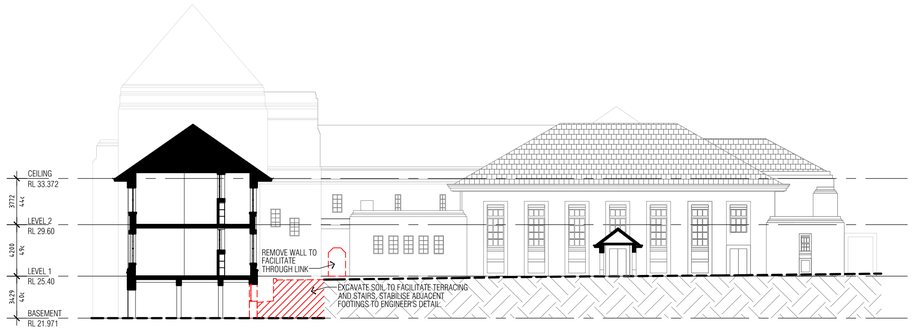

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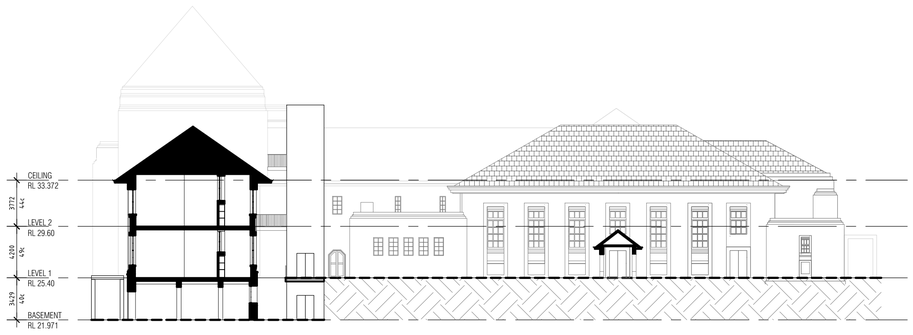
DEMOLITION



EAST COURTYARD INTERNAL ELEVATION
PROPOSED

MJASTUDIO

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REV.	DATE	AMENDMENT	INIT.
A	16.12.2025	PRELIM ISSUE	CD
B	18.12.2025	TOWN PLANNING ISSUE	CD
C	24.03.2026	PRECINCT LOOKOUT REMOVED	CD

TOWN PLANNING:	- HATCH
LANDSCAPE ARCHITECTURE:	- TDL
CIVIL:	- HERA
STRUCTURE:	- HERA
SUSTAINABILITY:	- SUMMATION
WASTE:	- TALIS
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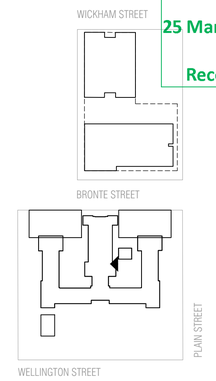
GEOTECHNICAL:	- CMW

City of Perth
25 March 2026
Received



CLIENT
ADC

PROJECT
PERTH GIRLS SCHOOL

PROJECT ADDRESS
2 WELLINGTON ST
EAST PERTH, WA

MJA PROJECT NUMBER
25062

NORTH

SCALE
1:250 @ A1

0 2.5 5 12.5

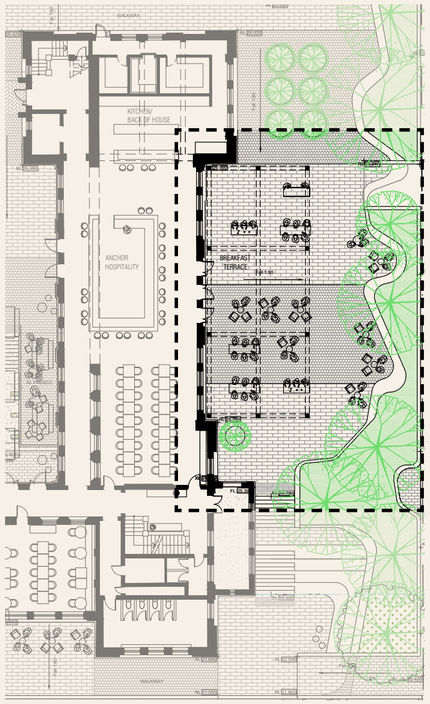
STATUS
TOWN PLANNING

DRAWING
HERITAGE ELEVATIONS
PGS

DRAWING NO.	DRAFTER	CHECKED	REV.
DA5.04	CD	-	C

Attachment 3 – Perspective Plans (25 March 2026)

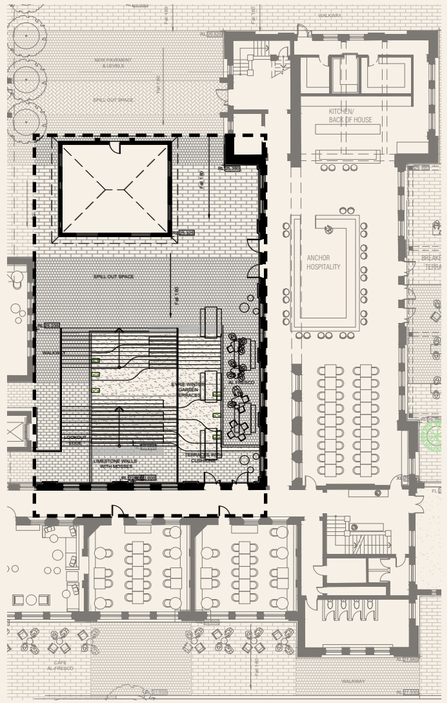
Anchor Hospitality



The anchor hospitality space has been delicately designed to work with the existing heritage fabric of the PGS building.

It spills out to Plain Street to the East to create a breakfast courtyard and activates Plain Street, giving life, vibrancy and another point of entry to this edge. The awning structure is designed in keeping with all other new elements on site; minimal, classical proportions, set-off the existing building, and neutral in tone.

Anchor Hospitality



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Designed as two ‘siblings’, rather than twins, both PBSA towers share common traits and mannerisms that help reflect the symmetry of PGS and it’s vertical rhythms.

A palette of colours are considerately integrated between both the towers & the PGS, reflects existing colours found within the heritage buildings.



View from across Plain Street
looking northwest



View from Pioneers Gardens
West down Bronte st


Lighter treatment to lower portion allows visual access & priority to PGS
New landscaping, refer to TDL design report.








A clear pathway through the heart of the precinct...
VIEW A
Looking north through the eastern wing of the Perth Girls School and its pedestrian pathway.


...guides pedestrians on a journey with multiple attractions & destinations along the way.
Anchor hospitality overlooks the courtyard from above
Moments of pause integrated into the level changes.
The reveal from the PGS of the Model House and Bronte Street towers.

VIEW B



New parkland anchor the Plain & Wellington St corner, providing an open space for the broader community and on site residents.
An active and passive space for group activities or just reprieve from the city.

The PGS forecourt and parkland are positioned as the primary civic space within the precinct, reinforcing the heritage building as a public anchor. Opened to Wellington Street, the proposal returns a significant portion of the site to the public realm, improving permeability, accessibility and streetscape amenity. The landscaped setting provides opportunities for sitting, gathering and informal use, supporting longer occupation of the space and strengthening its role as a functional public place.



The reduced scale hospitality intervention within the Wellington St forecourt provides an opportunity for community interaction whilst activating the front setback of the Heritage PGS buildings.

Attachment 4 – Landscape Report (December 2025)

PERTH GIRLS SCHOOL
(SOUTH)
2 WELLINGTON STREET
EAST PERTH

LANDSCAPE ARCHITECTURE

DEVELOPMENT APPLICATION
DECEMBER 2025

PREPARED FOR

adc

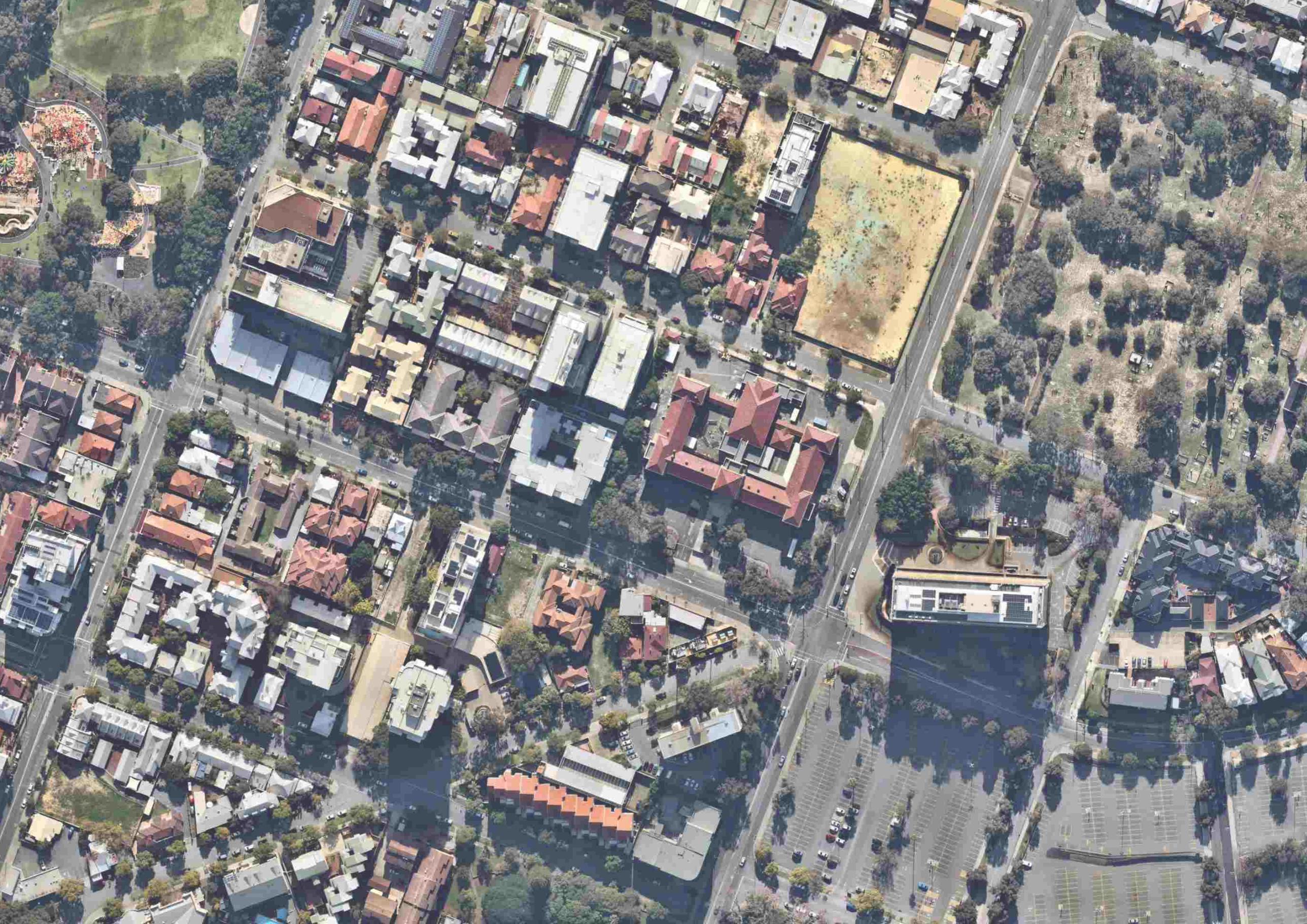
AUSTRALIAN DEVELOPMENT CAPITAL

PREPARED BY

TDL

BEYOND GREEN

TIM DAVIES LANDSCAPING



CONTENTS

1. INTRODUCTION

2. LANDSCAPE STRATEGY

3. TREE MANAGEMENT PLAN

4. LANDSCAPE PLANS

5. LANDSCAPE COMPLIANCE

6. SCHEDULES

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.

INTRODUCTION

This landscape response builds on the work undertaken by Mala Studio for the same site and client, which was submitted for a Development Application in 2021.

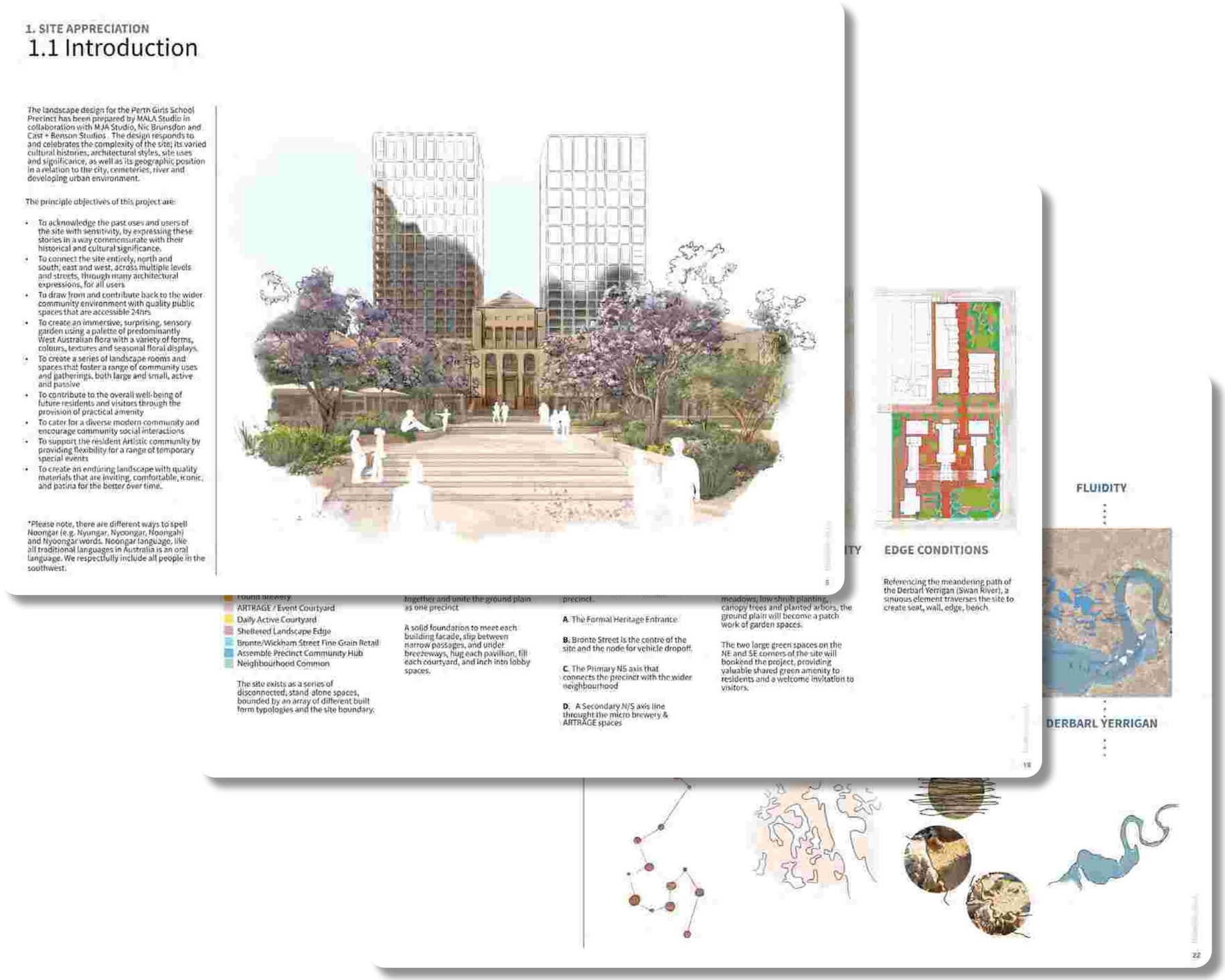
Site appreciation considerations and landscape design approach remain the same for this revised scheme, prepared for Australian Development Capital (ADC), in collaboration with MJA Studio.

The existing site parameters and surrounding neighbourhood character remain much the same as the surveyed conditions in 2021. For this scheme, the scope and scale of the project has been condensed to the heritage site only, between Bronte and Wellington streets. Current planning and environmental information has been referenced to prepare this package.

The proposed site use has been tailored to offer Purpose-Built Student Accommodation in the two new towers. The landscape design has been updated to respond to this by shifting focus to more health orientated, youth-based amenity, including sports areas, flexible event spaces, smaller gathering areas, and an overall reduction in hard-scape.

This landscape scheme retains more than half the existing trees on site (55%) including the largest and most significant specimen located adjacent to Wellington Street, in the southern portion of the property. The previous scheme retained only a quarter of the existing trees (25%).

The location of deep soil areas and permeable materials, as well as proposed irrigation systems have been designed to ensure the trees remain in good health, and continue to provide valuable shade canopy and green amenity for the nighbourhood.



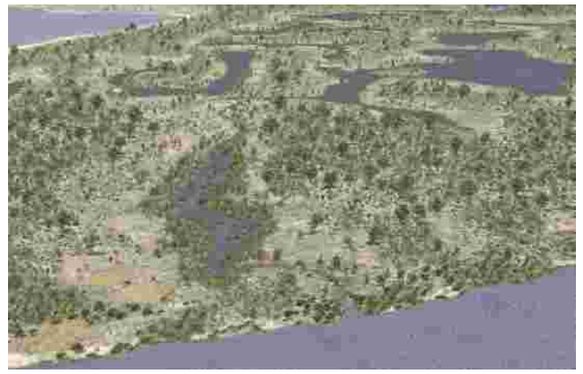
LANDSCAPE STRATEGY

As stated in the Landscape Development Application Report by Mala Studio, the Principle objectives of this project are:

- To acknowledge the past uses and users of the site with sensitivity, by expressing these stories in a way commensurate with their historical and cultural significance.
- To connect the site entirely, north and south, east and west, across multiple levels and streets, through many architectural expressions, for all users
- To draw from and contribute back to the wider community environment with quality public spaces that are accessible 24hrs
- To create an immersive, surprising, sensory garden using a palette of predominantly West Australian flora with a variety of forms, colours, textures and seasonal floral displays.
- To create a series of landscape rooms and spaces that foster a range of community uses and gatherings, both large and small, active and passive
- To contribute to the overall well-being of future residents and visitors through the provision of practical amenity
- To cater for a diverse modern community and encourage community social interactions
- To support the resident Artistic community by providing flexibility for a range of temporary special events
- To create an enduring landscape with quality materials that are inviting, comfortable, iconic, and patina for the better over time.



View from Mount Eliza by Frederick Garling, 1827.
Janet Holmes A' Court Collection



Perth's ephemeral wetlands - Digital Recreation 1827



Perth circa 1846 by George Nash.
Art Gallery of Western Australia)



Perth Girls School - Battye Library



Perth Girls School - Battye Library



Fringeworld 2021 by ARTRAGE at Perth Girls School



Briggs Hall Student Accommodation Monash University

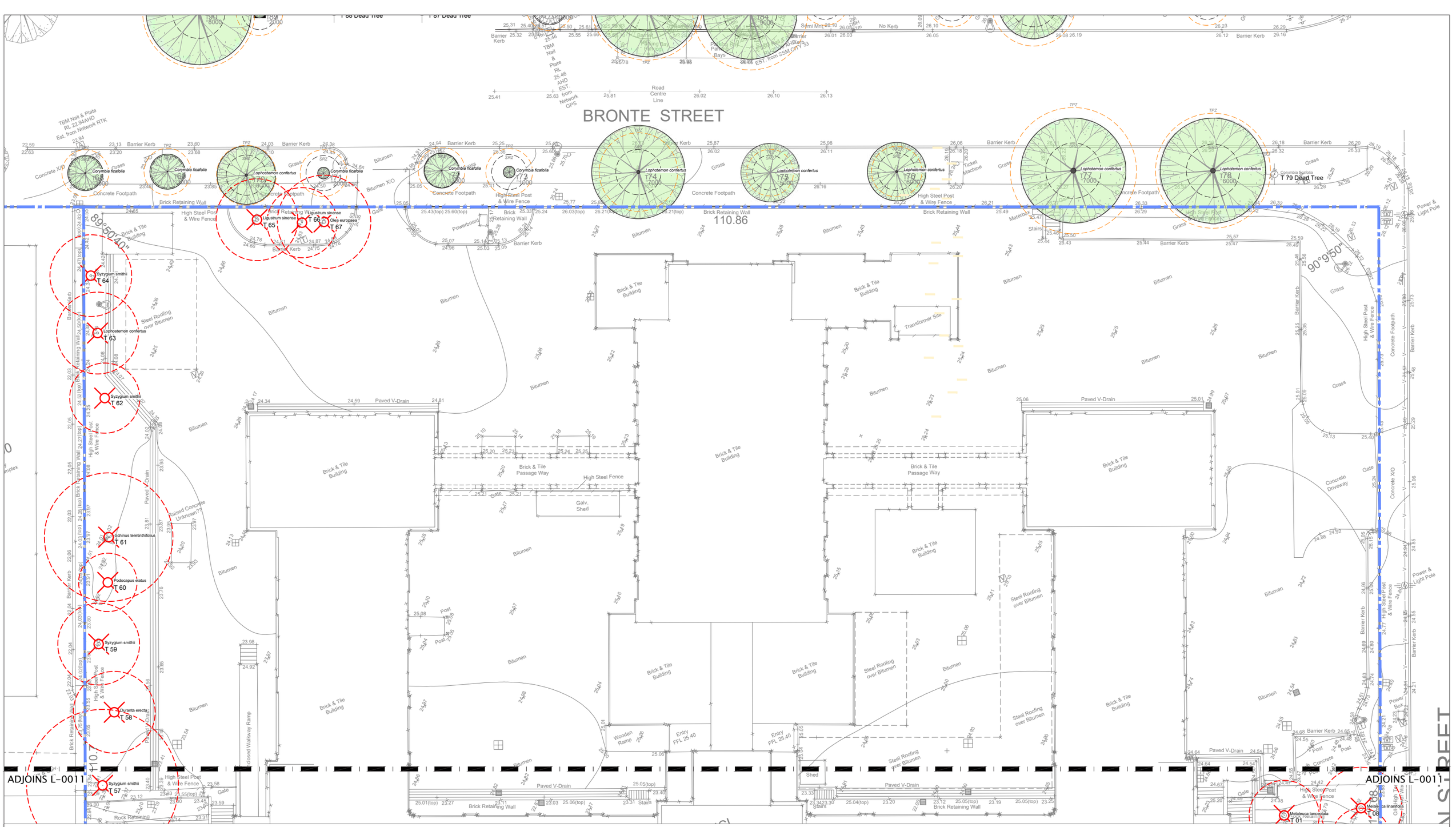


Mascot Student Accommodation Sydney



Mascot Student Accommodation Sydney

3. TREE MANAGEMENT PLANS



TREE MANAGEMENT PLANS

- Site Boundary
- Main Roads Easement
- Stage Boundary
- Existing Tree to be Retained
- Existing Tree to be Transplanted
- Tree Protection Zone / Structural Root Zone — Refer Arborist Report
- Existing Tree to be Removed
- Tree cleared from site since Arborist Assessment
- Existing Tree to be retained. Not Assessed by Arborist

TIM DAVIES LANDSCAPING
three pitino court osborne park
western australia 6017
telephone +61 8 9441 0200
facsimile +61 8 9441 0201
enq@tdl.com.au

NOTES

REV NO	DATE	DESCRIPTION
00	12.12.25	ISSUE FOR COORDINATION

PROJECT INFORMATION
PERTH GIRLS SCHOOL (SOUTH)
2 WELLINGTON STREET
EAST PERTH

ISSUE
CONCEPT DESIGN

SHEET TITLE
TREE MANAGEMENT PLAN GROUND LEVEL

DRAWN BY	PLOT DATE	SCALE @ A1	NORTH
JR	12.12.2025	1:150 @ A1	

APPROVED	PROJECT NO	SHEET NO.	REV NO
TD	17287	L-0010	00



TREE MANAGEMENT PLANS

- Site Boundary
- Main Roads Easement
- Stage Boundary
- Existing Tree to be Retained
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TDL

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NOTES

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00	12.12.25	ISSUE FOR COORDINATION

PROJECT INFORMATION
PERTH GIRLS SCHOOL (SOUTH)
2 WELLINGTON STREET
EAST PERTH

ISSUE
CONCEPT DESIGN

SHEET TITLE
TREE MANAGEMENT PLAN LOWER GROUND

DRAWN BY	PLOT DATE	SCALE @ A1	NORTH
JR	17.12.2025	1:150 @ A1	
APPROVED	PROJECT NO	SHEET NO.	REV NO
TD	17287	L-0011	00

SOUTHERN SITE - WELLINGTON STREET TO BRONTE STREET (SOUTH)							
Tree ID	Botanic Name	Common Name	Height (m)	Spread (m)	Notes	Action	Count
AC001	Melaleuca lanceolata	Rottnest Island Tea Tree	3	6	Questionable Canopy Structure	REMOVE	1
AC002	Casuarina cunninghamiana	River sheaoak	9	6		RETAIN	1
AC003	Melaleuca quinquenervia	Broad Leaved Paperbark	8	7		RETAIN	1
AC004	Corymbia calophylla	Marri	12	10		RETAIN	1
AC005	Melaleuca quinquenervia	Broad Leaved Paperbark	8	10		RETAIN	1
AC006	Callistemon 'Kings Park Special'	Bottlebrush	4	6		REMOVE	1
AC007	Callistemon 'Kings Park Special'	Bottlebrush	4	5		REMOVE	1
AC008	Melaleuca linariifolia	Snow in Summer	5	7	Questionable Canopy Structure	REMOVE	1
AC009	Melaleuca huegelii	Chenille Honey Myrtle	2	5		REMOVE	1
AC010	Melaleuca linariifolia	Snow in Summer	3	7		REMOVE	1
AC011	Melaleuca quinquenervia	Broad Leaved Paperbark	8	8		RETAIN	1
AC012	Melaleuca nesophila	Showy Honey Myrtle	4	5		RETAIN	1
AC013	Melaleuca nesophila	Showy Honey Myrtle	5	6		RETAIN	1
AC014	Melaleuca huegelii	Chenille Honey Myrtle	4	5		RETAIN	1
AC015	Melaleuca nesophila	Showy Honey Myrtle	5	9		RETAIN	1
AC016	Melaleuca nesophila	Showy Honey Myrtle	4	5		RETAIN	1
AC017	Melaleuca lanceolata	Rottnest Island Tea Tree	4	5		RETAIN	1
AC018	Eucalyptus leucoxylon	Yellow Gum	5	5		RETAIN	1
AC019	Eucalyptus torquata	Coral Gum	4	6		RETAIN	1
AC020	Melaleuca nesophila	Showy Honey Myrtle	4	5		RETAIN	1
AC021	Melaleuca nesophila	Showy Honey Myrtle	4	6		RETAIN	1
AC022	Melaleuca nesophila	Showy Honey Myrtle	5	10		RETAIN	1
AC023	Eucalyptus Leucoxylon 'Rosea'	Red Flowering Yellow Gum	5	5		RETAIN	1
AC024	Eucalyptus leucoxylon	Yellow Gum	11	15		RETAIN	1
AC025	Eucalyptus leucoxylon	Yellow Gum	11	14		RETAIN	1
AC026	Eucalyptus leucoxylon	Yellow Gum	5	5		RETAIN	1
AC027	Eucalyptus leucoxylon	Yellow Gum	5	4	Poor canopy structure	REMOVE	1
AC028	Eucalyptus leucoxylon	Yellow Gum	6	6		RETAIN	1
AC029	Agonis flexuosa	Weeping Peppermint Tree	5	9		RETAIN	1
AC030	Eucalyptus erythrocorys	Red Cap Gum	7	9		RETAIN	1
AC031	Agonis flexuosa	Weeping Peppermint Tree	6	7		RETAIN	1
AC032	Melaleuca quinquenervia	Broad Leaved Paperbark	11	12		RETAIN	1
AC033	Eucalyptus camaldulensis var camaldulensis	Red River Gum	13	7		RETAIN	1
AC034	Corymbia citriodora	Lemon Scented Gum	13	9		RETAIN	1
AC035	Agonis flexuosa	Weeping Peppermint Tree	3	4		RETAIN	1
AC036	Agonis flexuosa	Weeping Peppermint Tree	3	5		RETAIN	1
AC037	Agonis flexuosa	Weeping Peppermint Tree	4	7		RETAIN	1
AC038	Eucalyptus camaldulensis var camaldulensis	Red River Gum	24	15		RETAIN	1
AC039	Eucalyptus grandis	Rose Gum	28	18		RETAIN	1
AC040	Syzgium smithii	Lilly Pilly	9	9		REMOVE	1
AC041	Syzgium smithii	Lilly Pilly	8	5		REMOVE	1
AC042	Jacaranda mimosifolia	Jacaranda	10	8		REMOVE	1
AC043	Corymbia calophylla	Marri	13	9		REMOVE	1
AC044	Corymbia calophylla	Marri	5	5		REMOVE	1
AC045	Eucalyptus camaldulensis var camaldulensis	Red River Gum	7	3		RETAIN	1
AC046	Corymbia ficafolia	WA Red Flowering Gum	10	10		REMOVE	1
AC047	Corymbia ficafolia	WA Red Flowering Gum	14	10		REMOVE	1
AC048	Lophostemon confertus	QLD Brush Box	8	7		REMOVE	1
AC049	Syzgium smithii	Lilly Pilly	12	9		REMOVE	1
AC050	Brachychiton acerifolius	Brachychiton Hybrid	9	8	Suitable for Transplant	TRANSPLANT	1

SOUTHERN SITE - WELLINGTON STREET TO BRONTE STREET (SOUTH)							
Tree ID	Botanic Name	Common Name	Height (m)	Spread (m)	Notes	Action	Count
AC051	Jacaranda mimosifolia	Jacaranda	7	5		REMOVE	1
AC052	Angophora costata	Sydney Red Gum	10	8		REMOVE	1
AC053	Jacaranda mimosifolia	Jacaranda	11	7		REMOVE	1
AC054	Syzgium smithii	Lilly Pilly	12	8		REMOVE	1
AC055	Brachychiton acerifolius	Brachychiton Hybrid	5	4	Suitable for Transplant	TRANSPLANT	1
AC056	Olea europaea	Olive Tree	3	3		REMOVE	1
AC057	Syzgium smithii	Lilly Pilly	15	13		REMOVE	1
AC058	Duranta erecta	Duranta	5	7		REMOVE	1
AC059	Syzgium smithii	Lilly Pilly	8	7		REMOVE	1
AC060	Podocarpus elatus	Brown Pine	8	5		REMOVE	1
AC061	Schinus terebinthifolius	Brazillian Pepper	11	11		REMOVE	1
AC062	Syzgium smithii	Lilly Pilly	6	6		REMOVE	1
AC063	Lophostemon confertus	QLD Brush Box	8	7		REMOVE	1
AC064	Syzgium smithii	Lilly Pilly	7	7		REMOVE	1
AC065	Ligustrum sinense	Small Leaved Privet	5	7		REMOVE	1
AC066	Ligustrum sinense	Small Leaved Privet	3	3		REMOVE	1
AC067	Olea europaea	Olive Tree	6	8		REMOVE	1
AC068	Corymbia ficafolia	WA Red Flowering Gum	3	3	Bronte Street - Road Reserve Tree	RETAIN	1
AC069	Corymbia ficafolia	WA Red Flowering Gum	3	3	Bronte Street	RETAIN	1
AC070	Lophostemon confertus	QLD Brush Box	8	5	Bronte Street	RETAIN	1
AC071	Corymbia ficafolia	WA Red Flowering Gum	2	1	Bronte Street	RETAIN	1
AC072	Corymbia ficafolia	WA Red Flowering Gum	3	3	Bronte Street	RETAIN	1
AC073	Corymbia ficafolia	WA Red Flowering Gum	1	1	Bronte Street	RETAIN	1
AC074	Lophostemon confertus	QLD Brush Box	7	8	Bronte Street	RETAIN	1
AC075	Lophostemon confertus	QLD Brush Box	5	5	Bronte Street	RETAIN	1
AC076	Lophostemon confertus	QLD Brush Box	6	5	Bronte Street	RETAIN	1
AC077	Lophostemon confertus	QLD Brush Box	7	9	Bronte Street	RETAIN	1
AC078	Lophostemon confertus	QLD Brush Box	6	9	Bronte Street	RETAIN	1
AC079	Corymbia ficafolia	WA Red Flowering Gum			Bronte Street	CLEARED	1

SUMMARY: SOUTHERN SITE - DEVELOPMENT APPLICATION 2025	
TREES TO BE RETAINED	44
TREES TO BE TRANSPLANTED	2
TREES TO BE REMOVED	32
TREES CLEARED FROM COUNCIL LAND SINCE ARBORIST REPORT	1
TOTAL TREES	79

COMPARISON SUMMARY: SOUTHERN SITE - DEVELOPMENT APPLICATION 2021	
TREES TO BE RETAINED	20
TREES TO BE TRANSPLANTED	3
TREES TO BE REMOVED (Including 11 trees along south side of Bronte Street)	56
TREES CLEARED	0
TOTAL TREES	79

Refer to Tree Assessment Reports Prepared by Alex Bodenstaff at The Arbor Centre Consultancy:
Stage 1; Preliminary Tree Survey Report (October 2021)
Annexure1 - APPENDIX B - TABLE OF RESULTS - Perth Girls School (November 2021)
Statement of Endorsement (December 2021)

TREE MANAGEMENT PLANS

Site Boundary

Main Roads Easement

Stage Boundary



Existing Tree to be Retained



Existing Tree to be Transplanted



Tree Protection Zone
Structural Root Zone
Refer Arborist Report



Existing Tree to be Removed



Tree cleared from site since Arborist Assessment



Existing Tree to be retained. Not Assessed by Arborist

TIM DAVIES LANDSCAPING
three pitino court osborne park
western australia 6017
telephone +61 8 9441 0200
facsimile +61 8 9441 0201
enq@tdl.com.au

NOTES

REV NO	DATE	DESCRIPTION
00	12.12.25	ISSUE FOR COORDINATION

PROJECT INFORMATION
PERTH GIRLS SCHOOL (SOUTH)
2 WELLINGTON STREET
EAST PERTH

ISSUE
CONCEPT DESIGN

SHEET TITLE
TREE MANAGEMENT PLAN SCHEDULE

DRAWN BY	PLOT DATE	SCALE @ A1	NORTH
JR	17.12.2025	1:150 @ A1	
APPROVED	PROJECT NO	SHEET NO.	REV NO
TD	17287	L-0012	00

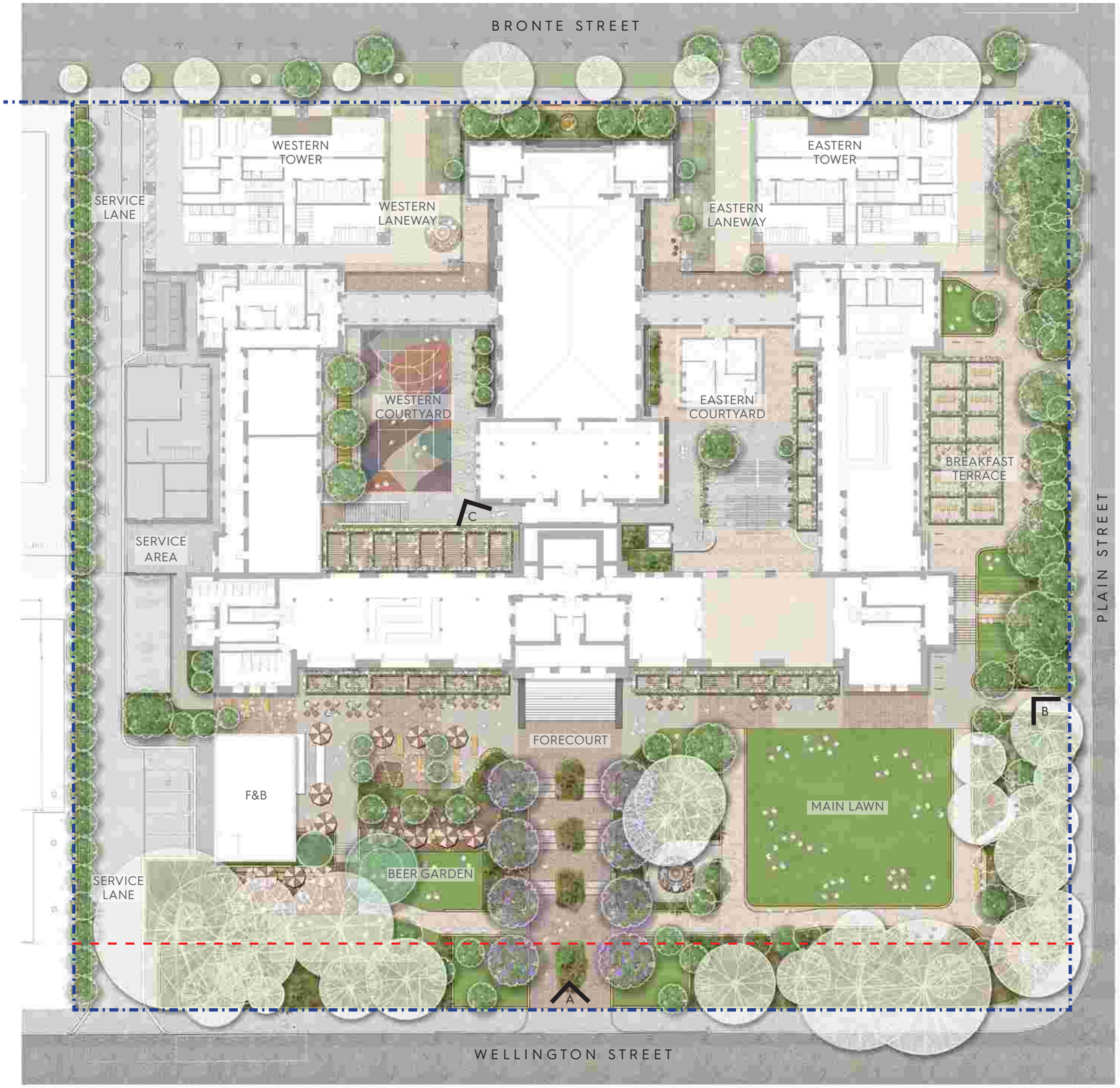
4. LANDSCAPE PLANS

SITE PLAN

Consolidated Ground Level

Legend

- Lot Boundary
- Main Roads Easement
- Proposed trees
- Existing Trees
- Landscape View



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PROJECT #:17287
AUTHOR: JR & JM
DATE: 18.12.2025
DRAWING SCALE: 1:400 @ A3

PERTH GIRLS SCHOOL (SOUTH)
2 WELLINGTON STREET, EAST PERTH
DEVELOPMENT APPLICATION

LANDSCAPE PLANS
Pg-11

LANDSCAPE PLAN

Upper Ground Level



Legend

- Lot Boundary
- Main Roads Easement

01 Reconfigured Street Parking
02 New Street Tree Plantings
03 Service Vehicle Laneway
04 Undercroft Laneway
05 Raised Gardens & Seating
06 Public Art / Sculpture
07 Covered Walkway
08 Native Woodland Gardens
09 Pocket Lawn
10 Central Terrace Steps
11 Sports Courts & Games
12 Trees In Pavement
13 Lower Courtyard
14 Planted Arbour
15 Shade Gardens

Proposed trees
Existing Trees

N

PROJECT #:17287
AUTHOR: JR & JM
DATE: 18.12.2025
DRAWING SCALE: 1:300 @ A3

PERTH GIRLS SCHOOL (SOUTH)
2 WELLINGTON STREET, EAST PERTH
DEVELOPMENT APPLICATION

LANDSCAPE PLAN

Lower Ground Level



Legend

- Lot Boundary
- Main Roads Easement

01	Formal Site Entrance	04	Universal Access	07	Native Woodland Gardens	10	Planted Arbour
02	Display Gardens	05	Gathering Circle	08	Al Fresco Deck	11	Sports / Event Lawn
03	Landscape Step Terraces	06	Sloped Lawn	09	Al Fresco Courtyard	12	Communal Seating Space

13	Quiet Garden Space		Proposed trees
14	Terraces		Existing Trees
15	Screening / Buffer Planting		

TDL

N

PROJECT #:17287
AUTHOR: JR & JM
DATE: 18.12.2025
DRAWING SCALE: 1:300 @ A3

PERTH GIRLS SCHOOL (SOUTH)
2 WELLINGTON STREET, EAST PERTH
DEVELOPMENT APPLICATION

LANDSCAPE VIEWS



View A - Heritage Forecourt

LANDSCAPE VIEWS



View B - Plain Street Interface

LANDSCAPE VIEWS



View C - Western Courtyard

LANDSCAPE DETAIL PLANS

Bronte Street Interface

Legend

- Lot Boundary
- Canopy Line
- 01 Reconfigured Street Parking
- 02 New Street Tree Plantings
- 03 Future Connection Walkway
- 04 Display Gardens
- 05 Public Art / Sculpture
- 06 Raised Gardens & Seating
- 07 Undercroft Laneway
- 08 Covered Walkway
- 09 Gravel Interface to Heritage



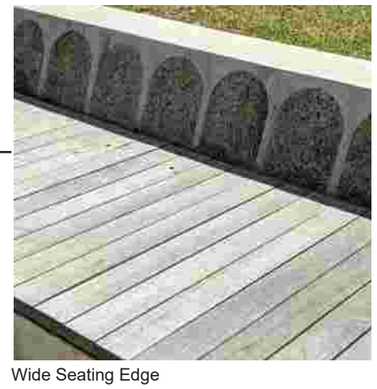
Public Art (Static and Light projections) State Buildings - Perth







Display Garden



Wide Seating Edge

LANDSCAPE DETAIL PLANS

Northern Laneways

Legend

- Lot Boundary
- Canopy Line
- 01 Reconfigured Street Parking
- 02 New Street Tree Plantings
- 03 Display Gardens
- 04 Public Art / Sculpture
- 05 Raised Gardens & Seating
- 06 Undercoft Laneway
- 07 Covered Walkway
- 08 Service Access Ramp
- 09 Gravel Interface to Heritage



Unit pavers to primary circulation spaces



Sculptural Gathering - Boola Bardip, Perth Museum

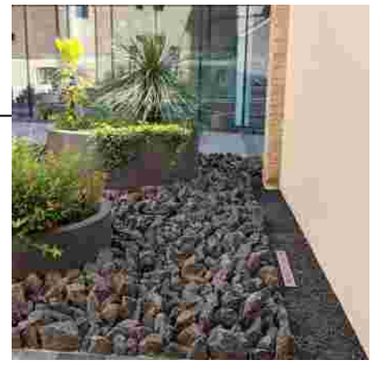




Walyalup Civic Centre - Fremantle



Planters in Shade - State Buildings, Perth



Gravel pavements and interfaces to heritage fabric - Boola Bardip Perth

LANDSCAPE PLAN
Western Courtyard

Legend

- Lot Boundary
- Canopy Line
- 01 Covered Walkway
- 02 Festoon Lighting
- 03 Seating Edges
- 04 Basketball Ring and Half Court
- 05 Pickleball Linework
- 06 Table Tennis
- 07 Trees in Pavement (Structural Soil)
- 08 Retractable Sports Fence / Screen
- 09 Fern Wall to Lower Level



Table Tennis & Small Social Sports

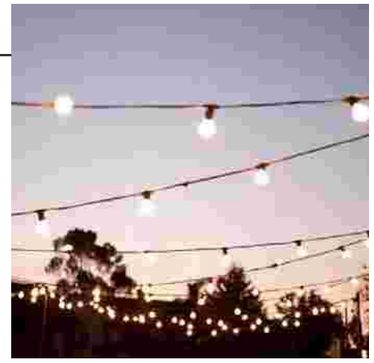


Deciduous trees in pavement (Structural Soil)
Paley Park New York

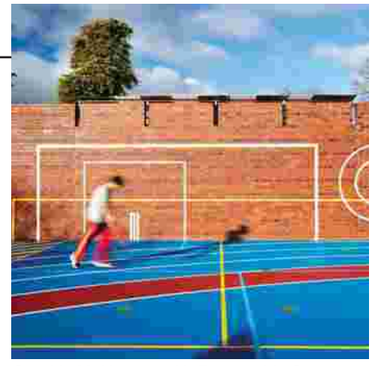




Informal gathering space



Festoon Lighting



Graphic Multi-court with Retractable Sports Fencing / Screening

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DATE: 18.12.2025
DRAWING SCALE: 1:150 @ A3

PERTH GIRLS SCHOOL (SOUTH)
2 WELLINGTON STREET, EAST PERTH
DEVELOPMENT APPLICATION

LANDSCAPE DETAIL PLAN

Eastern Courtyard

Legend

- Lot Boundary
- Canopy Line
- 01 Covered Walkway
- 02 Raised Garden
- 03 Seating Edge
- 04 Raised Garden for Trees
- 05 Planted Arbour over Al-fresco
- 06 Main Stair Access
- 07 Seating Terraces
- 08 Vertical Gardens
- 09 Shade Garden

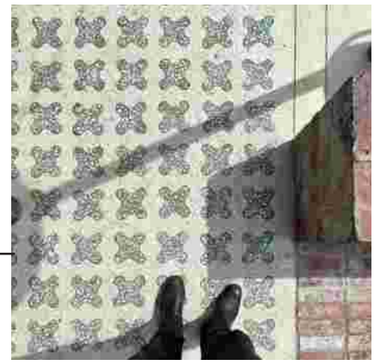


Edible Gardens within sheltered courtyards - NVG Courtyard Melbourne



Shade tolerant plantings
State Buildings - Perth





Custom Concrete Pavement



Vertical Greening, Perth CBD



Steps and Terraces. Collingwood Arts Precinct

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DATE: 18.12.2025
DRAWING SCALE: 1:150 @ A3

PERTH GIRLS SCHOOL (SOUTH)
2 WELLINGTON STREET, EAST PERTH
DEVELOPMENT APPLICATION

LANDSCAPE DETAIL PLAN

Main Lawn & Heritage Forecourt

Legend

- Lot Boundary
- Main Roads Easement
- 01 Bike Racks
- 02 Pathway through Garden
- 03 Quiet Seating Space
- 04 Native Woodland Garden
- 05 Sports / Event Lawn
- 06 Ribbon Wall (Brick Retaining)
- 07 Planted Arbour
- 08 Heritage Forecourt
- 09 Universal Access





Flexible Lawn space for Active Sports





Temporary Pavilion / Outdoor Sheltered Space - Student Design Collaboration



Green Forecourt to Heritage Building. Abbotsford Convent



Long Communal Table

LANDSCAPE DETAIL PLAN

Wellington Street Entrance

Legend

- Lot Boundary
- Main Roads Easement

01 Formal Entrance
02 Display Gardens
03 Landscape Step Terraces
04 inclined Walkway (Universal Access)
05 Jacaranda Avenue
06 Sloped Pocket Lawn
07 Native Woodland Gardens
08 Beer Garden Deck
09 Beer Garden Forecourt
10 Gathering Circle / Sculpture



Unit Pavers for Primary Entrances

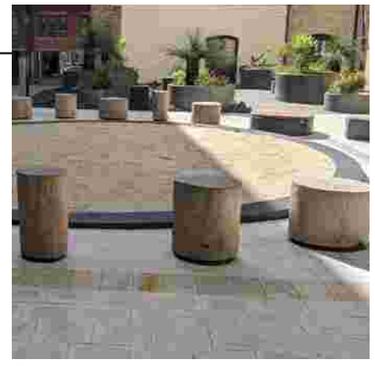


Display Garden as formal Entrance





Curved Brick Walls



Cultural Gathering Space

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DATE: 18.12.2025
DRAWING SCALE: 1:150 @ A3

PERTH GIRLS SCHOOL (SOUTH)
2 WELLINGTON STREET, EAST PERTH
DEVELOPMENT APPLICATION

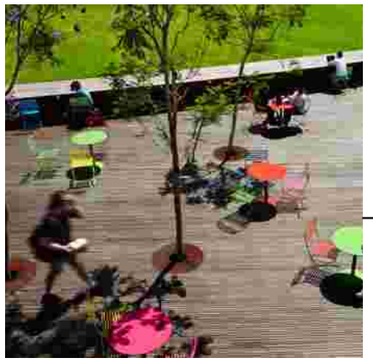
LANDSCAPE DETAIL PLAN

Beer Garden

Legend

- Lot Boundary
- Main Roads Easement

01 Sloped Lawn
02 Transplanted Trees
03 Lawn under Existing Trees
04 Lower Deck around Existing Trees
05 Upper Deck
06 Service Area
07 Pop-up Stage
08 Heritage Forcourt Alfresco
09 Planted Arbour
10 Service Area



Trees in Decking.



Al-fresco space with Trees in Decking. Wild Hop Brewery Yallingup





Alfresco dining space blended with landscape. Moorilla Winery, TAS



Alfresco dining space framed by heritage buildings. Abbotsford Convent



Sloped Lawns. State Library, Melbourne

LANDSCAPE DETAIL PLAN

East Parade

Legend

- Lot Boundary
- Canopy Line
- 01 Planted Arbour over Al-fresco
- 02 Bike Racks
- 03 Buffer Planting to Plain Street
- 04 Ribbon Walls (Brick Retaining)
- 05 Sloped Pocket Lawn
- 06 Eastern Steps
- 07 Seating Terraces
- 08 Heritage Forecourt
- 09 Sports / EventLawn



Central Handrails



Planted Arbour





Native Gardens as buffer to Main Roads traffic impact. Subi East - UDLA



Sloped Lawn and Seating Terraces



Sloped Lawns interfacing with Steps - Mona Museum, TAS

5. LANDSCAPE COMPLIANCE

LANDSCAPE COMPLIANCE

Tree Canopy

Legend

Site Area - 10,355m2

Wellingtone Street Road Reserve Area - 807m²

Total Site Area - 11,162m²

Lot Boundary

Main Roads Easement

Large Tree Canopy at Maturity
>12m High x >9m Wide
(Area per canopy: 63.6m²)

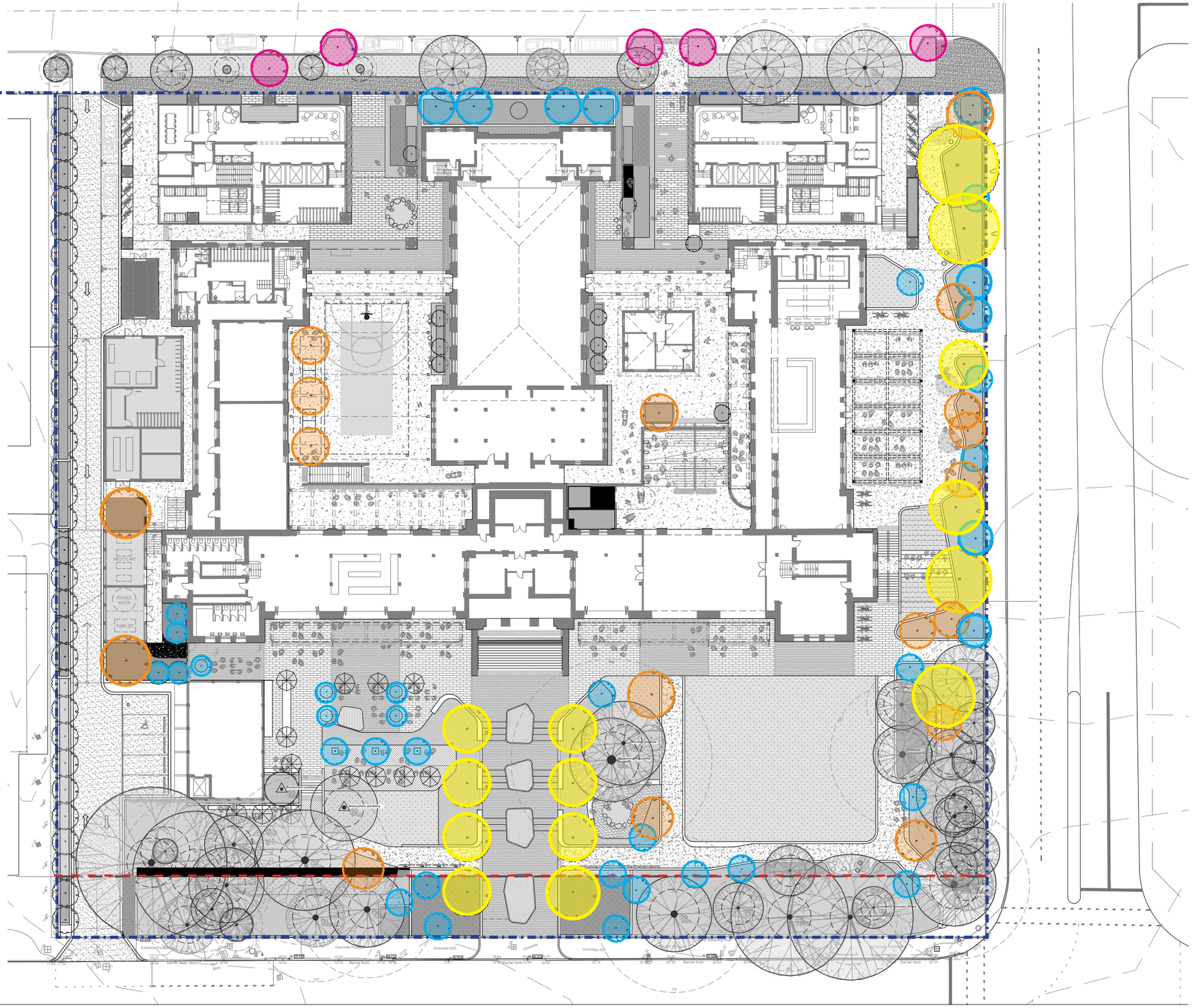
Medium Tree Capony at Maturity
8-12m High x 6-9m Wide
(Median Area per canopy: 44.2m²)

Medium Tree Capony at Maturity (In Bronte St Road Reserve)
Not part of Total Canopy Calculations
8-12m High x 6-9m Wide
(Median Area per canopy: 44.2m²)

Small Tree Canopy at Maturity
3-8m High x 2-6m Wide
(Median Area per canopy: 12.6m²)

Tree Canopy

CRITERIA	SPP7.3 REQUIREMENT	DEVELOPMENT PROPOSAL
Site Area	>1,000m²	11,162m2
Tree Canopy	1 Large Tree for each additional 900m² in excess of 1,000m² AND Small Trees to Suit Area Equivalent to: 720m² Total Canopy Required	Large Trees: 14 ~ Equivalent to 890m² Medium Trees: 18 ~ Equivalent to 796m² Small Trees: 38 ~ Equivalent to 479m² **Total = 2,165m²** Tree Canopy added to site + Additional 221m² in Bronte St Road Reserve



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AUTHOR: JR & JM
DATE: 18.12.2025
DRAWING SCALE: 1:400 @ A3

PERTH GIRLS SCHOOL (SOUTH)
2 WELLINGTON STREET, EAST PERTH
DEVELOPMENT APPLICATION

LANDSCAPE COMPLIANCE

Deep Soil

Legend

Site Area - 10,355m²

Road Reserve Area - 807m²

Total Site Area - 11,162m²

Lot Boundary

Main Roads Easement

True Deep Soil Area - 1,708m²

Contained Planters
(Restricted to ~1m Wide or ~1m Deep) - 263m2

Deep Soil Area (In Wellington Street Road Reserve) - 630m²

Structural Soil for Plantings in Hard Pavement
Not included in calculations

Permeable Pavement / Elevated Decking
Not included in calculations

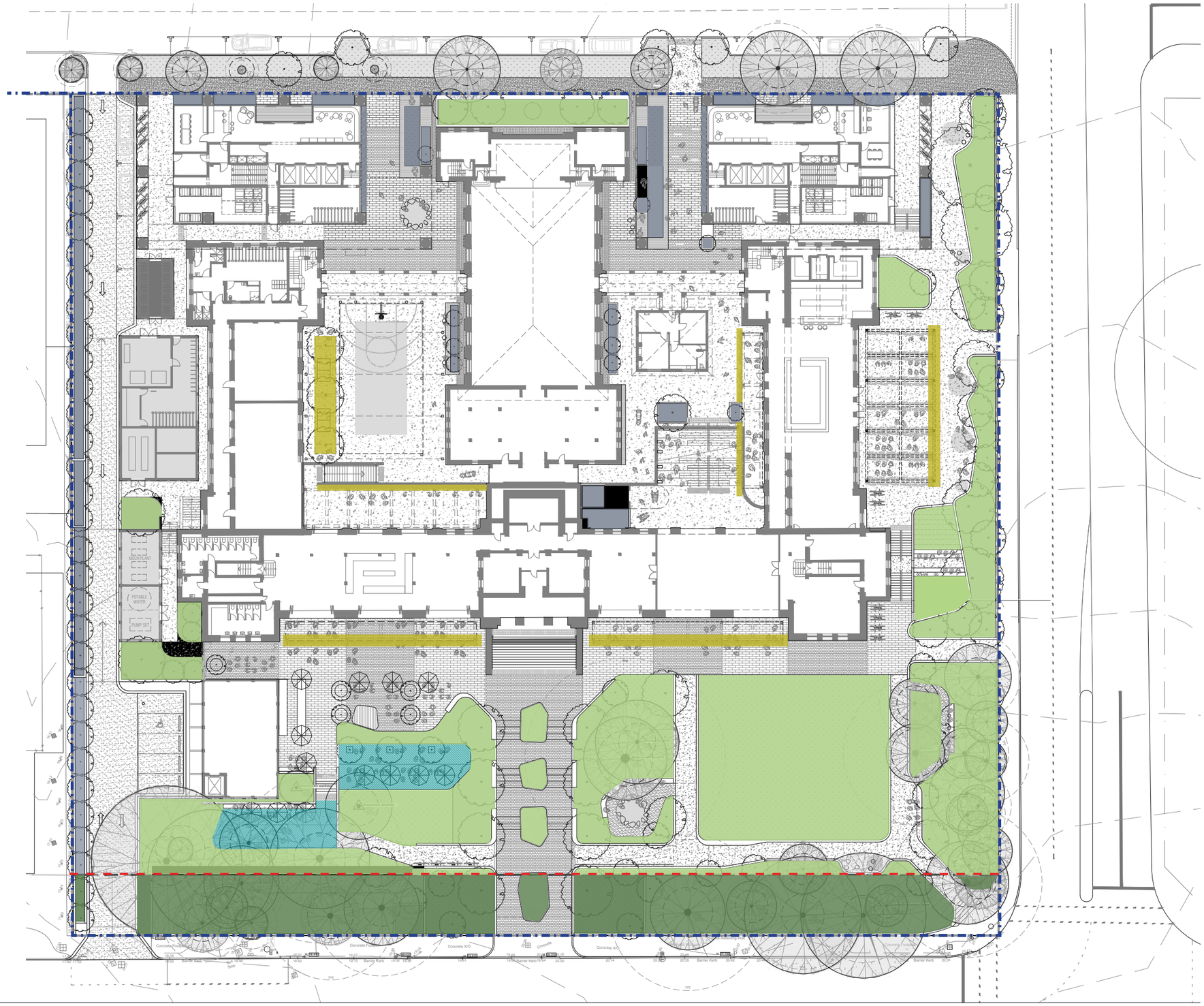
Deep Soil

CRITERIA	SPP7.3 REQUIREMENT	DEVELOPMENT PROPOSAL
Site Area	>1,000m²	11,162m2
DSA	7% if existing tree(s) retained on site	DSA: 1,708² (15.3%) Contained Soil: 263m² (2.4%) Easement: 630m² (5.6%) Total = 2,601m² (23.3%)

SPP7.3 COMPLIANCE CRITERIA

ACCEPTABLE OUTCOMES

A 3.3.4 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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DRAWING SCALE: 1:400 @ A3

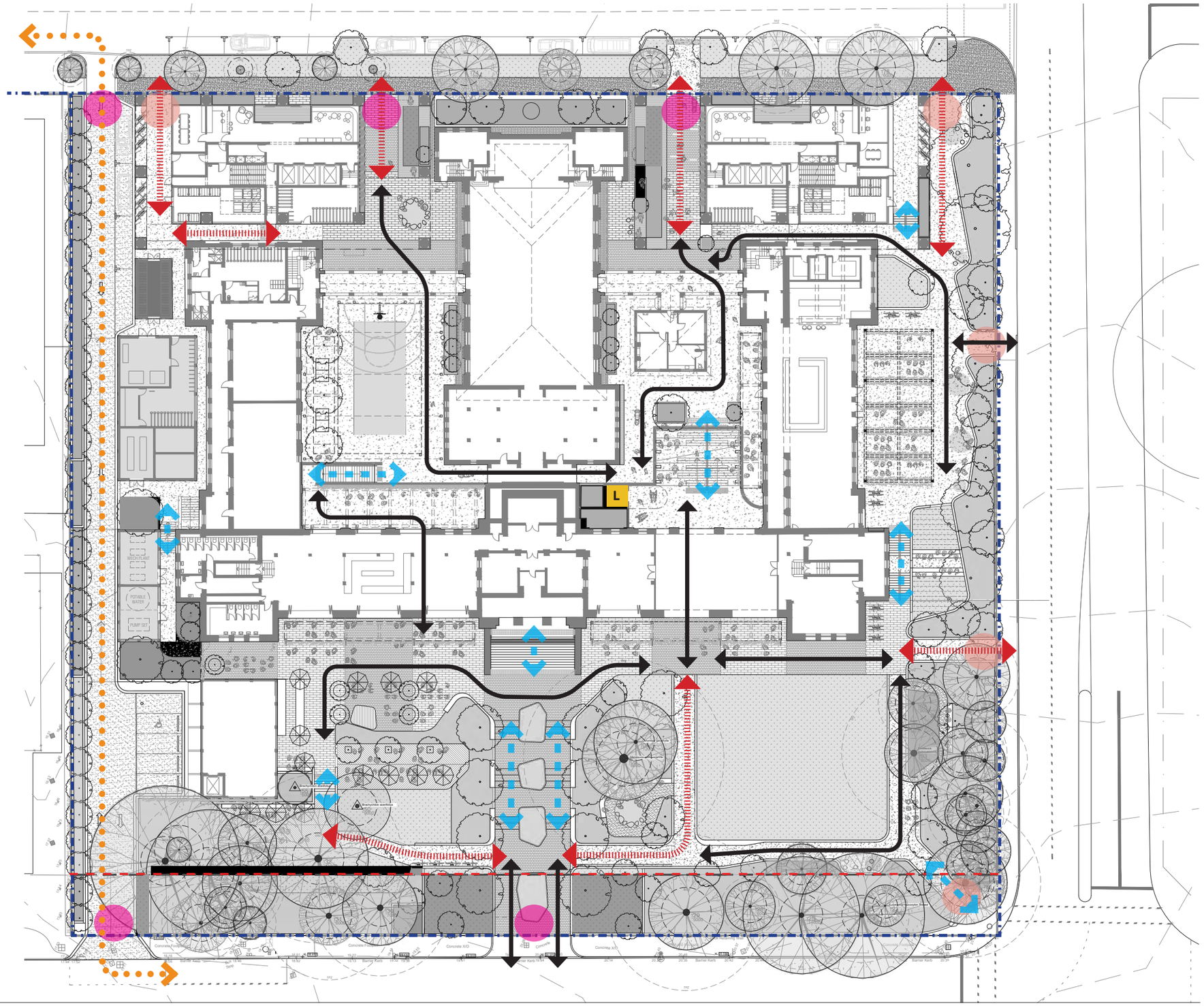
PERTH GIRLS SCHOOL (SOUTH)
2 WELLINGTON STREET, EAST PERTH
DEVELOPMENT APPLICATION

LANDSCAPE COMPLIANCE

Circulation

Legend

- Accessible Walkway
- Inclined Universal Access Walkway
- Vehicle Access, Service Lane
- Step Threshold
- L — Lift (Public Access 24 hrs)
- Primary Site Entrances
- Secondary Site Entrances



6. SCHEDULES

MATERIAL PALETTE

PAVING & GROUND SURFACES

- Durable, hard-wearing materials with natural warm tones
- Permeable surfaces to maximise soil for trees
- Custom features at nominated locations to enhance wayfinding, activation, cultural narrative and visual interest



Description: Banded Paving
Colour: Various
Size: Rectangular Format
Supplier: Urban Stone



Description: Commercial Pavers
Colour: Various Tones and Finishes
Size: Rectangular Format
Supplier: Urban Stone



Description: Gravel fines
Colour: Summer stone
Size: Medium (7mm – 16mm)
Supplier: Creation Landscape



Description: Loose Gravel
Colour: Toodjay Granite Gravel
Size: Medium (7mm – 25mm)
Supplier: Creation Landscape



Description: Permeable Pavers
Colour: Grey
Supplier: Midland Brick



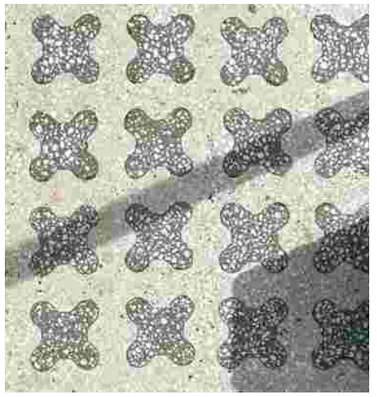
Description: Tree Grates
Material: Aluminium



Description: Timber Decking
Material: Hardwood or Engineering Deck
Supplier: Mortlock Timber or Similar



Description: Sports Surface Linemarking
Product:
Supplier:



Description: Custom Concrete Pavement
Product: In-situ Concrete
Detail: Custom Graphics



Description: Custom Concrete Pavement
Product: In-situ Concrete
Detail: Stenciled, stamped, sandblasted

MATERIAL PALETTE

WALLS, TERRACES & EDGES

- Durable, hard-wearing materials with natural warm tones
- A balance between sinuous, organic forms and formal, straight geometry
- 'Ribbon' retaining walls and edges step down and rollick with the sloping landscape
- Versatile materials that perform a range of functions



Description: Precast Concrete Walls
Detail: Custom



Description: Rammed Concrete Walls
Detail: Custom



Description: Masonry Retaining Walls
Colour: To match Heritage Building
Detail: Custom



Description: Masonry Retaining Walls
Colour: To match Heritage Building
Detail: Custom



Description: Masonry Retaining Walls
Colour: To match Heritage Building
Detail: Custom



Description: Integrated Steps and Terraces
Material: Concrete and Timber



Description: Raised Light-weight Planter
Finish: Powder Coated
Supplier: Custom Fabrication



Description: Donnybrook Plinths
Colour: Natural Copper,Tan, Pink
Finish: Sawn Finish
Supplier: Rural Stone



Description: Bluestone Boulders
Finish: Natural Split face



Description: Limestone Rubble Wall
Colour: Natural
Finish: Mortared

MATERIAL PALETTE

FURNITURE & ELEMENTS

- Flexible, modern, lightweight fixtures to complement the lifesyle of new residents, and resonate against the heritage fabric
- Furniture for a range of activities and functions; whether social, studious or reflective
- Practical amenity to suport day-to-day life
- Fresh colours and forms



Description: Terrace Furniture
Finish: Powder Coated
Supplier: Custom Fabrication



Description: Versatile Steel Structure
Finish: Powder Coated
Supplier: Custom Fabrication



Description: Excercise Elements



Description: Long Communal Table
Colour:
Finish:
Supplier:



Description: Planted Arbour
Finish: Powder Coated



Description: Fixed Furniture
Finish: Aluminium
Detail: Proprietary Selection



Description: Fixed Furniture
Finish: Aluminium
Detail: Proprietary Selection



Description: Fixed Furniture
Finish: Hardwood Timber
Detail: Custom



Description: Movable Furniture
Finish: Powder Coated
Supplier: Fermob or Similar



Description:
Colour:
Finish:
Supplier:

MATERIAL PALETTE

PUBLIC ART, SCULPTURE & LIGHTING

- Playful, contemporary artwork and sculpture
- Integration of heritage and cultural narritives
- Lighting to enhanse wayfinding and activation



Description: Festoon Lighting



Description: Engraved Stone Boulders
Colour: Natrual



Description: In-ground Lighting



Description: Public Art / Sculpture



Description: Red Gravel and Planting



Description: Public Art - Light Projection



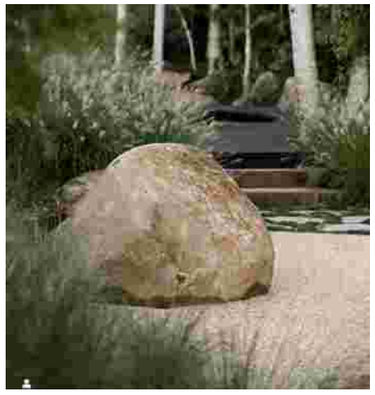
Description: Upright Stones
Public Art Collarboration



Description: Custom Tile Mosiac
Public Art Collaboration



Description: Hardwood Timber Seats



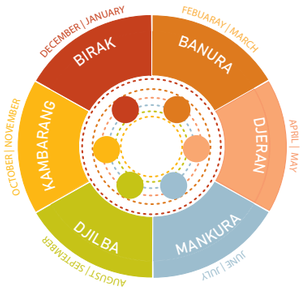
Description: Toodjay Granite Boulders
Supplier: Rural Stone

PLANT PALETTE

SHADE GARDENS

- Prior to final selections, all plant species are to be checked against the current edition of 'Western Australian Euwallacea fornicatus, Polyphagous Shot-Hole Borer (PSHB) Host List'
- Deep shade will be created by the overshadowing of the new tower buildings. These spaces will provide comfortable respite in summer months.
- A palette of reliable evergreen foliage plants with pops of floral display throughout the seasons.

Noongar six season calender



Codes:

TR: Tree

SH: Shrub

GC: Ground Cover

GR: Grass

C/R: Climber/Rambler

EN : Endemic to Western Australia

N: Native

E: Exotic

Flower Colour

Noongar Flowering season

Edible / Bush Tucker

TALL PLANTS



TR, N, *Tristaniopsis luscious*
Water Gum



TR, N, *Waterhousea floribunda* - Weeping Lilly Pilly



TR, EN, *Leptospermum sericeum* - Esperence Tea Tree



SH, E, *Rhapis excelsa*
Lady Palm



SH, E, *Arthropodium cirratum* - New Zealand Rock Lily



SH, N H*owittia trilocularis*

LOW PLANTS



GR, N *Libbertia paniculata*
Grass Flag



GR, EN *Dianella revolta*
Black Anther Flax-lily



SH, EN *Chorilaena quercifolia* Karri Oak



SH, N *Philotheca myoporoides* - Long-leaf Wax Flower



GR, E *Asplenium antiquum*
Birds Nest Fern



GR, E, *Liriope muscari 'Just Right' Lily Turf*



GR, E *Aspidistra elatior*
Cast Iron Plant



GR, E *Philodendron bipinnatifidum Xanadu*



Trachelospermum asiaticum 'Snow-N-Summer'
Asiatic Jasmine



Melaleuca hederacea
Native Violets



SH, EN *Correa pulchella*
Dusky Bells



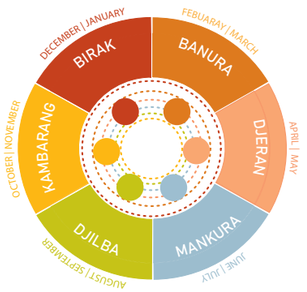
Ligularia reniformis
Tractor Seat Plant

PLANT PALETTE

COURTYARDS

- Prior to final selections, all plant species are to be checked against the current edition of 'Western Australian Euwallacea fornicatus, Polyphagous Shot-Hole Borer (PSHB) Host List'
- Simple planting palettes to the Courtyards; advanced trees with luminous leaves to create light and visual interest
- Climbing plants to retaining walls and Arbours/trellis'
- Ferns and mosses to overshadowed walls

Noongar six season calender



Codes:

TR: Tree
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E: Exotic
Flower Colour
Noongar Flowering season
Edible / Bush Tucker

TREES



GR, E *Gleditsia tricanthos*
Sunburst



TR, E *Caesalpinia ferrea*
Leopard Tree



TR, E *Ulmus parvifolia*
Chinese Elm



TR E *Lagerstroemia indica x fauriei 'Natchez'*
Crepe Myrtle



TR, E *Lagerstroemia indica x fauriei* Zuni Crepe Myrtle



S/R, E *Trachelospermum jasminoides* Chinese Star Jasmine

CLIMBERS



C/R, E *Parthenocissus quinquefolia* Boston Ivy



C/R, EN *Hardenbergia comptonia* Bridal Bouquet



C/R, E *Ficus pumila*
Climbing Fig



C/R, E, *Cissus antactica*
Kangaroo Vine



GC / C/R, EN *Kennedia nigricans* Black Coral Pea



C/R, *Wisteria floribunda*
Royal Purple

GROUND COVERS



GC, EN *Hibbertia grossulariifolia*



C/R, N, *Viola hederacea*
Native Violet



FE, E *Adiantum aethiopicum*
Maidenhair Fern



FE, E *Doodia australis*
Rasp Fern



GC, E *Dichondra* Silver Falls



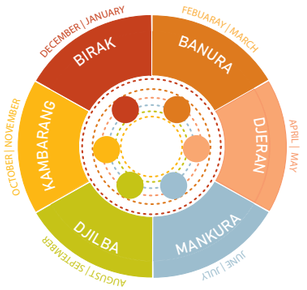
GC, N *Dichondra repens*
Kidney Weed

PLANT PALETTE

BEER GARDEN

- Prior to final selections, all plant species are to be checked against the current edition of 'Western Australian Euwallacea fornicatus, Polyphagous Shot-Hole Borer (PSHB) Host List'
- The Beer Garden will have a distinct planting palette of its own, featuring natives and edible species - plants with function and fragrance to create a comfortable afternoon outdoor experience
- Advanced Eucalyptus trees with clear smooth trunks will be planted into timber decking to shade the terraces
- Seasonally interesting WA iconic plants will be used to create an urban oasis, a place of discovery and delight

Noongar six season calender



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Edible / Bush Tucker

BEER GARDENS



SH, EN, *Banksia menziesii Dwarf*



TR, EN *Eucalyptus Victrix* Snow Queen



TR *Eucalyptus leucoxylon rosea*



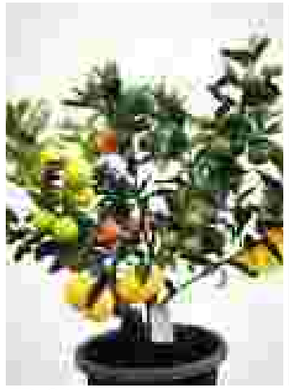
Backhousia citrodora Lemon Myrtle (edible)



TR EN *Eucalyptus forrestiana* Fuschia gum



CR, EN Billardiera heterophylla



TR *Citron* (Mixed Grafted Citrus) Fruit Cocktail Tree



SH, N *Leptospermum laevigatum* Foreshore



SH,*EN Atriplex nummularia* Oldman salt bush



GC EN, *Mentha satureioides 'Bush Mint'*



GR, EN *Darwinia oldfieldii*



GC *Sarcocornia quinqueflora* Samphire



SH, EN *Pimelea ferruginea*



GC, EN, *Banksia blechnifolia*



SH, EN *Correa glabra*



GC,EN *Lechenaultia biloba*



GC,EN Grevillea crithmifolia



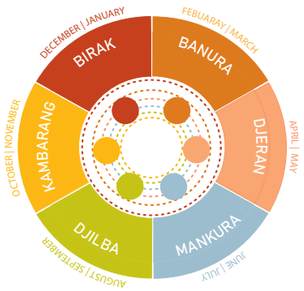
SH, EN, Poa poiformis

PLANT PALETTE

MAIN ROADS INTERFACE

- Prior to final selections, all plant species are to be checked against the current edition of 'Western Australian Euwallacea fornicatus, Polyphagous Shot-Hole Borer (PSHB) Host List'
- Shade & a sense of enclosure will be created to buffer Plain Street
- The stand of Eucalyptus leucoxylon trees to Wellington street will be retained, and new younger trees will be added, along with a simple grassland and shrub understorey
- Planted arbours will wrap the southern side of the building with planting in pavement

Noongar six season calender



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TALL FORMS



TR, EN *Eucalyptus lane-poolei* Salmon White Gum



TR, **N**, *Corymbia citriodora' Scentuous'* Dwarf Lemon-scented Gum



TR,N *Eucalyptus leucoxylon rosea*



TR, EN *Eucalyptus torquata* Coral Gum



TR, EN *Eucalyptus kruseana*



SH, EN *Eucalyptus macrocarpa*

OPEN MALLEE WOODLAND



SH,EN *Hovea pungens*



GC, N *Hibbertia scandens Snake Vine*



SH, N *Philotheca myoporoides* Long-leaf Wax Flower



SH, EN *Correa pulchella* Dusky Bells



GC, EN *Eremophilla Kalbarri carpet*



SH, EN *Kunzanea Baxteri*



Hemiandra pungens Snakebush



GR, EN, *Dianella revolta* Black Anther Flax-lily



SH, EN *Ispogen candycones formosus*



GR, EN *Conospermum triplinervium*



GR, N *Poa Eskadale* Tussock Grass



GR, EN *Banksia Nivea* Honeypot banksia

PLANT PALETTE

HERITAGE ENTRANCE & FORECOURT

- Prior to final selections, all plant species are to be checked against the current edition of 'Western Australian Euwallacea fornicatus, Polyphagous Shot-Hole Borer (PSHB) Host List'
- Grassy wildflower meadow - tying into the landscape typology of the East Perth Cemeteries
- The Heritage entrance will be lined with an avenue of Jacarandas - a nod to the gardens of Edna Walling and the early Australian colonial gardens.

WILDFLOWER MEADOW & GRASSLAND



TR, E *Jacaranda mimosifolia*



TR, EN *Eucalyptus Victrix*



TR, EN *Eucalyptus woodwardii*



TR EN *Eucalyptus forrestiana* Fushia gum



SH, EN, *Grevillea magnifica dwarf*



C/R, EN *Hardenbergia violacea*



H/P, EN *Brachyscome iberidifolia* Swan River Daisy



GR, EN *Anigozanthos sp*



GC, EN Dampiera linearis True blue



GC, EN *Myoporum parvifolia*



GC, EN *Thryptomene baeckeacea*



SH, EN *Chorizema cordatum*



GR, EN, Poa poiformis



SH, EN Melaleuca aspalathoides



GR, EN, *Carex tereticaulis*



H/P, EN *Rhodanthe chlorocephala subsp*

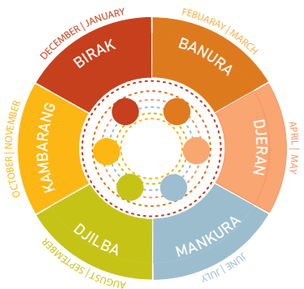


GC, EN *Conostylis candicans*



GC, EN, *Verticordia chrysanthella*

Noongar six season calender



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Flower Colour

Noongar Flowering season

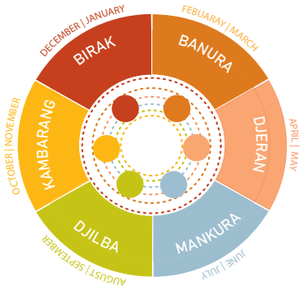
Edible / Bush Tucker

PLANT PALETTE

ROOF TERRACE GARDENS

- Prior to final selections, all plant species are to be checked against the current edition of 'Western Australian Euwallacea fornicatus, Polyphagous Shot-Hole Borer (PSHB) Host List'
- Edge planting to create cascading vegetation.
- Native climbers to grow along vertical guide wires
- Large shrubs to offer screening and wind protection to outdoor gathering spaces

Noongar six season calender



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CLIMBERS & RAMBLERS



C/R, N, *Hibbertia scandens*



C/R, EN, *Hardenbergia Comptoniana*



C/R, EN, *Hardenbergia comptonia* - Bridal Bouquet



GC, E *Senecio serpens* Blue Chalk Sticks



SH, N *Chamelaucium Local Hero* - Wax flower



GC, N *Carpobrotus edulis* Pigface

CASCADING



GC, N *Grevillea royal mantle* prostrate



GC, EN Acacia saligna prostrate



GC, N Casuraina “cousin it”



GC, EN *Myoporum parvifolia*



GC, EN *Eremophilla Kalbarri carpet*



GC, EN *Acacia bifaria*

LARGE SHRUBS



TR *Eucalyptus kruseana* Bookleaf Mallee



SH, EN, Eucalyptus Moon Lagoon



TR, EN *Hakea neurophylla*



SH, EN *Kunzanea Baxteri*



TR, E, Olea europaea Olive Tree



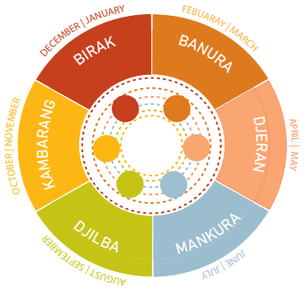
SH, E *Zamia Furfuracea* Cardboard Palm

PLANT PALETTE

STREET SCAPES

- Prior to final selections, all plant species are to be checked against the current edition of 'Western Australian Euwallacea fornicatus, Polyphagous Shot-Hole Borer (PSHB) Host List'

Noongar six season calender



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CANOPY TREES



TR EN *Melaleuca leucadendra*



TR *Eucalyptus torquata* Coral Gum



TR *Melaleuca quinqenervia* Broad Leafed Paperbark



TR *Corymbia eximia nana* Dwarf Yellow Bloodwood



TR, EN, *Agonis flexuosa* WA Peppermint



GR *Kikuyu* Lawn

LOW UNDERSTOREY



SH *Melaleuca incana nana*



GC,N,*Hibbertia scandens*



GC, EN, *Grevillea* Gin Gin Gem



GC, EN *Adenanthos cuneatus*



GC, EN *Eremophila* Kalbarri Carpet'



H/P *Brachyscome iberidifolia* Swan River Daisy

WILDFLOWER MEADOW



GR, EN *Anigozanthus hybrid "Yellow gem"*



H/P *Rhodanthe chlorocephala subsp.*



GC,EN Grevillea crithmifolia



GR, EN, Poa poiformis



GR, EN *Ficinia nodosa* Knobby Club Rush



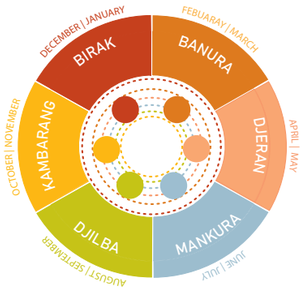
GR, N, *Poa labillardieri 'Eskdale'* Tussock Grass

PLANT PALETTE

AUSTRALIAN DISPLAY GARDENS

- Prior to final selections, all plant species are to be checked against the current edition of 'Western Australian Euwallacea fornicatus, Polyphagous Shot-Hole Borer (PSHB) Host List'
- Display gardens will feature wild flower plantings endemic to Western Australia and iconic to the perth region. The display gardens will be installed at key locations along the central axis of the Heritage building; in the south along the main entrance, and at the North beside Bronte Street

Noongar six season calender



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STRIKING FORMS & SEASONAL COLOUR



TR, N, *Xanthorrhoea preissii* Grasstree



SH, N, *Eremophilla nivea*



TR, EN, *Eucalyptus caesia*



SH, EN, *Waitzia acuminata*



SH, EN *Hypocalymma robustum* Swan River Myrtle



H/P, EN, *Cephalipterum drummondii*



H/P, EN, *Ptilotus mulla mulla*



H/P, EN, *Ptilotu calostachyus*



H/P, EN, *Comesperma virgatum*



H/P *Rhodanthe chlorocephala subsp.*



GR, EN *Anigozanthos sp.*



H/P, EN, *Lechenaultia biloba* Blue lechenaultia



GC, EN *Banksia petiolaris*



GC, EN *Swainsonia formosa*



H/P, EN *Macropidia fuliginosa*



GR, EN *Verticordia-nitens*



SH, EN *Trachymene coerulea*



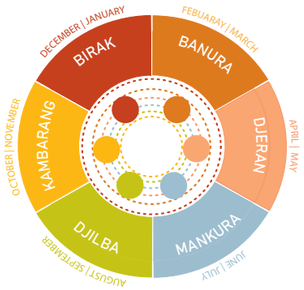
GC, EN, *Banksia blechnifolia*

PLANT PALETTE

EDIBLE GARDENS

- Prior to final selections, all plant species are to be checked against the current edition of 'Western Australian Euwallacea fornicatus, Polyphagous Shot-Hole Borer (PSHB) Host List'
- Edibles for communal use
- Mental Health benefits

Noongar six season calender



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FRUIT TREES



TR *Punica granatum* *Pomegranite*
Fruiting:



TR *Olea europaea*
Olive Tree
Fruiting:



TR *Citrus limon 'Eureka'*
Eureka Lemon
Fruiting:



TR *Feijoa sellowiana*
Pineapple Guava
Fruiting:



TR *Citrus sinensis Valencia*
Valencia Orange
Fruiting:



TR *Citrus aurantifolia 'Tahitian Lime'*
Fruiting:

VINES & SCREENING



C/R *Actinidia deliciosa*
Kiwi Fruit Vine
Fruiting:



C/R *Passiflora edulis*
Passionfruit
Fruiting:



C/R *Vitus vinifera*
Ornamental grape



GC *Fragaria × ananassa*
Strawberry
Fruiting:



GC *Allium schoenoprasum*
Chives
Fruiting:



SH *Murraya koenigii*
Curry Leaf Tree

HERBS & VEGGEIS



GC *Rosmarinus officinalis prostratus* Creeping Rosemary



H/P *Mentha spicata*
Spearmint (Common Mint)



H/P *Origanum vulgare*
Oregano



H/P *Salvia officinalis purpurascens* Purple Sage



H/P *Thymus Vulgaris*
Garden Thyme



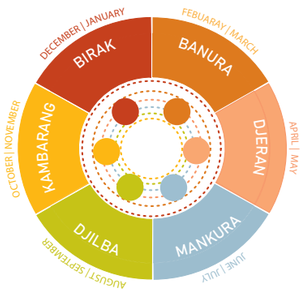
SH *Vaccinium sp. "Sunshine Blue"* Blueberry
Fruiting:

PLANT PALETTE

BOUNDARY CONDITIONS

- Prior to final selections, all plant species are to be checked against the current edition of 'Western Australian Euwallacea fornicatus, Polyphagous Shot-Hole Borer (PSHB) Host List'
- Narrow driveway screening planting that delivers height and green amenity to neighbouring properties.
- Wind breaks and screening for residents on upper levels of the towers and communal terraces.

Noongar six season calender



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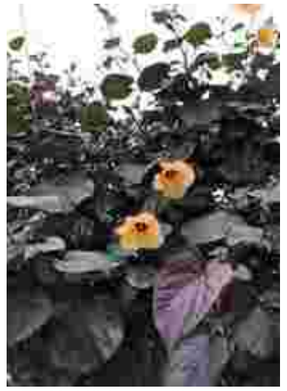
SCREENING



TR, N, Hibiscus-tiliaceus



TR, N, Syzygium australe



TR, N *Corymbia citriodora 'Scentuous' Dwarf*



SH, EN, *Adenanthos sericeus*



SH, EN, *Grevillea olivacea*



SH, EN, *Melaleuca nesophila* Showy Honey Myrtle

UNDERSTORY



GR, EN, *Dianella revolta*



GC,N,*Hibbertia scandens*



C/R, N, *Viola hederacea* Native Violet



Westringia fruticosa Coastal Rosemary



Lomandra tanika Lomandra



GC *Grevillea royal mantle* Prostrate

Attachment 5 – Heritage Council of Western Australia advice

Department of **Planning, Lands and Heritage**

GOVERNMENT OF WESTERN AUSTRALIA

Addressee's ref: DAP-2025/5478
Our ref: P2173-53181
Enquiries: Liza Mathews (08) 6551 9068

Chief Executive Officer
City of Perth
planning@cityofperth.wa.gov.au

Attention: Amie Groom

Dear Madam

PERTH GIRLS' SCHOOL (FMR)

Thank you for referring the below proposal to the Heritage Council under the provisions of Section 73 of the *Heritage Act 2018*.

Place Number	P2173
Place Name	Perth Girls' School (fmr)
Street Address	2 Wellington St, East Perth
Referral date	6 February 2026
Proposal Description	Proposed redevelopment and construction of two towers for student housing

We received the following information:

10 Design Principles Assessment
20260106 2026-00027 - Development Application
Accessibility Report
Acoustic Report
ADC PER_DA Report_251219_FINAL
Compiled Appendices for Lodgment Part One (A - C)
Compiled Appendices for Lodgment Part Three (F - M)
Compiled Appendices for Lodgment Part Two (D - E)
DAP Form 1 – Signed
DAP Receipt
Design Guideline Assessment
Development Plans
ESD Strategy
Heritage Impact Assessment
Landscape Report
Architectural Plan
Waste Management Plan
Wind Impact Assessment
Planning - EPATHWAY - Current Certificate of Title for every Lot - DAP-20255478
Planning - EPATHWAY - Development Approval (Local Planning Scheme) Form - DAP-20255478
Planning - EPATHWAY - Metropolitan Region Scheme Form 1 (If ap - DAP-20255478
Planning - EPATHWAY - Written Submission - DAP-20255478
Traffic Impact Statement

On 27 February 2026 the Heritage Council resolved that the proposal has been considered in the context of the identified cultural heritage significance of *Perth Girls' School (fmr)* and the *Development Principles for State Registered Places Policy,* and the following advice is given:

Findings

- *Perth Girls' School* is a particularly fine example of the Inter-war Stripped Classical style and is a prominent landmark in the area. It was built in 1936 to accommodate 500 girls and their teachers, to provide an independent girls' school with an emphasis on domestic science. It was discontinued as a school in the early 1960s and subsequently used by the Police Department until recently.
- This referral is for the proposed adaptation of the main school building for hospitality and cultural uses. Development includes the re-use of upper floors; installation of a lift; incorporation of kitchen/dining area to the east wing of the upper ground floor; a new food and beverage kiosk building added to the southwest corner of the site; and two additional towers to be located to the north of the east and west wings.
- On 11 February 2022 the Heritage Council provided statutory advice on a similar proposal.
- The redevelopment proposal is sensitive to the cultural heritage significance of *Perth Girls' School (fmr)* and supports the on-going occupancy of the place; however further information is required to mitigate any adverse impacts.

Advice

The proposal, in accordance with the plans submitted, is **supported** subject to the following conditions:

1. Any damage to significant fabric is to be made good, in profile and materials, to match the original/existing.
2. A dilapidation survey of *Perth Girls' School (fmr)* is to be prepared by a suitably qualified professional, to the satisfaction of the Director Historic Heritage Conservation prior to application for a building permit.
3. The following information being submitted to the satisfaction of the Director Historic Heritage Conservation prior to the application for a building permit:
    a. Schedule of conservation works including annotated drawings and methodology, materials and finish.
    b. Schedule of materials, colours and finishes for the new development.
    c. Signage and lighting strategy that provides a consistent approach throughout the site.
    d. Further information and / or detailed drawings on physical impact as a result of: fixings to significant fabric, installation of services, and compliance with the National Construction Code.
    e. Interpretation Plan that incorporates a consistent approach across the entire development.
    f. A standard archival record according to the *Guide to Preparing an Archival Record*.
    g. Architectural details, clarifying the extent of demolition.
    h. Details of the removal of significant heritage fabric, including the methodology to protect the adjoining heritage fabric and the details of the structural support, material and finishes that will be introduced.
4. An archaeological watching brief by a suitably qualified archaeologist shall be implemented at the commencement of any ground disturbance work. The Director Historic Heritage Conservation shall be notified immediately if archaeological material

or features are encountered and advised on a recommended course of action by the archaeologist.

5. Original brick and terrazzo drinking trough, original joinery and original joinery elements (including the student lockers and built in cupboards) are to be retained to the satisfaction of the Director Historic Heritage Conservation prior to application for a building permit. Demolition or removal of these elements should not occur without prior written approval from the Director Historic Heritage Conservation.
6. Construction Management Plan provided to the satisfaction of the Director Historic Heritage Conservation, that includes:
    a. Appropriate protective methods for the significant structures and fabric of *Perth Girls' School (fmr)*.
    b. A requirement for alarmed monitoring of deformation, tilt, vibrations and existing cracks. The Director Historic Heritage Conservation is to be notified promptly of any detrimental impacts to the heritage fabric, and the recommended course of action, by a suitably qualified structural engineer.
7. All conservation works, as set out in the Heritage Agreement, are to be completed in accordance with the Agreement timeframes, or as otherwise agreed with the Heritage Council, via the execution of a variation prior to the issue of the occupancy permits for the new proposed residential towers.

Please note that this advice considers State heritage matters only and does not replace the need for consideration of local heritage matters and Local Planning Polices.

Please be reminded that you are required under r.42(3) of the *Heritage Regulations 2019* to provide us with a copy of the Council determination within 10 days after making the decision. If you have any queries about this advice please contact Liza Mathews at liza.mathews@dplh.wa.gov.au or on 6551 9068.

Yours faithfully



Lara Watson
Director
Historic Heritage Conservation

6 March 2026

cc: Dion White, Hatch - deon.white@hatch.com

Attachment 6 – Applicant's address of State Planning Policy 7.0 Design of Built Environment

Anchor Hospitality



Heritage Treatment Concepts

All new structures adjacent the existing PGS building are treated in the same materiality as to read as distinct but respectful new elements. These will be a light, white concrete, mixed river shell grit to give subtle patina and a local story to these elements.

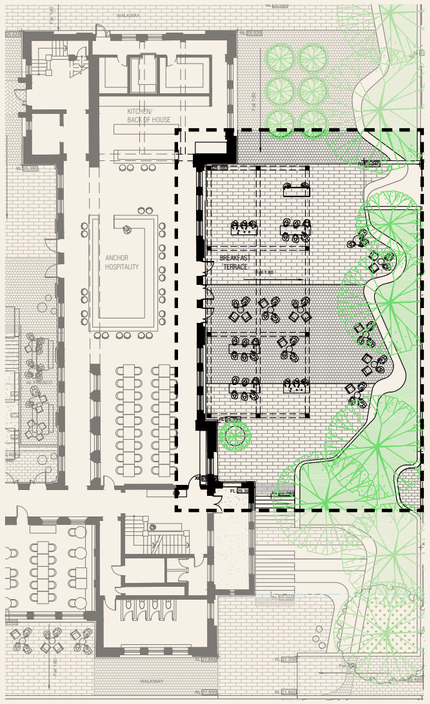
This applies to the lift tower, the awnings to the anchor hospitality, the brewery, and the arbours over the entry to the south of the PGS building.

+ Minimal & light forms contrast with & give visual priority to the heritage buildings
+ A more intimate scale is created with the newer elements nestled against the heritage



PC CARITAS / ARCHITECTEN DE VYLDER VINCK TAILLIEU

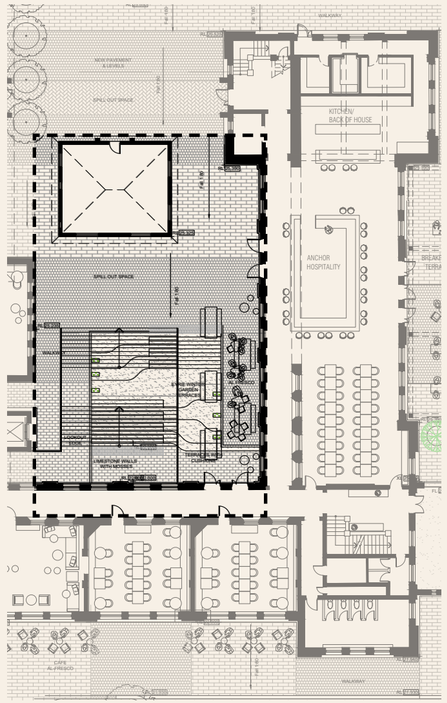
Anchor Hospitality



The anchor hospitality space has been delicately designed to work with the existing heritage fabric of the PGS building.

It spills out to Plain Street to the East to create a breakfast courtyard and activates Plain Street, giving life, vibrancy and another point of entry to this edge. The awning structure is designed in keeping with all other new elements on site; minimal, classical proportions, set-off the existing building, and neutral in tone.

Anchor Hospitality



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Model House



Model House

Perth Girls School, and subsequently the domestic science model home, was built in 1936 to provide a girl's school to the area with a focus on domestic science.

The model home, within the eastern courtyard of the Perth Girls School, poses a complex cultural heritage, urban design, and storytelling challenge to the precinct plan. As a site for the domestic training of young females, it can in its current condition be interpreted as a monument to gender oppression and standards of the early 20th century.

Observations

+ The model home tightens the north-south through site axis due to its opaqueness, and removes connective views conducive to safer experiences
+ Close relationship to the northern cloister impacts the openness and light levels within the cloister
+ The house as an opaque and introverted object in an important courtyard









Proposal

The model home as an important cultural and gathering space on the site which allows for ongoing conversation, dialogue, and action for diversifying gender roles through mediums such as performance, film, sculpture, aesthetic intervention, artworks, sounds, publishing, literature, among others.

Engagement of cultural practitioners and artists in residence will provide an opportunity to explore the cultural heritage of the site, both pre and post colonial.

From an opaque obstacle within the precinct, the Model House will be celebrated and reinterpreted in a contemporary context.

The proposed minimal intervention strategy will see appropriate and necessary conservation to the external structure along with conservation and repair of interior walls and features.

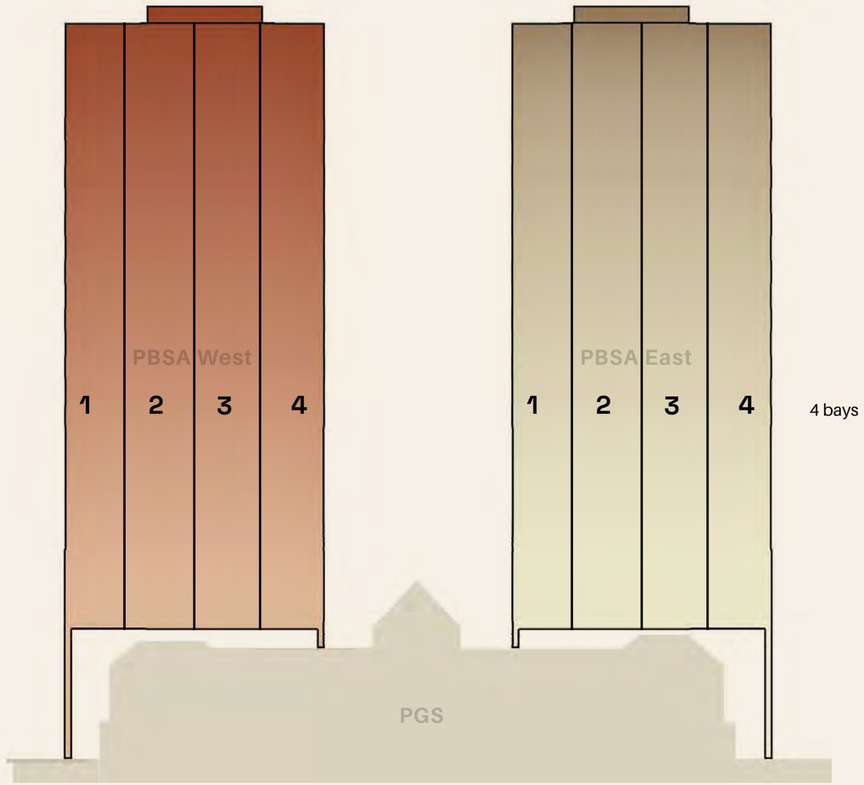


PBSA

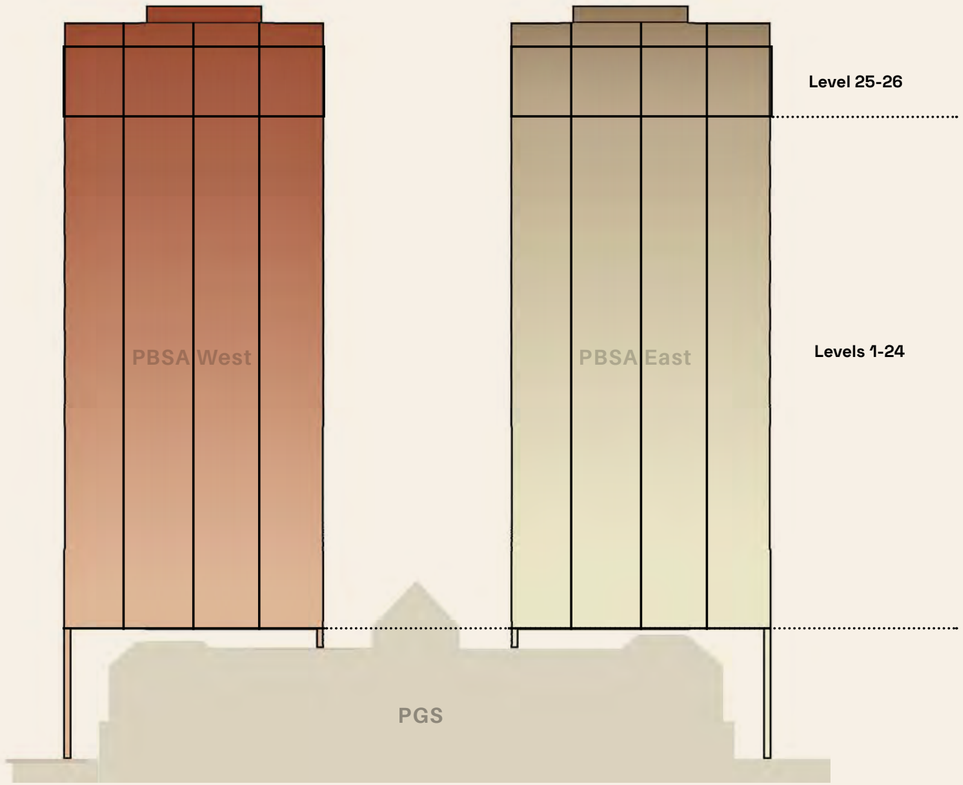
Bronte St Towers



Building Form & Scale_



Looking north past PGS to PBSA towers behind

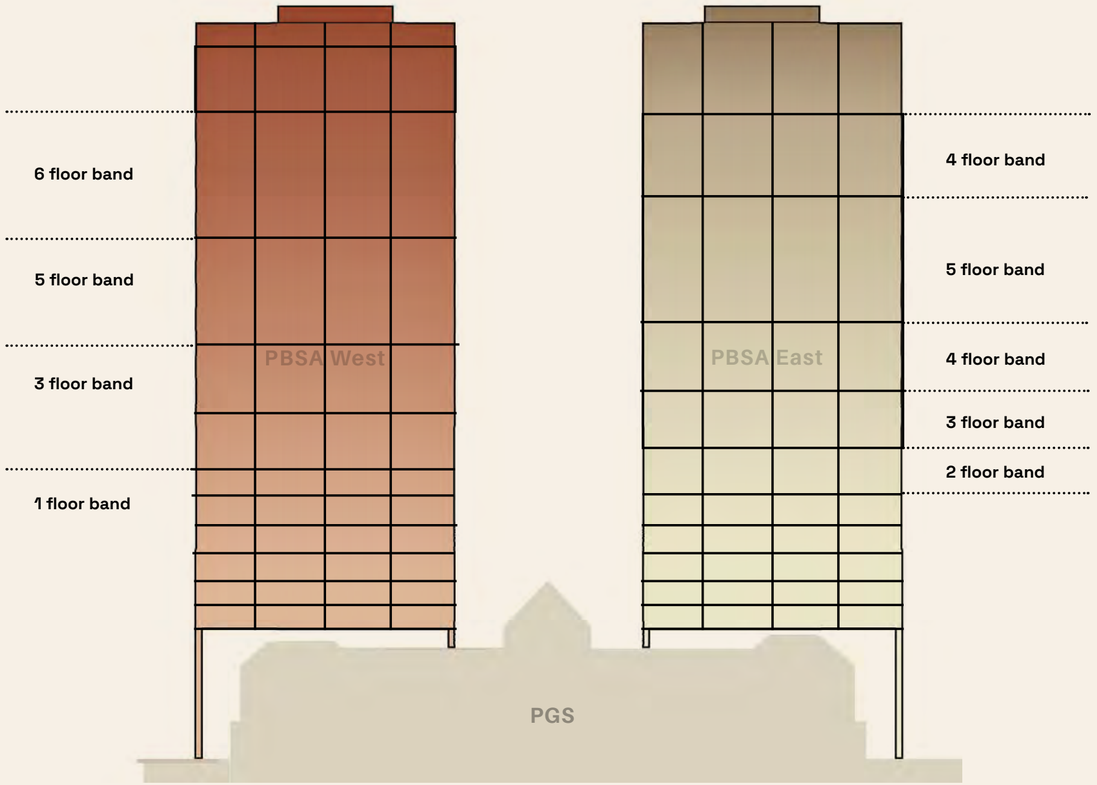


Looking north past PGS to PBSA towers behind

The PBSA tower is **divided vertically,** first into bays of 4.

The changes in **floor plate types** throughout the building have been considered...

Building Form & Scale_



Looking north past PGS to PBSA towers behind



Looking north past PGS to PBSA towers behind

...with the elevation structured by **horizontal bands** that shift as the tower rises, with their location varying between the east and west towers to establish rhythm and hierarchy.

The glazing is expressed as **vertical bands** set behind the rigid grid.

As the tower rises, the bands resolve into full-height glazing, reflecting the reduced spacing of the upper PGS floors.



Designed as two ‘siblings’, rather than twins, both PBSA towers share common traits and mannerisms that help reflect the symmetry of PGS and it’s vertical rhythms.

A palette of colours are considerately integrated between both the towers & the PGS, reflects existing colours found within the heritage buildings.



View from across Plain Street
looking northwest



View from Pioneers Gardens
West down Bronte st

The following diagrams show the overshadowing comparison on the local area between the Design Guidelines Massing, the previously approved DA and the Proposed Scheme. The dates align with the City of Perth Major DA Checklist.

1. August Massing Comparison:



1000 August 22



1200 August 22



1300 August 22

KEY:
Design guideline massing
Proposed envelope
Previous DA envelope
Shared shadow

2. September Massing Comparison:



1000 September 22



1200 September 22



1300 September 22

KEY:
Design guideline massing
Proposed envelope
Previous DA envelope
Shared shadow

3. October Massing Comparison:



1000 October 22



1200 October 22



1300 October 22

KEY:
Design guideline massing
Proposed envelope
Previous DA envelope
Shared shadow

Bronte st

The linking address




Lighter treatment to lower portion allows visual access & priority to PGS
New landscaping, refer to TDL design report.





Refined Landscape Concept

The Landscape proposal builds on the previously approved scheme, **retaining its core design intent** while responding to the revised Southern Precinct development.

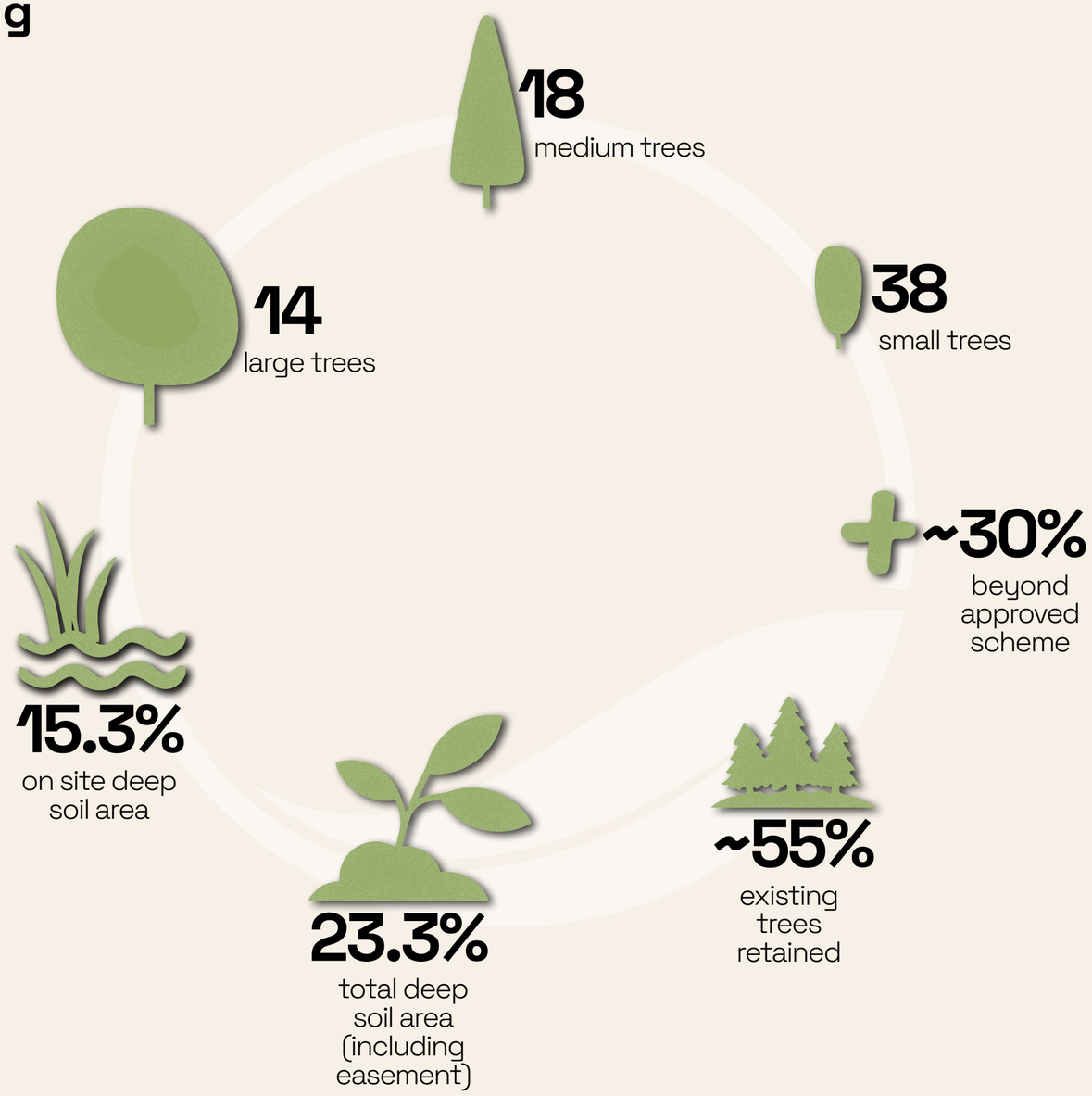
Key refinements include a **stronger focus on student-oriented outdoor amenity**, increased soft landscape and reduced hardscaping, and improved universal accessibility across the site.

The scheme significantly enhances tree retention, preserving approximately **55% of existing trees (up from 25% previously)**, including key mature specimens along Wellington Street.

A connected network of courtyards, lawns, and flexible outdoor spaces supports informal recreation, social gathering, and events, while **reinforcing heritage relationships and neighbourhood green character.**



Key Metrics: **Landscaping**



Landscape Quality_

LANDSCAPE PLAN

Lower Ground Level



Landscape Quality_

LANDSCAPE PLAN

Upper Ground Level



Landscape
Quality_



View C - Western Courtyard

Functionality+
Build Quality_

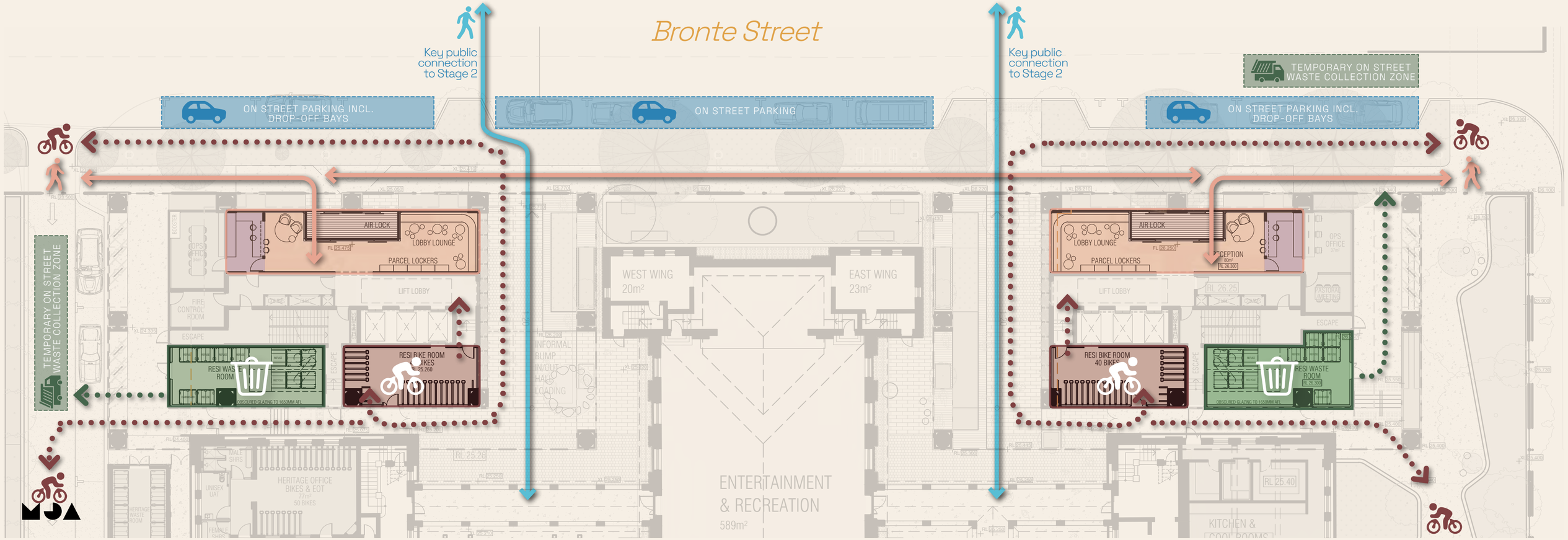
Legibility,
Safety,
Community_

Movements

Each building has separate central pedestrian entry points off Bronte Street clearly marking addresses, ensuring clear and safe way-finding. Public access through the site via two generous, legible thoroughfares.

Services are largely sleeved on all street edges. Waste collected with temporary on-street loading zones with bins ferried via paths on site.

Pick up and drop off parking proposed to be incorporated into on-street parking bays adjacent to lobby entrances.



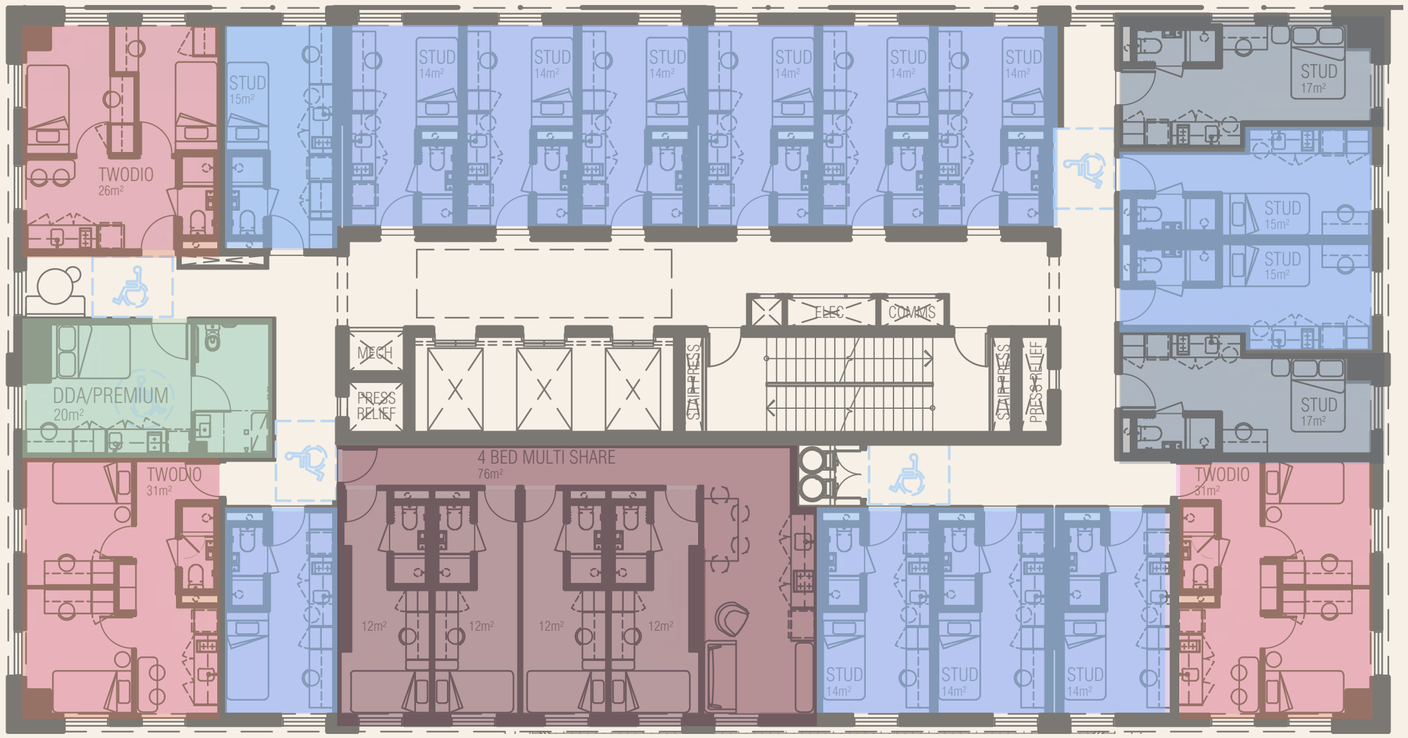


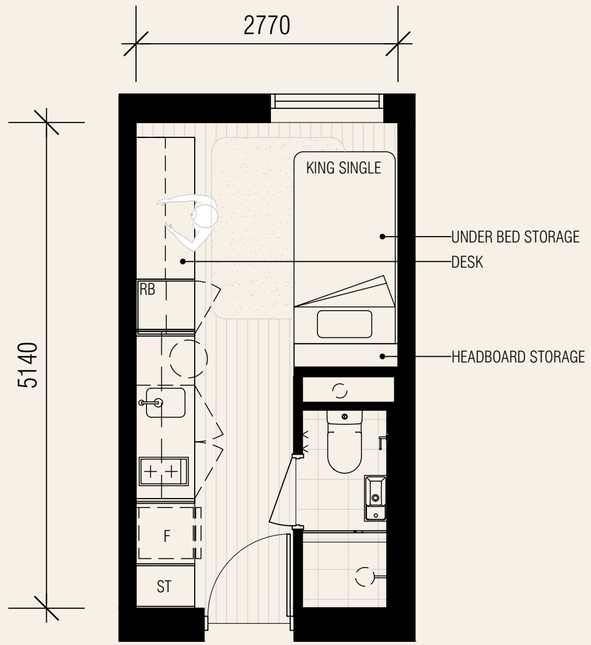
Typical floor

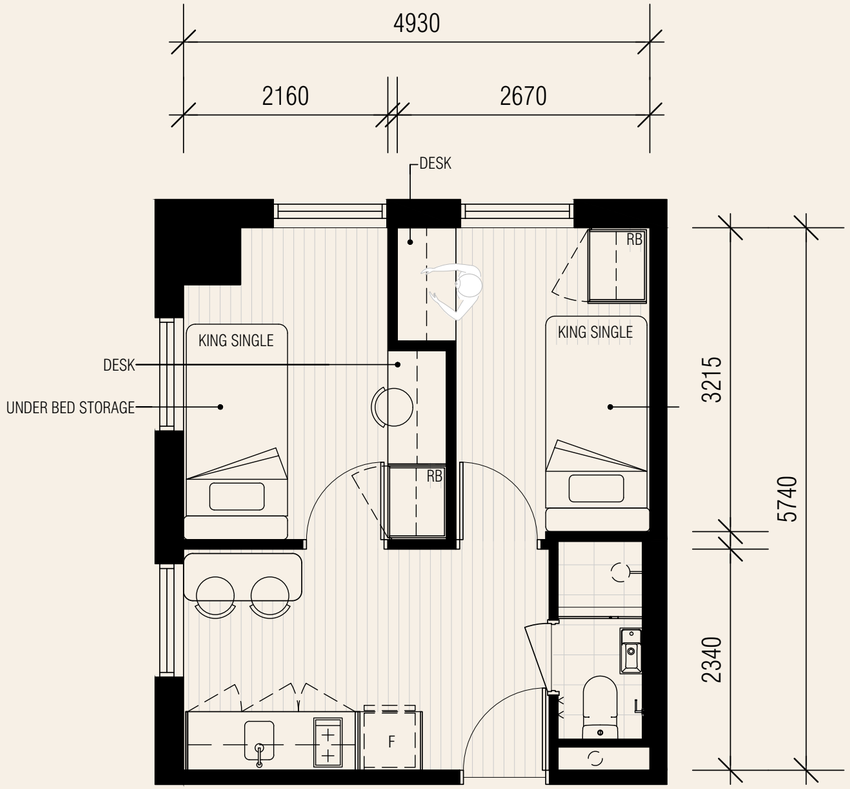
The Client and Operator have largely guided the distribution of room typologies based on their own.

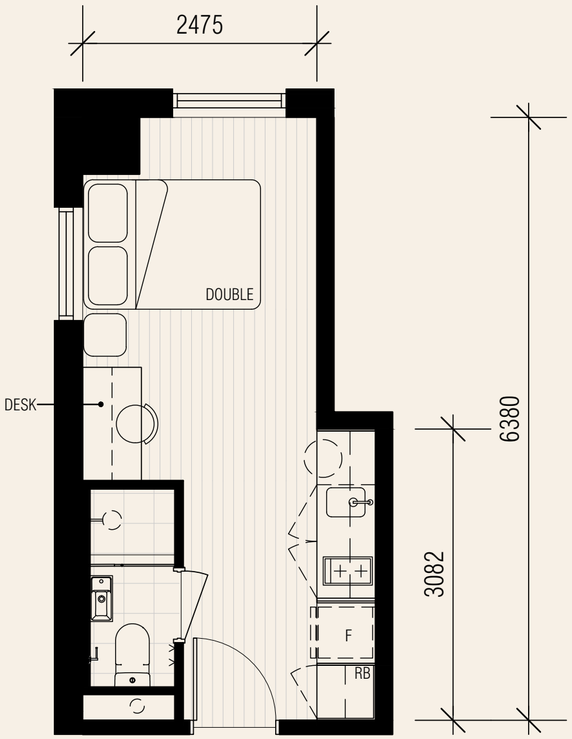
Proposed distribution mix:

- Studio - 65%
- Double Studio - 10%
- DDA Studio - 5%
- Twodio - 15%
- 4 Bed Muti Share - 5%









Studio
Strata - 15m²

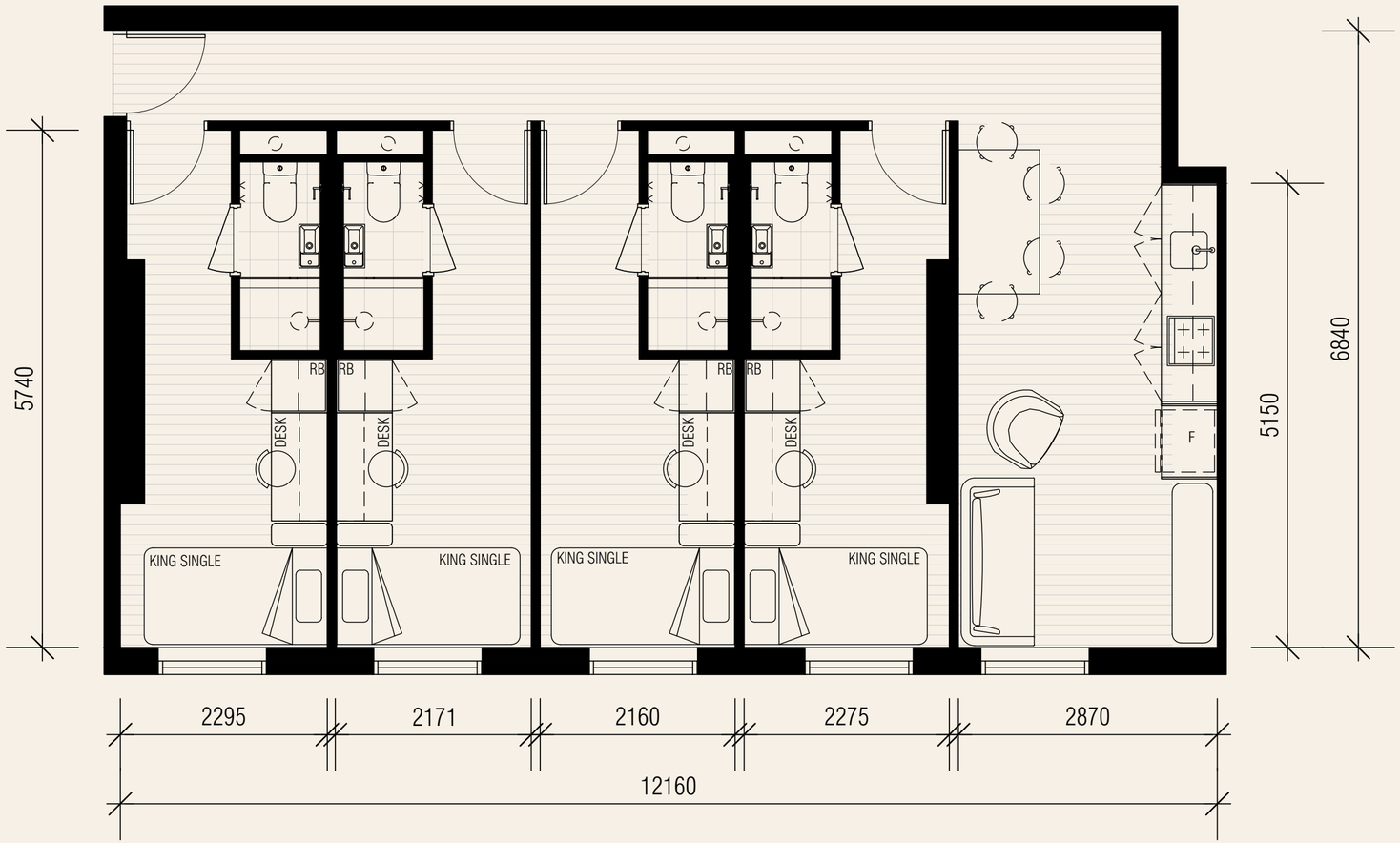
King single bed, ensuite bathroom, study desk, robe and kitchen facilities in each studio.

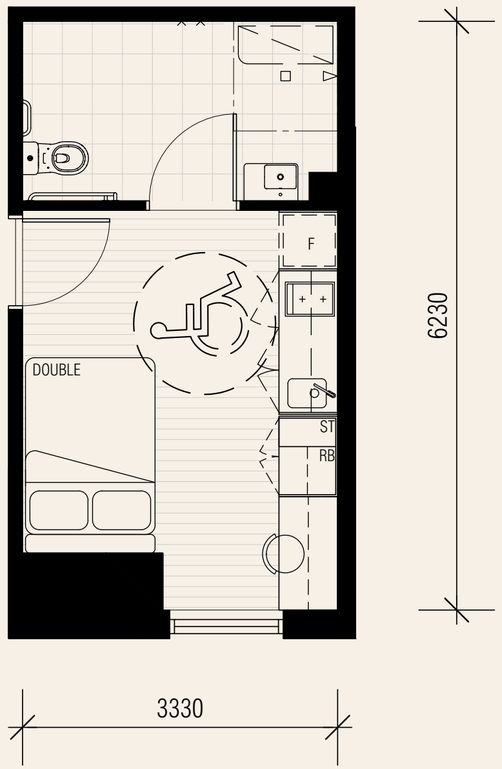
Twodio (Twin)
Strata (per bed) - 13m²

King single bed, study desk and robe in each room. Shared dining, kitchen facilities and bathroom within the apartment.

Double - Studio
Strata - 17m²

Double bed, ensuite bathroom, study desk, robe and kitchen facilities in each studio.





4 Bed Multi Share

Strata (per bed) - 19m²

King single bed, ensuite bathroom, study desk, robe in each room. Shared kitchen facilities and living room within the apartment.

DDA Premium Studio

Strata - 20m²

Double bed, ensuite bathroom, study desk, robe and kitchen facilities in each studio.

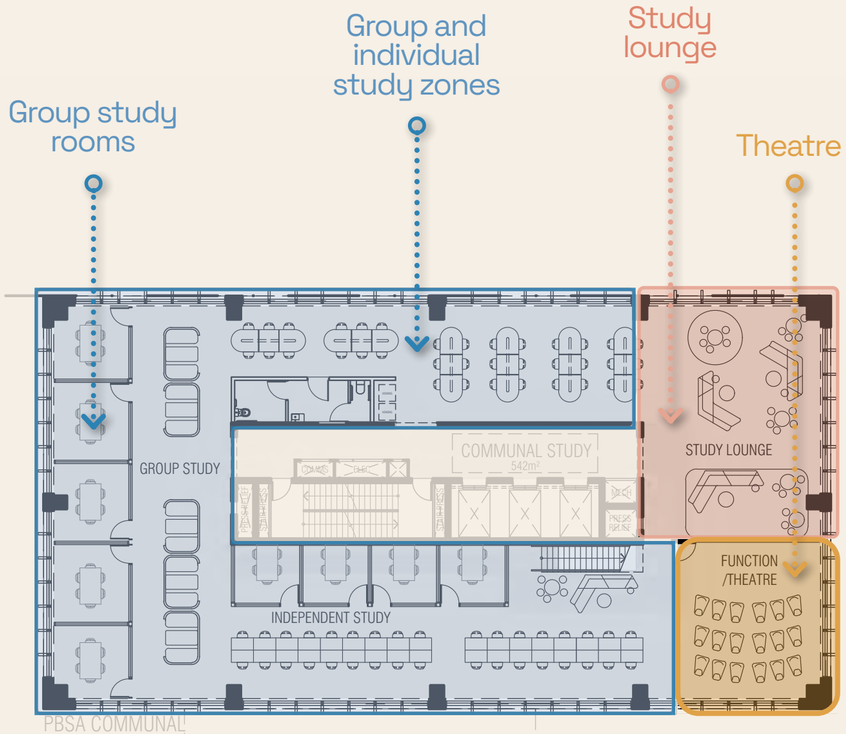
Landscape Quality_

Amenity_

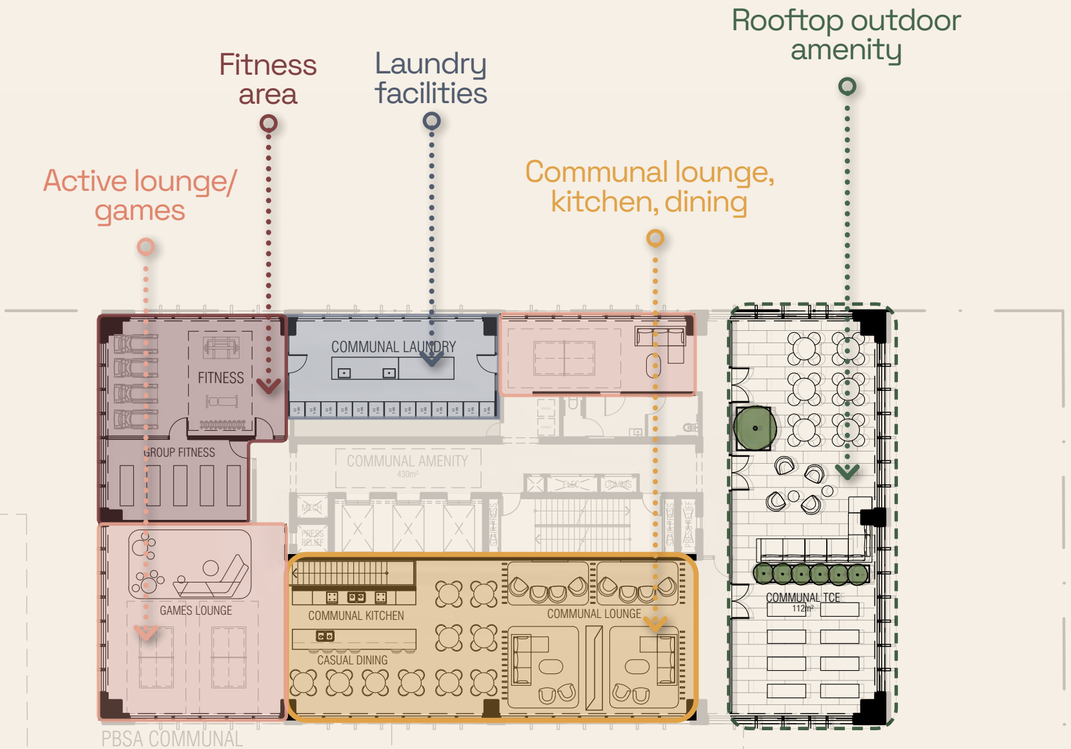
Communal amenity

Two levels of communal amenity in each tower. The lower communal levels contains a range of quiet and individual study zones, as well as a theatre.

The upper levels features a landscaped outdoor terrace, and louder active uses.



PBSA COMMUNAL LEVEL 1 (L24)



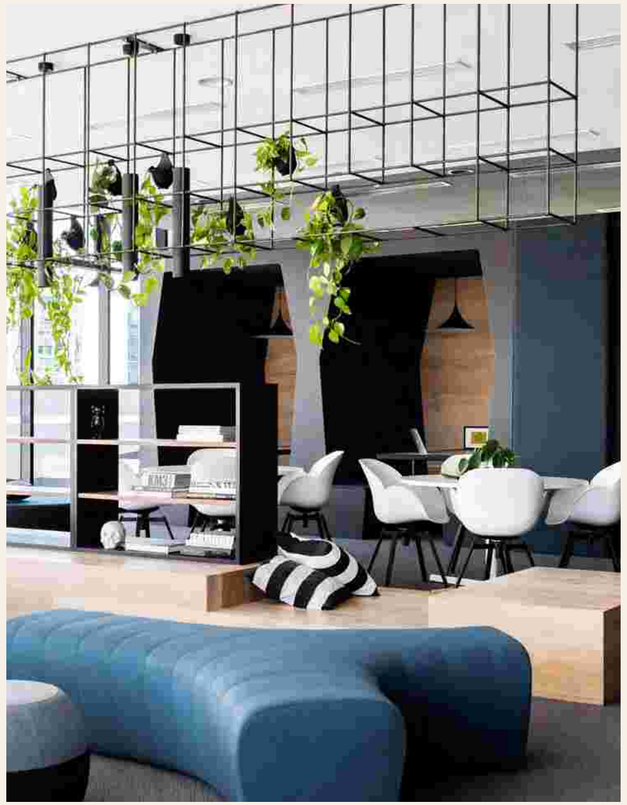
PBSA COMMUNAL LEVEL 2/ROOF TERRACE (L25)

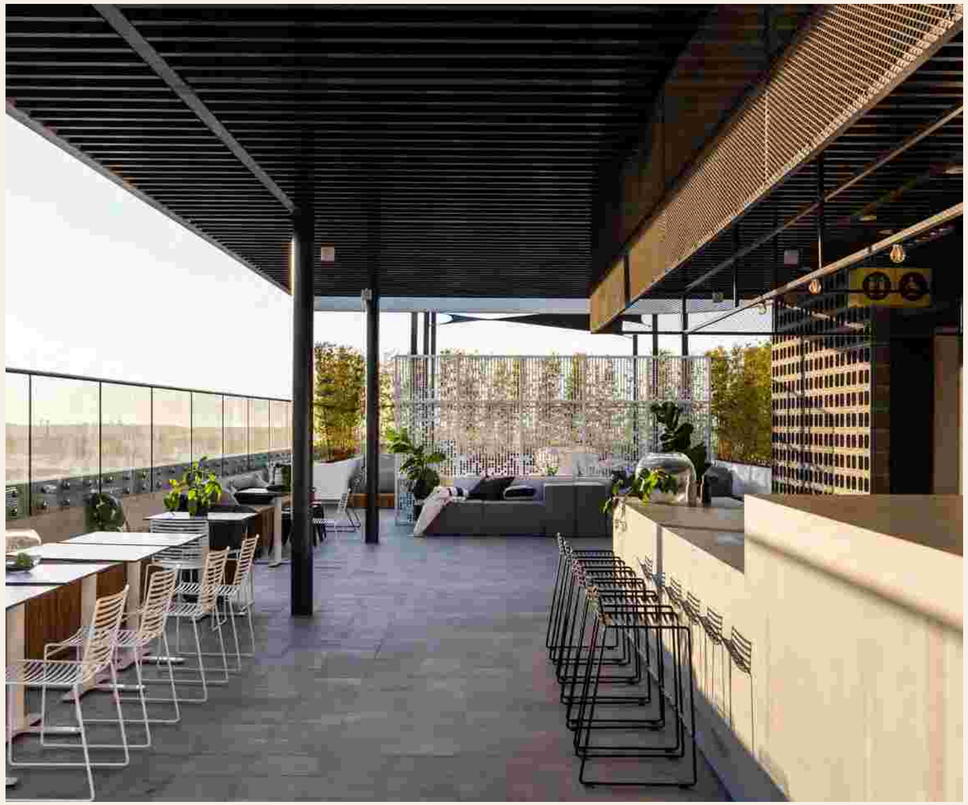
Communal amenity

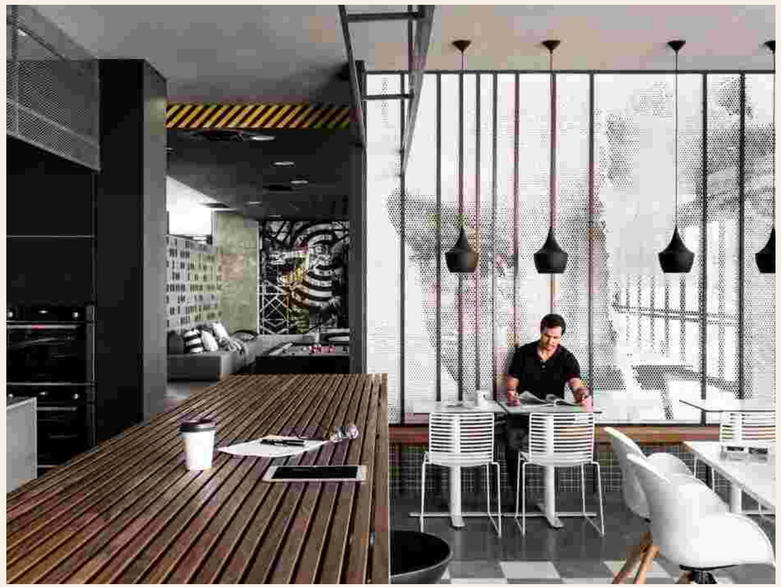
Residential amenity includes a balanced mix of uses including communal kitchen, dining, lounging, and study spaces. Designated zones is acoustically and visually separated for user comfort.

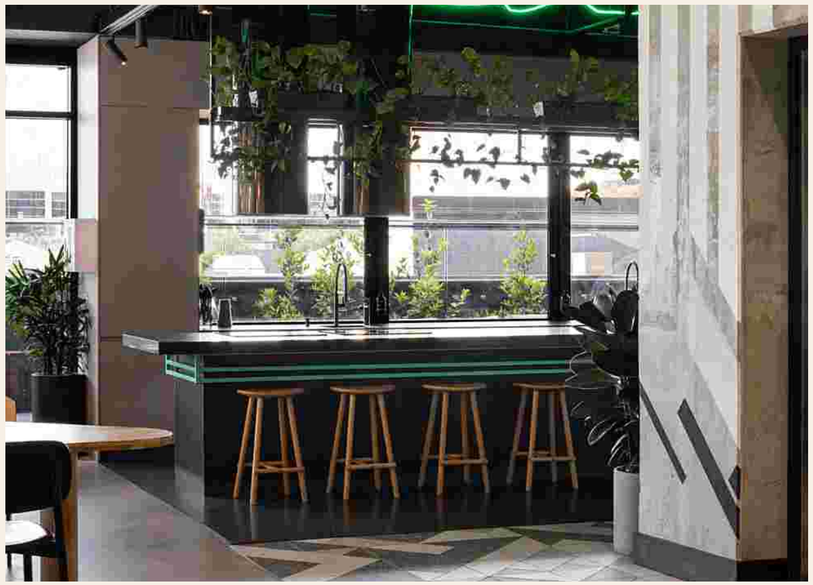
The proposal prioritises fostering a sense of community with a range of informal opportunities for socialising, as well as formal programmed events.

Each building features an outdoor terrace providing all residents with access to northern sunlight.

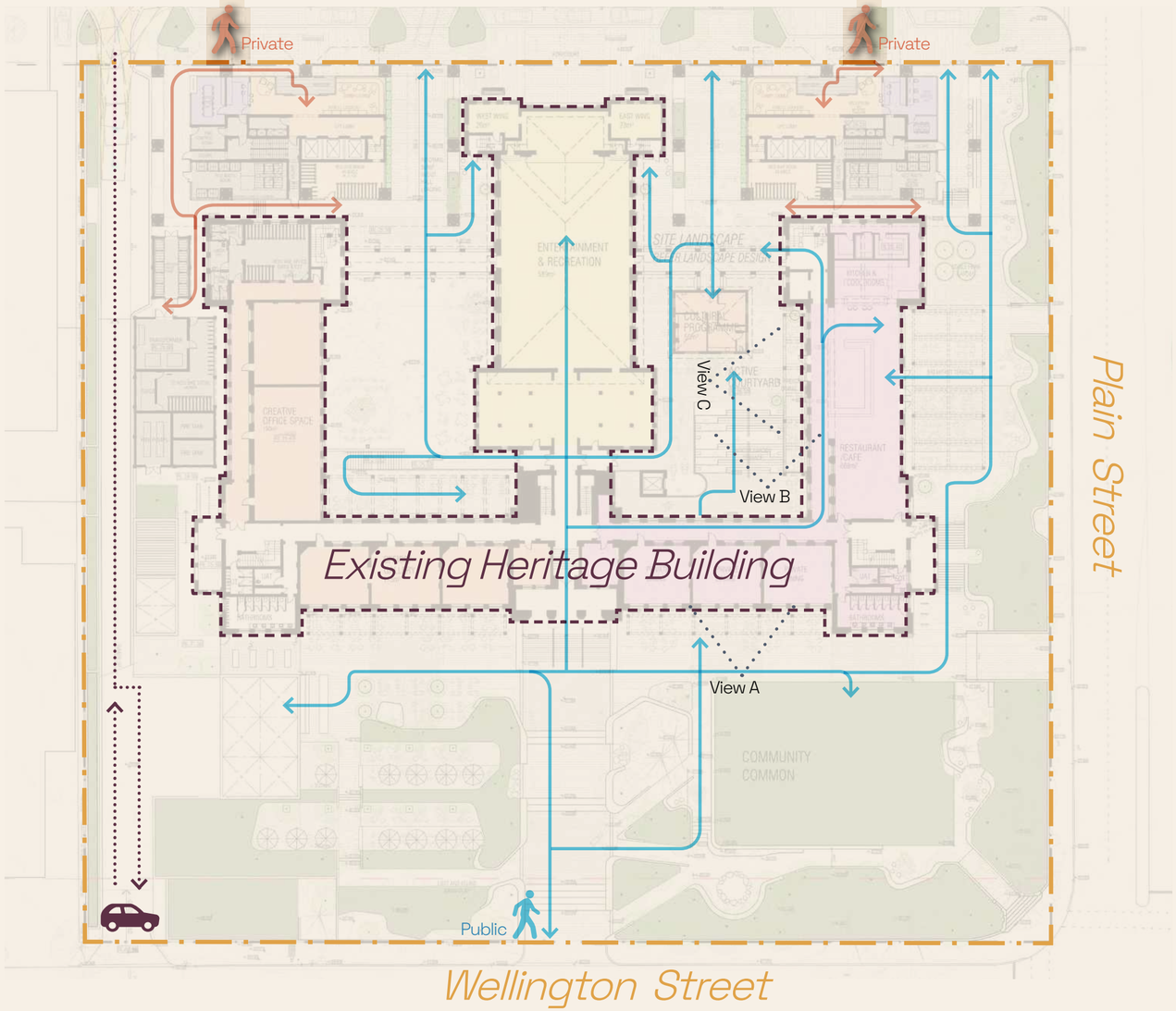








Commercial and Community Site Access





*Refer to Accessibility Report for further detail



*Refer to Traffic Impact Statement for further detail


A clear pathway through the heart of the precinct...
VIEW A
Looking north through the eastern wing of the Perth Girls School and its pedestrian pathway.


...guides pedestrians on a journey with multiple attractions & destinations along the way.
Anchor hospitality overlooks the courtyard from above
Moments of pause integrated into the level changes.
The reveal from the PGS of the Model House and Bronte Street towers.
VIEW B

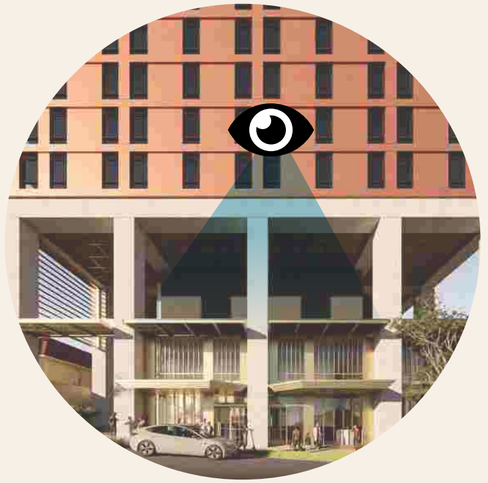


Vibrant & activated courtyard spaces.

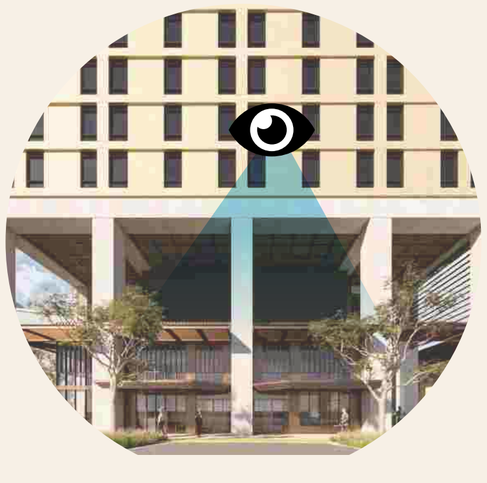
Looking east over the courtyard towards the anchor hospitality.

Passive Surveillance Across the Precinct

Safety has been considered across the precinct, with activated cultural, communal and commercial uses on ground providing good daytime passive surveillance, with apartments above doing the same after hours.



Bronte Street



Bronte Street



Wellington Street



F&B Kiosk



Plain Street



New parkland anchor the Plain & Wellington St corner, providing an open space for the broader community and on site residents.
An active and passive space for group activities or just reprieve from the city.

The PGS forecourt and parkland are positioned as the primary civic space within the precinct, reinforcing the heritage building as a public anchor. Opened to Wellington Street, the proposal returns a significant portion of the site to the public realm, improving permeability, accessibility and streetscape amenity. The landscaped setting provides opportunities for sitting, gathering and informal use, supporting longer occupation of the space and strengthening its role as a functional public place.



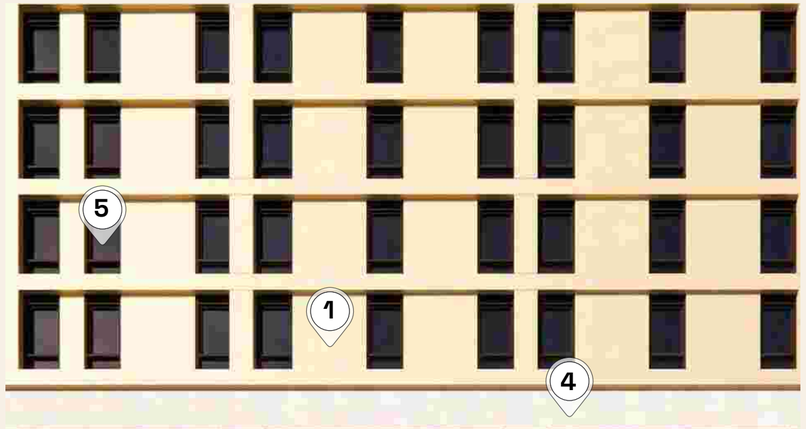
The reduced scale hospitality intervention within the Wellington St forecourt provides an opportunity for community interaction whilst activating the front setback of the Heritage PGS buildings.

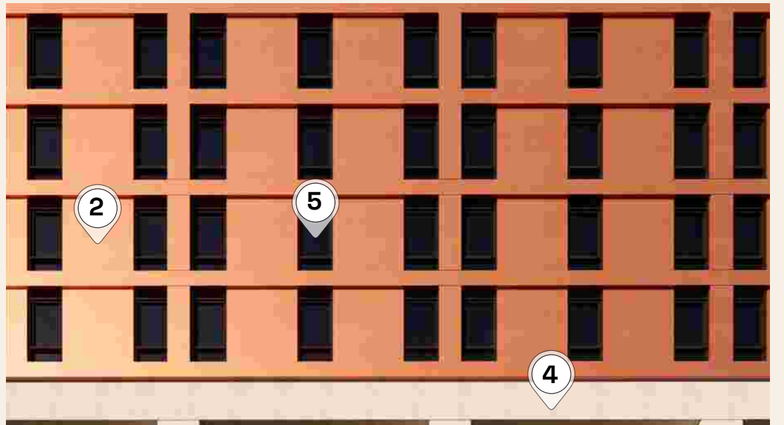
Material palette
Bronte St Elevation

Material selection is informed by the Perth Girls School and its broader heritage context.

Drawing on the established colour families within its brickwork, painted elements and textured masonry, the palette responds to the heritage fabric through tone, depth and proportion.

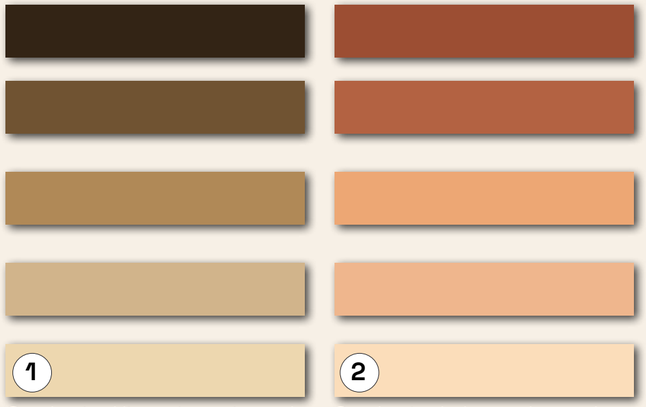
The materials selected are robust and colour fast, with an inherent capacity to weather well over time, reducing maintenance needs and limiting wear throughout the building's life cycle for a resilient built outcome.











Graduated limestone toned powder coating

Graduated clay red powder coating



Charcoal Acrylic Render



Precast Concrete



Powder coated charcoal aluminium frames with glazing.

Material palette
Brewery St Elevation

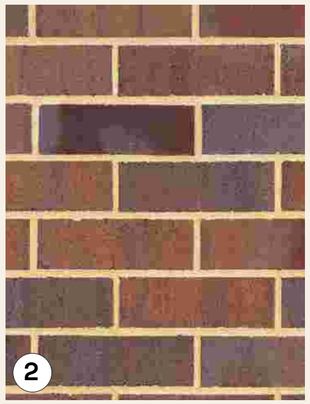
The brewery palette draws from the tonal depth and surface variation of the Perth Girls School, referencing its darker brickwork, red oxide tones and muted painted elements. Rather than replicating the heritage building, these colours are reinterpreted through an industrial approach appropriate to the brewery's function and scale.

In this translation, charcoal aluminum framing, deep brick elements and warm masonry tones establish continuity with the heritage palette while supporting the brewery's contemporary industrial expression.





Clay red powder coating



Subiaco Red Brick



Charcoal Brick



Precast Concrete columns and pediment

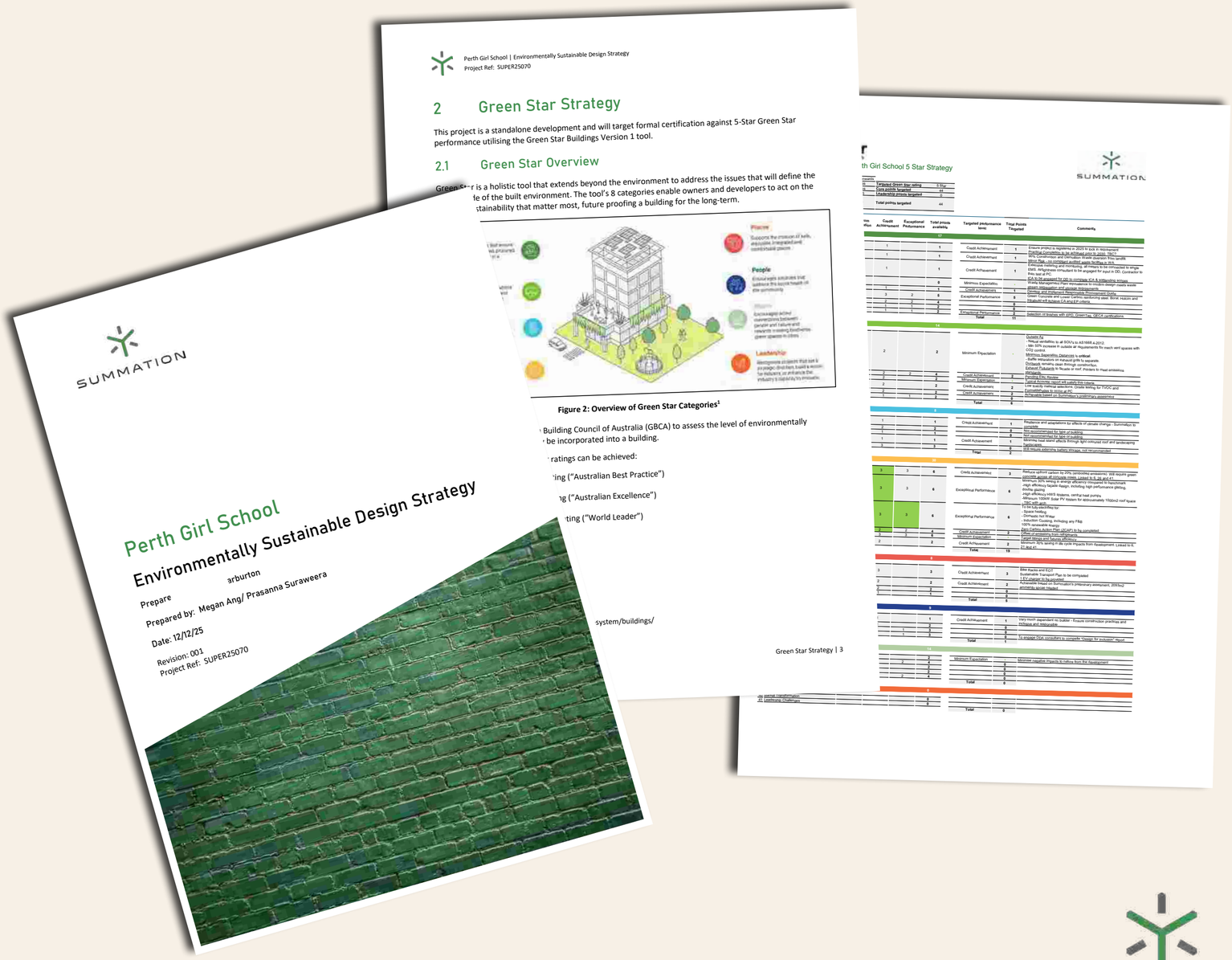

Powder coated clay red aluminum frames with glazing.

Environmentally Sustainable Design

This proposal commits to delivering a **5 Star Green Star (Buildings v1) Certified development** for the Perth Girl School Student Accommodation.
An ESD Professional (GSAP) from Summation, led by Prasanna Suraweera, has been engaged from early design to delivery.

The design targets a minimum 20% reduction in upfront embodied carbon and a 30% reduction in whole-of-life carbon impacts, supported by high-performance façades, full electrification, on-site solar PV generation, and a **100% renewable electricity supply.**

Climate and heat resilience measures, enhanced indoor environmental quality, and responsible waste and transport strategies future-proof the development while improving student comfort and wellbeing.



MJA

SUMMATION

Key Metrics: **Sustainability**

5 star
Total Resident Bike Bays Provided

44
Green Star Points

Fully Electrified over Green Star reference case

100%
renewable electricity supply

~100kw
rooftop solar PV system

~65
tCO_2-e annual operational carbon savings

≥20%
reduction in upfront embodied carbon

≥30%
reduction in whole-of-life carbon impacts

High-efficiency façade
including double glazing

High-efficiency
heat pump hot water systems.

Enhanced indoor environmental quality
air quality, daylight, acoustics, low-VOC materials

Climate & heat resilience measures
including light-coloured roofs and landscaping.

≥90%
construction waste diversion from landfill.

20%
improvement in energy efficiency

Future Flexibility

The accommodation room layout and accompanying structural proposal ensures the typical level can be converted in the future in the event PBSA demand changes. Key strategies :

- Key plumbing elements remain including pod bathrooms. Existing pods can be reallocated to new rooms req bathrooms.
- Corner Twodios convert to suites, 1x bathroom and kitchenette remain.
- Standard studio kitchen removed, joinery moves along party wall affording space for larger bed formats.
- Cluster rooms amalgamate to form Deluxe Rooms with river views.

We believe the floor plate can adapt in the future if the demand is there for an alternate program. This strategy ensures the embodied carbon within the proposal is retained.



Attachment 7 – Wind Impact Assessment

PERTH GIRLS SCHOOL SOUTH

PERTH, WA

PEDESTRIAN WIND ASSESSMENT

PROJECT # 2601394

05 DECEMBER 2025

SUBMITTED TO

ADC Property
Level 1, 29 Napoleon Street
Perth WA 6000

SUBMITTED BY

RWDI Australia Pty Ltd
Level 7, 191 St Georges Terrace
Perth WA 6000
ABN 86 641 303 871

rwdi.com

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DOCUMENT CONTROL

Version	Status	Date	Prepared By	Reviewed By
A	Initial	05 December 2025	AMC	RL

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QUALITY ASSURANCE

RWDI Australia Pty Ltd operates a Quality Management System which complies with the requirements of AS/NZS ISO 9001:2015. This management system has been externally certified by SAI Global and Licence No. QEC 13457 has been issued for the following scope: The provision of consultancy services in acoustic engineering, air quality and wind engineering; and the sale, service, support and installation of acoustic monitoring and related systems and technologies.

1. INTRODUCTION

RWDI Australia Pty Ltd (RWDI) was retained to undertake a pedestrian wind assessment of the Proposed Development located at 2 Wellington Street in East Perth, WA. The development site is situated within the heritage-listed Perth Girls School precinct. It is bounded by Bronte Street to the north, Plain Street to the east, and Wellington Street to the south. The site is located on a locally raised area atop a hill towards the east of the high-rise cluster of the Perth Central Business District. The location of the site within its broader existing surrounding context is shown in Image 1.

The proposal comprises two 25-storey towers designed for student accommodation. These towers will be elevated approximately 16m above ground level, supported by structural stilts, and positioned above the heritage Perth Girls School. Image 2 shows a sectional elevation of the development.

This desk-based report provides a review of the potential wind conditions around the site and offers conceptual wind control measures and design advice suitable for early design of the development. The key outdoor pedestrian accessible areas of interest associated with the development include the pedestrian footpaths around the site, the entrances to the development, and the amenity spaces on ground and upper levels.

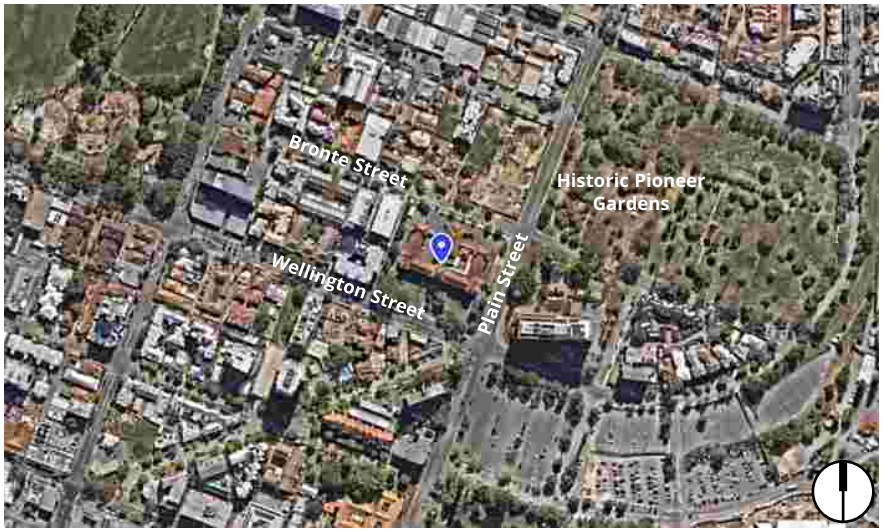


Image 1: Project Location and Surrounding Context Source: Nearmap



Image 2: Sectional Elevation

2. METHODOLOGY

Predicting wind speeds and occurrence frequencies around a building is a complex process, encompassing an assessment of factors such as building geometry, orientation, surrounding building heights and positions, terrain upstream, and the local wind climate. RWDI has amassed extensive expertise through conducting numerous wind tunnel studies and Computational Fluid Dynamics (CFD) assessments specifically focused on pedestrian wind conditions around buildings. This wealth of experience, complemented by comprehensive literature, facilitates a reliable and efficient desktop estimation of pedestrian wind conditions for concept designs without the need for wind-tunnel testing or detailed CFD studies.

Note that this approach delivers a preliminary assessment of potential wind conditions around the site. It offers a conceptual framework for wind control measures aimed at enhancing wind comfort, if and where necessary. To further validate and refine the predicted conditions discussed in this report or to fine-tune the suggested wind control measures, physical scale model tests in a boundary layer wind tunnel or CFD simulations will be required. These detailed studies offer a quantitative validation and enable a more detailed assessment, ensuring the accuracy and effectiveness of proposed wind control strategies.

Therefore, RWDI's assessment is based on the following:

- A review of the regional long-term meteorological data;
- Drawings and information received by RWDI in November 2025.
- Wind-tunnel studies, CFD simulations, and desktop assessments undertaken by the microclimate team for projects in the region;
- RWDI's engineering judgement, experience, and expert knowledge of wind flows around buildings[1, 2]; and,
- Assessment against a suitable criteria for pedestrian wind comfort and safety.

Note that other microclimate issues such as those relating to cladding and structural wind loads, door operability, building air quality, noise, vibration, etc. are not part of the scope of this assessment.

1. H. Wu and F. Kriksic (2012). "Designing for Pedestrian Comfort in Response to Local Climate", Journal of Wind Engineering and Industrial Aerodynamics, vol.104-106, pp.397-407.
2. C.J. Williams, H. Wu, W.F. Waechter and H.A. Baker (1999), "Experience with Remedial Solutions to Control Pedestrian Wind Problems", 10th International Conference on Wind Engineering, Copenhagen, Denmark.

3. METEOROLOGICAL DATA

Meteorological data recorded at Perth International Airport for the period from 1998 to 2023 were used as a reference for wind conditions in the study area.

Image 3 depicts the directional distributions of wind frequencies and speeds recorded at the station. The records indicate that strong winds typically originate from the east. These are an inland wind and are generally common during the summer months. Other regional prevailing winds originate from the northeast and from the south to southwest sectors (the Fremantle Doctor).

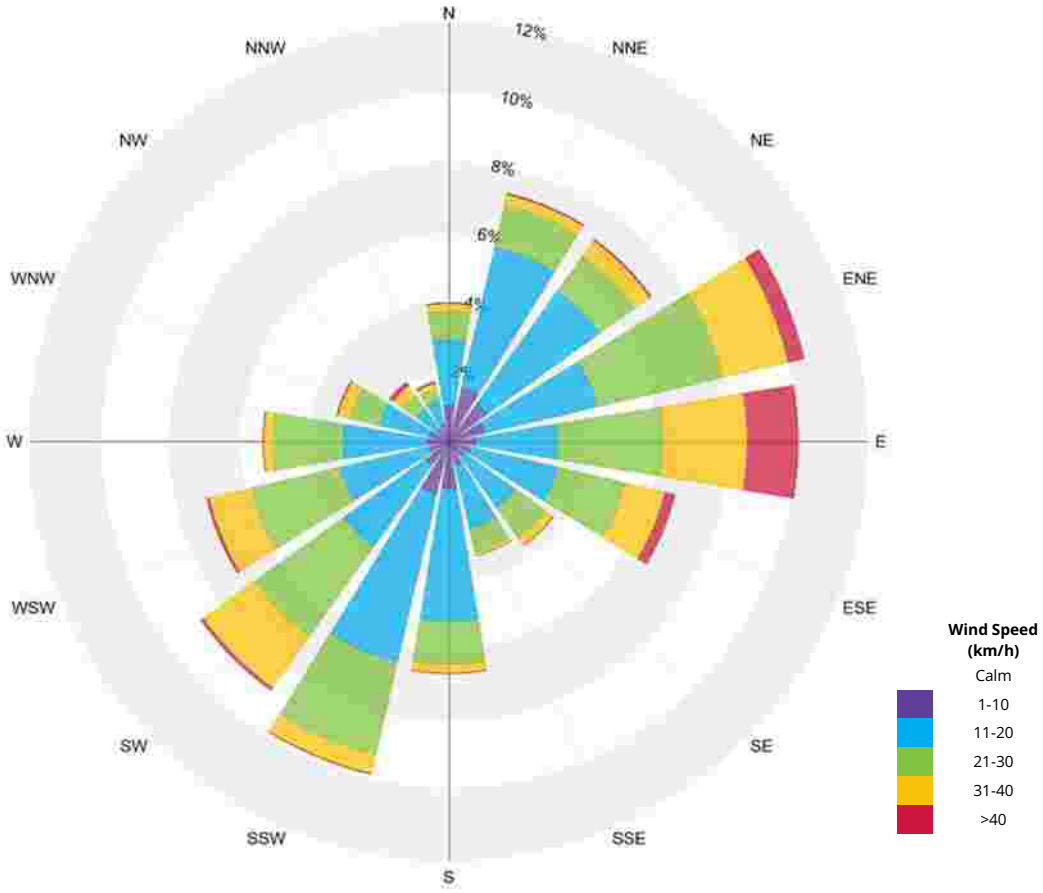


Image 3: Directional Distribution of Winds Approaching Perth International Airport
(1998 - 2023)

4. PEDESTRIAN WIND CRITERIA

4.1 Pedestrian Wind Safety Criterion

Pedestrian wind safety is associated with excessive gusts that can adversely affect a person's balance and footing. The *Australasian Wind Engineering Society Guidelines for Pedestrian Wind Effects Criteria* (2024) recommends assessing wind safety using a threshold of 3-second gusts exceeding 83 km/h for more than 0.1% (or 9 hours) per year. Wind conditions surpassing this limit are considered severe and likely to impact pedestrian stability. This has been assessed qualitatively in the current report.

4.2 Pedestrian Wind Comfort Criteria

Pedestrian wind comfort is assessed using the criteria developed by Soligo et al.[1, 2] which are illustrated in Image 4. These criteria, established at RWDI through extensive research and consulting since 1974, are based on gust-equivalent mean wind speeds. Wind comfort levels are categorised according to the typical/intended pedestrian activity such that higher the activity level, higher the wind speed tolerable while engaged in the activity. Wind conditions are assessed at a typical pedestrian chest height and are considered suitable for the intended use of the space if the associated winds for the category are expected for at least 80% of the time. Wind control measures are recommended for areas where the occurrence frequencies of wind speeds are expected to exceed the threshold values for specific pedestrian activities.

It should be noted that these criteria for wind forces represent average wind tolerance and can be subjective with regional differences in wind climate and thermal conditions as well as variations in age, health, clothing, etc. also impacting and individual's perception of the wind climate. For a full assessment of comfort, a thermal comfort study is required.



Image 4: RWDI Pedestrian Wind Comfort Criteria

1. M.J. Soligo, P.A. Irwin, and C.J. Williams (1993). "Pedestrian Comfort Including Wind and Thermal Effects," Third Asia-Pacific Symposium on Wind Engineering, Hong Kong.
2. M.J. Soligo, P.A. Irwin, C.J. Williams, and G.D. Schuyler (1998). "A Comprehensive Assessment of Pedestrian Comfort Including Thermal Effects," Journal of Wind Engineering and Industrial Aerodynamics, vol. 77&78, pp. 753-766.

5. RESULTS AND DISCUSSION

5.1 General Wind Flow around Buildings

In the discussion of wind conditions on and around the Proposed Development, reference may be made to the following generalised wind flows (see Image 5). If these building / wind combinations occur for prevailing winds, there is a greater potential for increased wind activity and uncomfortable or potentially unsafe conditions. Design details such as setting back a tower from the edges of a podium for a prevailing wind direction, deep canopies close to ground level, wind screens / tall trees with dense landscaping, etc. can help reduce high wind activity. The choice and effectiveness of these measures would depend on the exposure and orientation of the site with respect to the prevailing wind directions and the size and massing of the proposed buildings.

Conversely, in areas where higher wind velocities are desired, design measures can be implemented to enhance wind flow. For instance, channels aligned with prevailing wind directions can be integrated into the design to promote increased wind infiltration in regions prone to stagnant conditions. Such measures are particularly beneficial in areas with generally milder climates and high humidity levels, such as those closer to the equator.

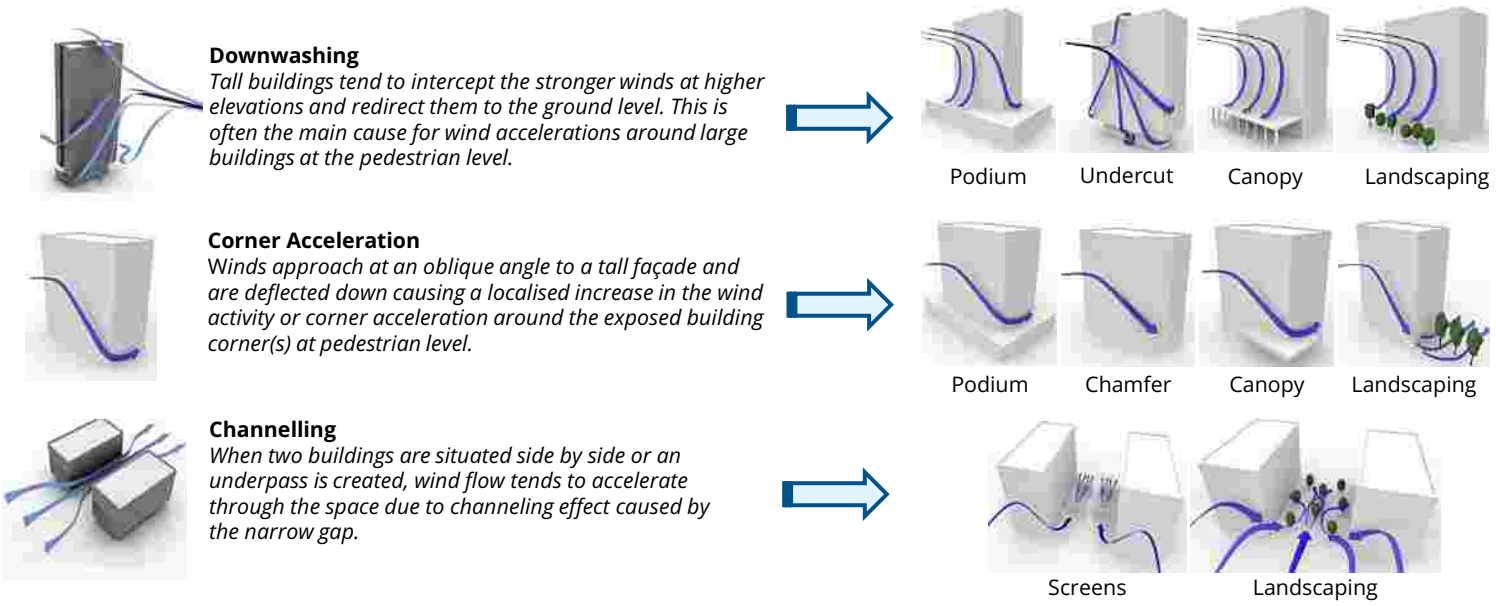


Image 5: General Wind Flow around Buildings with Examples of Common Wind Measures

5. RESULTS AND DISCUSSION

5.2 Site Exposure and Existing Site Conditions

The exposure of the site to regional prevailing winds is illustrated in Image 6 and discussed below:

1. The upwind terrain to the northeast comprises of low-rise buildings which is likely to provide some shelter from surface-level winds. The alignment of Plain Street with these winds, combined with local topographic variation characterised by an initial rise approaching the site followed by a reduction in elevation, can impact winds.
2. The terrain to the east is relatively open with surface level winds approaching the site likely to be reduced by the vegetation in Historic Pioneer Garden. The rise in topography approaching the site can, however, lead to an increase in wind speeds.
3. The upwind terrain to the southwest comprises of low- to mid-rise buildings with the Perth CBD located further upwind. These are likely to reduce the strength of winds approaching from this direction.

The existing site is currently occupied by the low-rise Perth Girls School heritage buildings which is not likely to impact local wind microclimate. Wind conditions are likely to be governed by the exposure discussed above. Hence, wind conditions along Plain Street and Bronte Street are expected to be comfortable for standing to strolling use and those along Wellington Street likely to range from sitting to standing use. High winds exceeding the comfort or safety limits are not expected within and around the existing site areas.

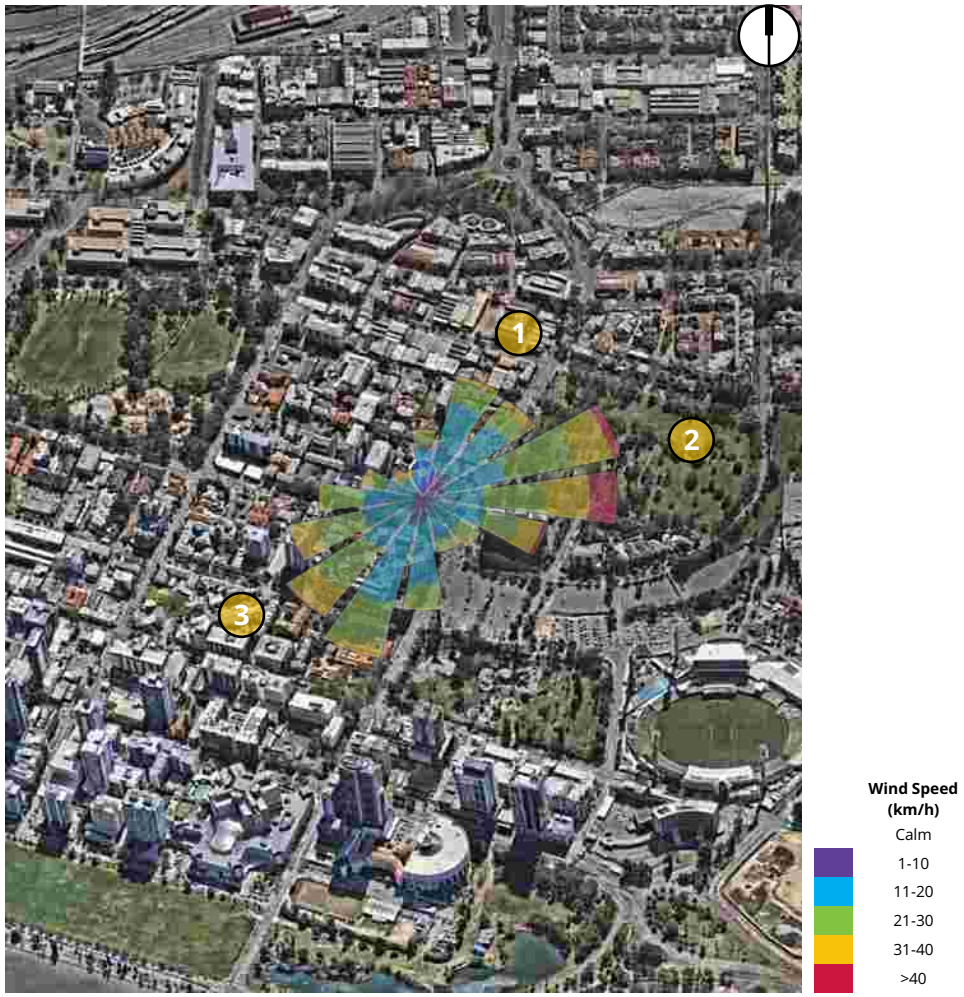


Image 6: Exposure of Site to Regional Prevailing Winds Source: Nearmap

5.3 Proposed Site Conditions

The Proposed Development is located atop a locally raised hill and is taller in height compared to the immediate surrounding buildings in the area which can increase exposure to regional winds. However, the development takes advantage of several positive design features that will likely reduce the overall impact of these winds within the public domain. These include the raised design of the towers on stilts and strategic use of architectural features such as awnings and screens to mitigate wind impacts. Hence, wind speeds exceeding the comfort or safety criteria are not likely within the public domain.

5.3.1 Ground Level

A summary of wind conditions within and around key areas is provided below and indicated in Image 7.

- **Southern Areas of the Site:** Reduced wind impacts are expected further from the proposed towers. Hence, wind conditions within the southern parts of the site including the footpaths along Wellington Street, the proposed community common grounds, and the outdoor seating areas proposed to the south of the existing PGS building are likely to be comfortable for the intended use of these spaces. The proposed landscape design is likely to further reduce winds and improve overall comfort levels.
- **Plain Street:** The proposed towers are raised on stilts and include louvered awnings along Bronte Street front. These elements are likely to reduce wind impacts. However, given the relative alignment of these towers with the prevailing winds from northeast and southwest, it is expected that wind speeds along the street fronts can increase. Therefore, wind conditions along Plain Street are expected to be comfortable for strolling use with areas at the intersection of Plain Street and Bronte Street likely to be suitable for active walking use. The higher winds along Plain Street can impact the wind comfort levels of the proposed breakfast terrace situated here and additional screening is recommended around the space to reach target comfort levels. It is noted that two potential future tower buildings will be located north of Bronte Street (currently vacant plot of land) and comprise a 14-storey and a 36-storey structure atop a shared podium. These will provide a significant shielding against prevailing northeasterly winds and can further reduce the winds at the intersection of Plain Street and Bronte Street, as well as along the length of Plain Street.
- **Bronte Street:** The east winds are the strongest regional winds and common during the summers. The alignment of the massing of the proposed towers with respect to these winds is expected to reduce downwash. However, there is potential for increased wind channelling along Bronte Street, in particular when considered with the future north towers. Hence, wind conditions along Bronte Street are likely to range from standing to strolling use.
- **Primary Lobby Entrances:** The primary lobby entrances to both towers are located along Bronte Street and may be impacted by the easterly winds. Localised landscaping around the entrances is recommended to reduce wind impacts.

5.3.1 Ground Level (Contd.)

- **Active Courtyard:** The active courtyard is located between the wings of the existing PGS building and is relatively sheltered from prevailing winds. Overall conditions are likely to be suitable for sitting to standing use within the space. The current landscape design indicates dense vegetation within the space which is expected to further improve overall wind conditions.
- **Links to Active Courtyard from Bronte Street:** Wind conditions within the links connecting the active courtyard to Bronte Street are likely to range from standing to strolling use. This is due to redirected winds from the southwest and northeast channelling through the area. It is noted that the space is not intended for passive activation and hence wind comfort levels are appropriate. Furthermore, the inclusion of awnings along the Bronte Street front (or the future north towers) and the PGS building are likely to reduce impacts further.

5.3.2 Upper Levels

- **Level 2 Outdoor Areas:** Outdoor spaces have been indicated on Level 2 which can be impacted by the winds redirected by the towers above. The prevailing winds are likely to be captured by the awnings along Bronte Street and the roof of PGS wings resulting in increased channelling within the Level 2 outdoor areas. High wind channelling is likely to lead to uncomfortable conditions.
- **Rooftop Terraces:** Both towers include rooftop terraces situated on Level 25. It is understood that these terrace include 2 m tall perimeter screening which is likely to provide a reduction in direct winds. However, wind reattachment following upwash may still influence overall conditions within the terraces. This effect is anticipated to be moderated by the inclusion of central landscaping elements which are expected to reduce the build up of winds. Overall comfort levels are likely to be suitable for standing to strolling use, with areas near the perimeter screening likely to reach sitting comfort levels. Local canopies or trellises should be considered in design to further improve comfort levels. However, it is noted that this is a preliminary wind assessment, and conditions should be validated through detailed wind modeling once the terrace design is further developed.

5. RESULTS AND DISCUSSION

Expected Wind Comfort Levels

A Generally calm and well-sheltered areas suitable for passive activation. Low wind risk.

B Moderately windy. Likely to be suitable for active use. Too windy for long-duration use without wind control measures. Medium wind risk.

C Windy with potential for localised strong winds. Suitable for active use but will require substantial mitigation to accommodate passive activation. High wind risk.



Image 7: Expected Wind Conditions on Ground Level

6. SUMMARY

Wind conditions on and around the Proposed Development located at 2 Wellington Street in East Perth, WA are discussed in this report. The qualitative assessment is based on the review of local wind climate and the current design of the proposed development. The impact of the surrounding buildings and the local land topography has also been considered. The assessment is based on RWDI's experience with wind tunnel testing and CFD analysis of similar buildings within the region.

Conceptual wind flows around the Proposed Development are discussed in the report for the prevailing wind directions to identify key wind sensitive areas. The review indicates that wind conditions within and around the development site are likely to be benefited by the stilted design of the towers and inclusion of strategic awnings. Overall wind impacts on the ground level and within the public domain are hence likely to be small. The general wind conditions around the site are, hence, likely to align well with the overall intended use of various outdoor areas. Preliminary advice has been provided for areas where higher winds can impact overall usage. These include the breakfast terrace along Plain Street, the primary lobby entrances, and the rooftop terraces. These strategies can be considered at a more detailed design stage.

This qualitative assessment provides a screening-level estimation of potential wind conditions across the development site and outlines conceptual wind control strategies appropriate for early-stage design. The integration of these measures is expected to support wind conditions that align with the intended use of various outdoor spaces within and around the proposed buildings. To validate and refine these preliminary findings, it is recommended that wind tunnel testing or computational fluid dynamics (CFD) simulations be undertaken during the detailed design phase. These advanced analyses will enable quantification of wind effects and confirmation of the predicted comfort levels. The conceptual mitigation strategies presented herein can be further optimised based on the outcomes of these detailed studies.

7. APPLICABILITY OF ASSESSMENT

The assessment discussed in this report pertains to the Proposed Development in accordance with the drawings and information received in November 2025. In the event of any significant changes to the design, construction or operation of the building or addition of surroundings in the future, RWDI could provide an assessment of their impact on the wind conditions discussed in this report. It is the responsibility of others to contact RWDI to initiate this process.

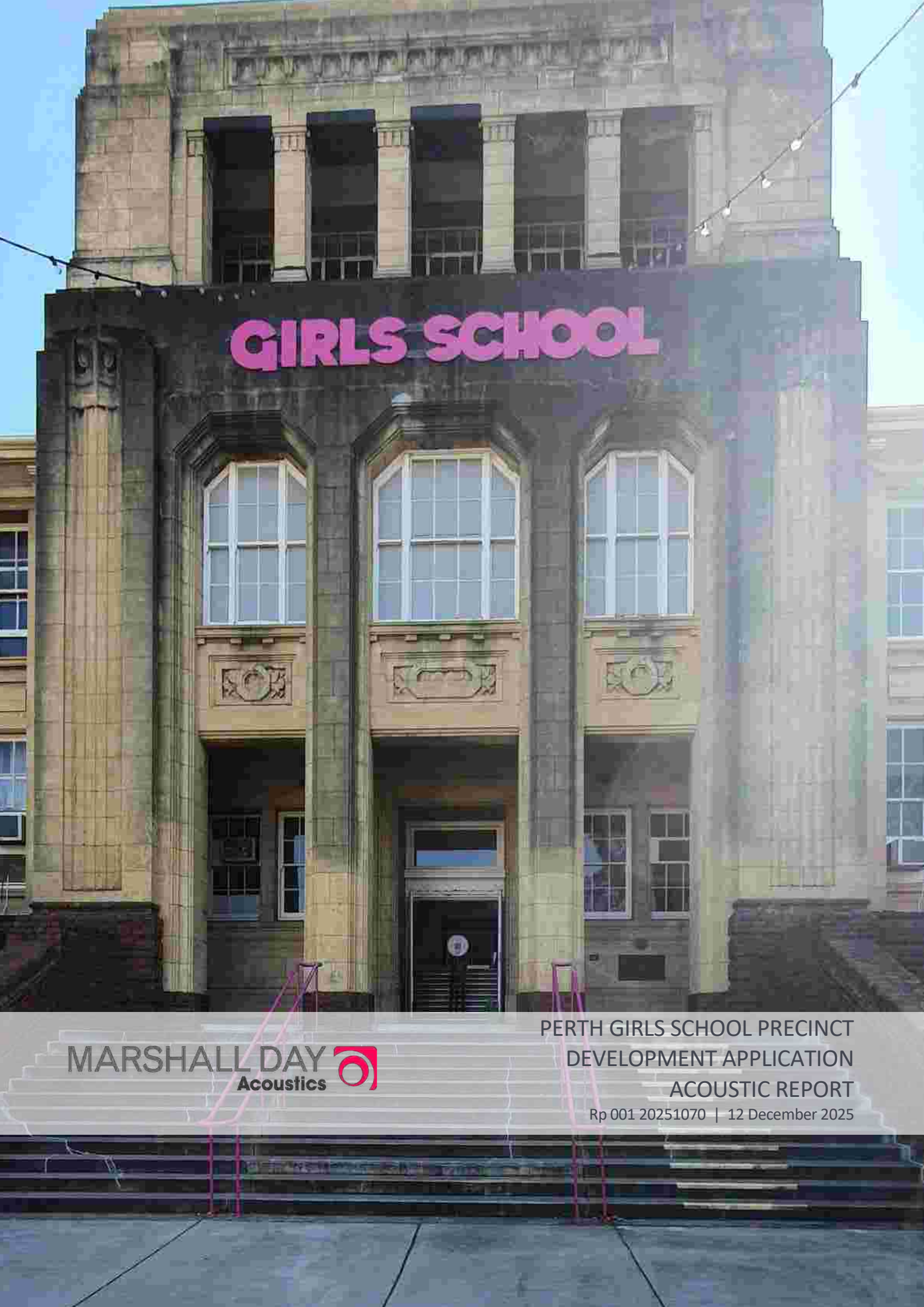
Statement of Limitations

This report entitled '*Perth Girls School South: Pedestrian Wind Assessment*', dated 05 December 2025, was prepared by RWDI Australia Pty Ltd ("RWDI"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this report have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilise the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this report carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provide.

Attachment 8 – Acoustic Report



MARSHALL DAY Acoustics

PERTH GIRLS SCHOOL PRECINCT DEVELOPMENT APPLICATION ACOUSTIC REPORT

Rp 001 20251070 | 12 December 2025

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Disclaimer

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Document Control

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1.0 INTRODUCTION

It is proposed to redevelop the Perth Girls School site in East Perth into student accommodation (the Project). The project site is located at 2 Wellington St, East Perth. Marshall Day Acoustics (Australia) Pty Ltd (MDA) has been engaged to provide acoustic design and assessment services for the project.

This Development Application (DA) acoustic report provides an outline of the acoustic design criteria and an overview of the acoustic issues associated with the Project, including potential noise impacts from the surrounding area and noise emission from the Project to nearby noise-sensitive receivers. Preliminary advice and guidance are provided to demonstrate possible design solutions to address the acoustic issues. These will be developed as the project progresses in order to meet the project acoustic design criteria.

A glossary of terminology is provided in Appendix A.

2.0 PROJECT DESCRIPTION

The Project comprises:

- Refurbishment of the existing heritage building
- Two new 25 storey towers, providing student accommodation (1196 beds).

A summary of the floor uses is outlined in Table 1.

Table 1: Floor arrangement

Level	Use
Basement 2	Loading, BOH
Basement 1	F&B, retail
Ground	Office, cultural programme, reception, F&B, entertainment & recreation
Mezzanine 1	Office, creative spaces, outdoor terrace
Mezzanine 2	Yoga studio, podium mech plant
Levels 1-23	1, 2 and 4 bed apartments (1196 apartments in total)
Level 24	Study, function/theatre
Level 25	Communal amenity (including fitness room), outdoor terrace
Roof	Plant

2.1 Subject site

The subject site is located on 2 Wellington St, East Perth.

The site is bounded by Bronte Street to the north, Plain Street to the east, Wellington Street to the west to the south and apartment buildings to the east.

An aerial image showing the subject site and surrounds is provided as Figure 1.

Figure 1: Aerial image of subject site (image from Metromap)



The Perth Girls School (PGS) was constructed in 1936 and is a heritage-listed building that will be preserved as part of the proposed development. The PGS building and surrounds are currently used for various arts and entertainment events, including the Fringe Festival, which includes shows across 9 performance spaces with associated food and beverage areas.

2.2 Nearest receivers

The noise sensitive receivers considered in this report comprise residential apartments and houses. These are collectively referred to as receivers. Building categories such as schools, hospitals or aged-care facilities also usually warrant assessment as receivers, however these types of uses have not been identified in the vicinity of this project.

The nearest receivers around the site have been identified based on review of online mapping. The nearest receivers are listed in Table 2. Figure 2 shows the location of the receivers using the number references in Table 2.

Figure 2: Nearest receivers (image via Metromap)



Table 2: Details of nearest noise sensitive receivers

Receiver reference	Address	Description
1	19 Wellington St, East Perth	4 storey residential apartments to the south
2	18 Wellington St, East Perth	7 storey residential apartments to the west
3	33 Bronte St, East Perth	7 storey residential apartments to the west
4	24 Bronte St, East Perth	2 storey residential houses to the west

2.3 Existing noise environment

Noise measurements have been undertaken at the subject site to determine the existing acoustic environment for the purposes of the building envelope design. The measurements were obtained during a morning peak traffic period between 0800-0900 hours on Thursday 23 September 2021.

Survey details and results are included in Appendix C.

The existing noise environment consists mainly of traffic noise from vehicles along Plain Street to the east and Wellington Street to the south. The measured noise levels are up to 69 dB $L_{Aeq,15min}$ during peak hour, with maximum levels of up to 80 dB L_{Amax}.

3.0 RELEVANT GUIDELINES AND LEGISLATION

3.1 Green Star

The project is targeting a 5-star Green Star rating in accordance with the Green Building Council of Australia.

An Acoustic Comfort Strategy will be prepared by MDA during the design stage, in consultation with the Project's ESD Consultant.

3.2 Australian Standard 2107:2016

Australian Standard 2107:2016 *Acoustics - Recommended design sound levels and reverberation times for building interiors* (AS 2107) provides recommendations for acceptable internal noise levels and reverberation time in different building and room types.

The noise level recommendations apply to noise ingress from external sources such as traffic and general environmental noise, as well as to noise sources located within the building such as mechanical services.

3.3 State Planning Policy 5.4

Western Australian Planning Commission State Planning Policy No. 5.4 Road and Rail Noise (SPP 5.4) recommends traffic noise level objectives that should be used when building new roads or upgrading existing roads. In addition, the policy sets out guidelines for noise mitigation to noise-sensitive developments near specified transport routes.

MDA have reviewed the SPP 5.4 triggers on the PlanWA website and found that the site does not fall within the trigger distance for SPP 5.4.

3.4 Australian Standard 1668.1-2015 (Smoke control systems)

Noise from the operation of smoke control systems shall achieve the requirements of Australian Standard 1668.1-2015 entitled 'The use of ventilation and air conditioning in buildings Fire and smoke control in buildings' as follows:

> *'The noise level in occupied spaces during operation of the smoke control systems (including smoke exhaust fans and air pressurization fans) shall not exceed 65 dB(A). Where the internal occupied ambient noise levels exceed 60 dB(A), the smoke control systems shall not exceed 5 dB(A) above the internal occupied ambient noise levels, to a maximum level of 80 dB(A).*
>
> *Noise levels in fire-isolated exits and car parks, as well as and smoke control zones served by hot layer smoke control systems shall not exceed 80 dB(A).'*

3.5 The City of Perth – City Planning Scheme No. 2

The City of Perth Planning Policy Manual (Section 2.1 Applications) includes a requirement to include an acoustic report in support of applications for "development that may generate a noise impact…or for noise sensitive developments in proximity to noise generating establishments". Reference is made to the City of Perth Residential Design Policy, which outlines the City's requirements for noise generating and noise sensitive developments in further detail.

The acoustic design criteria described in the Residential Design Policy align with AS 2107, Green Star, the NCC and the *Environmental Protection (Noise) Regulations 1997*.

3.6 Environmental Protection (Noise) Regulations 1997

Environmental noise is governed by the *Environmental Protection (Noise) Regulations 1997* as published by the Western Australian Department of Environmental Protection (the Noise Regulations). Noise that is addressed by the Noise Regulations include noise from building services, event and music noise, construction noise, and noise associated with waste collections.

The assigned noise levels, as prescribed by The Noise Regulations, are a set of three criteria, L_{A10}, L_{A1} and L_{Amax}, for various time periods, with each criterion described as follows:

- L_{A10} is the noise level not to be exceeded for more than 10% of the representative assessment period;
- L_{A1} is the noise level not to be exceeded for more than 1% of the representative assessment period; and
- L_{Amax} is the noise level not to be exceeded at any time.

The calculation of the assigned noise levels uses base noise levels for different times of day with an *influencing factor* applied which takes into account proximity to roads and the land use in the surrounding area. The assigned noise levels apply at the boundary of a noise sensitive premises such as residential building.

The details of the assigned noise levels applicable to premises surrounding the Project are provided in Appendix B.

The Noise Regulations also prescribe that the noise emissions must be free of intrusive or dominant characteristics when assessed at the receiver. Intrusive or dominant characteristics are defined in regulation 9 as: tonality, modulation, and impulsiveness.

The assigned noise levels are assessed over a time period of between fifteen minutes and four hours. When assessing a particular noise source, consideration should be given to the total duration of the noise over the entire assessment period, so that the appropriate assigned noise level is used for the assessment.

Noise from sources within the Project will need to comply with the Noise Regulations at surrounding receivers.

3.7 National Construction Code (NCC)

The accommodation component of the project will be subject to the acoustic requirements set out in the National Construction Code (NCC), which is the applicable legislative document regarding acoustic performance of residential buildings.

It is understood that NCC 2022 will apply to the project. The classification of the residential areas is yet to be confirmed.

4.0 ASSESSMENT CRITERIA

Table 3 provides an overview of the various noise and vibration issues considered for the project, the relevant policy, and the noise and vibration criteria.

Table 3: Project noise and vibration criteria

Noise issue	Policies / guidelines	Criteria	Notes
Traffic and music noise intrusion	Green Star	AS 2107 NSW EPA Road Noise Policy 2011	Project specific quality objectives will also be considered.
Building services noise intrusion	Green Star	AS 2107 AS 1668	AS 1668 applies to smoke extract systems. Project specific quality objectives will also be considered.
Building services noise emission	Noise Regulations	Assigned noise levels	Cumulative noise will need to be considered.
Occupant activity noise emissions	Noise Regulations	Assigned noise levels	There are spaces with potential to generate music and patron noise from the development (e.g., communal social areas).
Waste collection	The Noise Regulations	Regulation 14A	No criteria provided works occur within nominated hours.
Deliveries and carparking	The Noise Regulations	Assigned noise levels	
Construction noise and vibration	The Noise Regulations	Regulation 13	No criteria provided works occur within nominated hours.

4.1 Environmental noise criteria for assessment purposes

For the purposes of environmental noise assessment, the criteria that should be considered for the nearby receivers are presented in Table 4. For assessment purposes, the most stringent (night-time) criteria have been used on the basis that plant equipment will be required to operate during the night-time periods, and activity noise can also occur at this time.

Table 4: Environmental noise assessment criteria

Receiver ref.	Receiver	Assessment period	Assessment parameter		
			L_{A10}	L_{A1}	L_{Amax}
1	19 Wellington St, East Perth	Night-time	44	54	64
2	18 Wellington St, East Perth	Night-time	43	53	63
3	33 Bronte St, East Perth	Night-time	44	54	64
4	24 Bronte St, East Perth	Night-time	47	57	67
-	Commercial developments	All hours	60	75	80

4.2 Internal noise levels

4.2.1 Average noise levels (AS 2107)

Australian Standard 2107:2016 *Acoustics - Recommended design sound levels and reverberation times for building interiors* (AS 2107) recommends appropriate indoor noise criteria for a range of spaces.

Internal noise level criteria for the spaces included in the Project have been nominated to meet the recommended levels in AS 2107.

The criteria apply to the cumulative noise from building services and noise ingress from the external environment.

Spaces that will be affected by noise from smoke extract systems will be designed to meet the criteria nominated in AS 1668.

4.2.2 Maximum noise levels (Green Star)

While the Green Star strategy has not yet been confirmed, it is expected that maximum noise level targets will apply to achieve the acoustics credits. If so, the sleep disturbance criteria, as defined in the NSW EPA Road Noise Policy 2011, will apply to the residential building:

- Up to two noise events per night: maximum internal noise levels below 70 dB L_{Amax}
- All other events: maximum internal noise levels below 55 dB L_{Amax}.

4.2.3 External sound insulation

The building envelope must be designed such that external noise intrusion does not exceed the internal noise level design criteria provided above in Section 4.2.1 and Section 4.2.2.

This will primarily be a consideration for the facade (incl. glazing) but will also apply to roof construction, particularly where it is of lightweight construction and/or roof mounted plant is proposed.

4.3 Acoustic separation

The National Construction Code (NCC) and Green Star are the applicable documents specifying the minimum internal sound insulation performance for the Project. Higher ratings will be adopted for specific areas where the Project brief requires them or where required for noise control.

4.3.1 Internal sound insulation – residential

The minimum acoustic requirements for Class 2 and Class 3 inter-tenancy walls and floors are summarised in Table 5.

Table 5: inter-tenancy sound insulation requirements

	Sound Insulation		
Inter-Tenancy Partition	**Laboratory**	**On-Site**	**Notes**
Wall separating habitable rooms	$R_w + C_{tr} \geq 50$	$D_{nT,w} + C_{tr} \geq 45$	Discontinuous construction not required
Wall separating wet areas	$R_w + C_{tr} \geq 50$	$D_{nT,w} + C_{tr} \geq 45$	Discontinuous construction not required
Wall separating a wet area or kitchen and a habitable room	$R_w + C_{tr} \geq 50$	$D_{nT,w} + C_{tr} \geq 45$	Discontinuous construction required
Wall separating a sole-occupancy unit from a stairway, public corridor, public lobby, etc.	$R_w \geq 50$	$D_{nT,w} \geq 45$	Discontinuous construction not required
Wall separating a sole-occupancy unit from a plant room or lift shaft	$R_w \geq 50$	$D_{nT,w} \geq 45$	Discontinuous construction required
Floor separating sole-occupancy units	$R_w + C_{tr} \geq 50$ $L_{n,w} \leq 55$*	$D_{nT,w} + C_{tr} \geq 45$ $L_{nT,w} \leq 55$*	Floor impact treatment required as part of floor build-up
Floor separating a sole-occupancy unit from a plant room, lift shaft, stairway, public corridor, public lobby or the like	$R_w + C_{tr} \geq 50$ $L_{n,w} \leq 55$*	$D_{nT,w} + C_{tr} \geq 45$ $L_{nT,w} \leq 55$*	Floor impact treatment required as part of floor build-up
Door separating a sole-occupancy unit from a public corridor, public lobby, etc	$R_w \geq 30$	$D_{nT,w} \geq 25$	
Hydraulic service adjacent to a residential habitable room	$R_w + C_{tr} \geq 40$	-	Hydraulic services not to be chased into masonry walls or floors which are acoustically rated e.g. inter-tenancy walls or floors
Hydraulic service adjacent to a residential wet area	$R_w + C_{tr} \geq 25$	-	

**a floor impact performance of $L'_{nT,w}$ 55 is recommended. This is also likely to be required to satisfy Green Star (subject to Green Star strategy to be confirmed).*

NCC Discontinuous construction requirements

It is a requirement of the NCC for certain walls to be of discontinuous construction as a measure for protecting the amenity of occupants from impact sounds. This is defined as a wall having a minimum 20 mm cavity between 2 separate leaves, and

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

(ii) For other than masonry, there is no mechanical linkage between leaves except at the periphery (i.e. through adjoining walls, floors and ceilings).

4.3.2 Internal sound insulation – commercial / retail

The Green Star Acoustic Comfort Strategy will be prepared during the design stage and this will inform internal sound insulation requirements for commercial and retail spaces. The Green Star requirements will apply to base build areas of the project as a minimum.

Green Star's 'Sound Insulation' pathway is expected to allow for greater flexibility than the 'Privacy' pathway and is recommended for the Acoustic Separation objective for a commercial base build project.

Where Green Star requirements do not apply or the ratings are considered too low, the internal sound insulation criteria will be determined based on the Project's speech privacy objectives and for noise control.

4.4 Waste collection

Regulation 14A of the Noise Regulations prescribes that noise emissions from specified works do not have to comply with the assigned noise levels if the works are carried out:

- during daytime hours (07:00 to 19:00) Monday to Saturday (excluding public holiday),
- in the quietest reasonable manner, and
- using the quietest equipment reasonably available.

In the case where specified works are to be carried out out-of-hours and their noise emissions are likely not to comply with Regulation 7, a Noise Management Plan for the works approved by the CEO must be implemented.

4.5 Construction noise

The Noise Regulations do not set mandatory noise level requirements for construction activities which are proposed to occur during normal working hours (i.e. work carried out between 0700 hours and 1900 hours on any day which is not a Sunday or public holiday). Instead, the Noise Regulations promote the use of reasonable and practical measures to reduce environmental noise.

For construction activity that must occur outside normal working hours, a noise management plan must be prepared prior to commencement of construction that documents the managerial and engineering noise control measures.

5.0 ENVIRONMENTAL NOISE ASSESSMENT

Details of the various noise sources considered in the assessment are outlined in the sections below.

5.1 Noise sources

5.1.1 Mechanical services

The description of the key mechanical services noise sources currently included in the design are summarised in Table 6.

Table 6: Mechanical services noise sources

Location	Design strategy
Rooftop central plant	The two accommodation buildings each include central rooftop plant decks. The preliminary design shows that the plant decks will include cooling towers, chillers, boilers and central exhaust systems. There are no existing high level receivers on neighbouring sites, however plant noise to spaces within the development (via facades and through the floors/ceilings) will be a key consideration for the design.
Mezz 1 mech terrace	The mechanical terrace on Mezz 1 is expected to include AC units and fans serving the adjacent spaces such as the Entertainment & Recreation Hall.
Mezz 2 podium mech	The mechanical equipment in these locations is expected to comprise AC units and fans serving the common areas on the lower levels of the two accommodation buildings.
Fire pumps	A fire pump compound is proposed along the western boundary of the site. The design incudes two fire pumps and tanks.
Other plant	The development will include various other external plant equipment, such as: • Fans (e.g. kitchen, toilet, carpark exhausts, stair pressurisation fans, etc.) • AC units • Evaporative coolers • Refrigeration units (e.g. compressors). External equipment will need to be reviewed as part of the detailed design to confirm the assigned levels can be achieved.

Noise control measures for mechanical services will be refined as the design develops so that the assigned noise levels will be achieved. Preliminary noise control recommendations are provided in Section 5.2.1.

Consideration will also be given to achieving appropriate mechanical services noise levels at key outdoor areas within the precinct.

5.1.2 Music and patrons

The precinct includes a range of tenancies and spaces with potential to generate noise from music and patrons. Areas where entertainment noise could be generated are identified in Figure 3.

Figure 3: PGS building with entertainment areas identified



The identified areas and additional potential sources are described in Table 7. Noise data referred to in Table 7 are described in further detail in Appendix D.

Table 7: Areas on site with potential to generate music and patron noise

Tenancy / area	Description
Event spaces	The PGS building and surrounds are currently used for various arts and entertainment events, including the Fringe Festival, which includes shows across 9 performance spaces with associated food and beverage areas. It is understood that such events will be held at the site in future. It is expected that future events such as Fringe would operate under their own respective noise management plans. Subject to event specifics, it may be necessary for events to obtain regulatory approvals from the council (e.g. Regulation 18 or 19B approvals). It is expected that events could continue to be held at the site with use of appropriate management controls. Event noise has not been assessed as part of this DA report.

Tenancy / area	Description
Brewery Bar tenancy	The brewery bar and beer garden would be managed by a single venue operator under a tenancy agreement. A previous proposal for the venue included a liquor licence application to accommodate a maximum capacity of approximately 1250 patrons across the venue, with typical operating capacity of 700-800 patrons. The same operating conditions have been assumed for this assessment. An assessment of potential noise impacts has been undertaken based on the following operating scenario and assumptions: Brewery Bar (internal) • Music playing at moderately high level (94 dB L_{Aeq} - based on Appendix D2 data) • Facade closed to south and north (min. R_w 30 performance assumed) Brewery Outdoor Grounds (external) • 570 patrons – 'taverns' noise category has been used (based on Appendix D5 data) North Quad (external) • 85 patrons – 'vertical consumption' noise category has been used (based on Appendix D5 data).
Other spaces	Potential noise impacts from other hospitality spaces within the Project have also been assessed based on the following operating scenario and assumptions: Private Dining and Restaurant / Bar (internal) • Private Dining – patrons talking, internal level of 84 dB L_{Aeq} (based on Appendix D4 data) • Main Restaurant / Bar – patrons talking, internal level of 87 dB L_{Aeq} (based on Appendix D4 data) • Facades closed (min. R_w 30 performance assumed) East Terrace (external) • 50 patrons – 'taverns' noise category has been used (based on Appendix D5 data) Café (external) • 30 patrons – 'restaurants' noise category has been used (based on Appendix D5 data).

A noise contour map is provided in Appendix E, which illustrates potential noise levels around the site from internal venues.

5.1.3 Communal spaces

There is likely to be a range of noise levels in these spaces, depending on the level of occupancy and activity at the time. Noise from key communal spaces where residents will gather to socialise is identified in Table 8.

Table 8: Communal spaces activity noise

Area	Source(s)
Level 24 function/theatre	Residents socialising, sound from screen content
Level 25 communal terrace	Residents dining and socialising – assumed 50-100 patrons per terrace
Level 25 lounge	Residents socialising, sound from screen content

5.1.4 Yoga / fitness space

A yoga facility is proposed to be included on Level Mezz 2 and a fitness space is proposed on Level 25. Given the size of these spaces, internal noise levels are likely to be low and breakout noise to the nearby receivers is unlikely to be an issue.

Internal acoustic separation to spaces within the development will need to be considered in the design. Impact noise (weight drops, running/jumping, etc.) can be a significant issue when not sufficiently addressed. Specialist floor systems may be required and the floor structural design will need to be designed to control structure-borne impact noise to other parts of the building.

5.1.5 Carparks

The development is proposed to include 4 parking bays on the west side of the site. Noise from the carpark will need to comply with the assigned noise levels at the nearest noise sensitive receivers, however given the number of bays, this is not expected to be a significant design factor.

5.1.6 Deliveries

Deliveries to the site are expected to be via the access road on the western boundary of the site. It is likely the Brewery Bar will have regular deliveries and pickups by vans and smaller trucks (LRVs).

Regular deliveries via vans and LRVs has been assessed using the source levels in Appendix D2 and discussed in Section 5.2.5 below.

5.1.7 Waste collection

The noise emissions associated with waste collection and the cleaning and maintenance of the service areas can cause annoyance at nearby receivers, especially if those works are carried out out-of-hours and using loud equipment.

Regulation 14A of the Noise Regulations prescribes that noise emissions from specified works do not have to comply with the assigned noise levels if the works are carried out:

- during daytime hours (0700 to 1900 hrs) Monday to Saturday (excluding public holiday),
- in the quietest reasonable manner, and
- using the quietest equipment reasonably available.

In the case where specified works occur out of hours and their noise emissions are likely not to comply with Regulation 7 of the Noise Regulations, a Noise Management Plan for the works approved by the CEO must be implemented.

5.2 Assessment

5.2.1 Mechanical services

At this stage of the design there is insufficient detail available to carry out assessment on the basis of noise modelling. Instead, preliminary recommendations are provided in Table 6 for key mechanical services noise sources. In all cases it is expected that noise emissions can be addressed sufficiently using typical noise control options. Specific details would be determined as the design progresses.

Table 9: Mechanical services noise sources

Area served	Design strategy
Rooftop central plant	Chillers: Any chillers should be located within enclosed plantrooms. Where possible, locate over less noise sensitive spaces (e.g. building core, stairs or corridors). Chillers located over sensitive areas such as apartments will require high performance designs to control airborne and structure borne noise. Thick slabs, spring mounts and concrete floating floors will need to be considered. Ceilings in spaces below may also need be upgraded. Specific requirements will be dependent on equipment selections. Cooling towers: Allowance should be included in the design for screening/noise walls around the towers. Specific requirements will be dependent on equipment selections. Similar considerations apply to chillers for controlling noise to internal spaces. Exhaust fans: Exhaust fans should be located within plantrooms where possible. Spatial allowance should be made for discharge attenuators.
Mezz 1 mech terrace / Mezz 2 podium mech	Noise breakout to the courtyard and PGS building will be the primary considerations for plant in these areas. It may be necessary to include screening or attenuation to plant equipment to control noise to the courtyard.
Fire pumps	Noise from emergency services equipment such as fire pumps must comply with the Noise Regulations. Since these types of equipment operate infrequently, the commonly accepted approach within WA is for noise emissions to be assessed based on the routine maintenance test operating scenario. Routine maintenance testing should be scheduled for within daytime hours (i.e. 0700-1900 – Monday to Saturday). On this basis, compliance with the daytime L_{A10} assigned level would need to be achieved. The pump room should include masonry external walls and have any louvred openings oriented to face away from the nearest receivers (i.e. away from the west). Preliminary analysis indicates that acoustically attenuated openings are unlikely to be necessary.
Other plant	Further review will be needed as part of the detailed design. The following noise control options will be considered and included where required: • Plant equipment siting and selection to reduce noise impacts • Barriers/screens around plant equipment • Duct attenuators and acoustic louvres.

Noise mitigation measures for mechanical services will be refined as the design develops so that the assigned noise levels will be achieved.

Consideration will also be given to achieving appropriate mechanical services noise levels at key outdoor areas within the precinct.

5.2.2 Music and patrons

Assessment and management considerations for music and patron noise sources are presented in Table 10.

Table 10: Music and patron noise management

Tenancy / area	Assessment and discussion
Event spaces	Event noise has not been assessed as part of this DA report. It is expected that events such as Fringe would operate under their own respective noise management plans. Subject to event specifics, it may be necessary for events to obtain regulatory approvals from the council (e.g. Regulation 18 or 19B approvals).
Brewery Bar tenancy	Brewery Bar (internal) A preliminary analysis indicates that assigned levels are achievable on the basis of the operating assumptions in Table 7. All new facade elements (glazing and doors) should be selected to achieve a minimum R_w 30 rating. Where existing sash windows are to be retained, it is recommended that secondary glazing be applied to allow greater operating flexibility for the proposed tenants. Brewery Outdoor Grounds (external) The nearest receivers are existing multi-story apartments to the west (18 Wellington St) of this space. Noise modelling shows external patron noise can achieve the assigned levels however under restricted operating scenarios only. Options for addressing this noise risk in the design will be limited due to the height of the neighbouring receivers. It will be necessary to restrict the number of patrons in this area, and limit operating hours for this area. The operator should be informed of the noise risks associated with this outdoor operation. A robust noise management strategy will be essential for the success of this area of the precinct. This will need to be coordinated by the operator. North Quad (external) The north quad is a relatively well-shielded location on site. The nearest receivers will be the existing multi-story apartments to the west (33 Bronte St) and the future apartments in the residential towers proposed as part of the development. Noise from patrons in the north quad may at times not meet the assigned noise levels at the boundaries of the nearest receivers, particularly under maximum operating capacity during sensitive assessment periods (e.g. night-time hours). There will be limited options for addressing noise to existing receivers and noise at the source will need to be carefully managed to meet the assigned levels. It may be necessary to restrict the number of patrons in this area, particularly during later trading hours. The facades of the new residential apartments should be designed in consideration of potential noise impacts from spaces such as this. An option for helping manage resident expectations for noise within the precinct could be to include notifications on property titles advising of the intent of the precinct.

Tenancy / area	Assessment and discussion
Other project spaces	Private Dining and Restaurant / Bar (internal) A preliminary analysis indicates that assigned levels are achievable on the basis of the operating assumptions in Table 7. All new facade elements (glazing and doors) should be selected to achieve a minimum R_w 30 rating. Existing glazing in the heritage building will be an acoustic weakness however it is not considered necessary to upgrade these based on the assumptions used in the analysis. Operators should consider secondary glazing if greater operating flexibility is needed for this tenancy. East Terrace (external) The East Terrace is a relatively well-shielded location on site given there are no noise-sensitive receivers to the east. The nearest receivers will be the future apartments in the residential towers proposed as part of the development. As mentioned above, the facades of the new residential apartments should be designed in consideration of potential noise impacts from spaces such as this. Café (external) Noise from patrons in the cafe is shown to meet the assigned levels under maximum capacity operations during daytime and evening hours. While it is expected that the café may operate during early morning hours (technically the 'night-time' period) at times, the number of patrons would likely be significantly lower than has been modelled and therefore also meet the assigned levels.

A noise contour map is provided in Appendix E, which illustrates potential noise levels around the site from internal venues.

5.2.3 Communal spaces

Noise from patrons socialising on the communal terraces (level 25) has been modelled. The assigned levels at the nearest receiver (33 Bronte St) range between 44-54 dB L_{A10} depending on the time of day.

The source noise levels for the rooftop Communal Terraces represent the broad range of uses that could occur in this space, ranging from typical (85 dB, based on 50 patrons relaxing and talking on each terrace) through to potential worst case (103 dB, based on 100 patrons standing, drinking and socialising loudly on each terrace). The calculated noise levels show that the assigned levels are likely to be met for both scenarios. Noise to the accommodation floors below has potential to cause disturbances, which will need to be managed.

The following noise management options will be available to the operator and should be implemented as necessary to minimise the potential for noise issues to other occupants (e.g., students studying, sleeping, etc.):

- Control of music levels from occupants using the space
- Closing operable building elements (windows and doors)
- Limiting use of outdoor areas during sensitive hours if required.

5.2.4 Carparks

Noise from the car bays is not expected to be a risk given the number of bays.

5.2.5 Deliveries

The nearest receiver to the driveway for Brewery deliveries is 18 Wellington Street. Estimated maximum noise levels up to 67 dB L_{Amax} are predicted at this receiver. This would meet the daytime assigned levels but may exceed at other times by an estimated 4 dB.

Options for reducing noise from Brewery deliveries will be investigated in the design. If necessary, deliveries could be restricted to daytime hours. This would be captured in the venue's Noise Management Plan if deemed necessary.

5.2.6 Waste collection

The City of Perth's *Essential Services Noise Management Plan 2025* notes:

> *Clause 14A* [of the Environmental Protection (Noise) Regulations 1997] *provides requirements for 'essential services', e.g. the collection of waste, or the cleaning of roads, public places and footpaths, as these activities often exceed assigned levels.*

Preliminary calculations undertaken by MDA found that noise from waste trucks on site would likely exceed the assigned levels at times. The operator should prepare a Noise Management Plan to address waste collection procedures with reference made to the City of Perth's *Essential Services Noise Management Plan 2025.*

6.0 INTERNAL ACOUSTIC DESIGN

Table 11 presents a summary of other internal acoustic design considerations, in addition to external noise ingress as discussed above, that is to be developed as the design progresses.

Table 11: Internal acoustic design considerations

Aspect	Discussion
Internal sound insulation	Walls, doors and floor/ceiling systems are to be designed to provide appropriate acoustic separation of adjacent spaces and to control footfall noise. The sound insulation criteria between residential rooms will be based on NCC requirements as a minimum with upgrades to meet Green Star or client quality objectives as required.
Reverberation control	The recommended reverberation times in AS 2107 will be adopted as design targets. Acoustically absorptive finishes, such as ceilings and wall panels, will be incorporated where practicable to control reverberation.
Mechanical services noise and vibration	Mechanical plant will be designed to be meet the AS 2107 internal noise level criteria. The sound insulation design of plant rooms and vibration isolation of mechanical equipment will be developed as the design progresses.

7.0 NOISE MANAGEMENT

A key factor for the success of the proposed development will be noise management control. A noise management plan should be developed for the precinct that outlines responsibilities for operators and tenants.

In addition, it is expected that some individual tenants within the precinct would need to develop their own noise management plans with more specific details pertaining to their operations.

While specific requirements will vary from tenancy to tenancy, a noise management plan will typically include the following:

- Operating hours
- Any restrictions on the types of music permitted (live bands, DJs, etc.)
- Operating arrangements (e.g. doors and windows closed)
- Music level limits within the different spaces (note that tenancy fitouts will also need to consider potential noise issues when designing any sound systems)
- Measures for managing noisy patrons
- Any specific requirements for managing deliveries and waste collection
- Complaints management procedure
- Other best practice measures to be followed.

8.0 SUMMARY

Marshall Day Acoustics (Australia) Pty Ltd (MDA) has been engaged to provide acoustic design input for the proposed Perth Girls School Precinct project.

This Development Application (DA) acoustic report provides an overview of the acoustic issues associated with the Project, including potential noise emission from the Project to nearby noise sensitive locations. Preliminary design advice and guidance is provided to demonstrate possible acoustic treatment solutions.

As a new precinct development with mixed land use within, there are numerous considerations for the acoustic design that will need to be worked through as the design progresses. There will be limits to what can be achieved in the acoustic design and associated noise risks that will need to be considered in operational plans for tenants.

Noise management will be a key factor for the success of the proposed new precinct. General noise management options and recommendations have been provided for consideration during the detailed design, as well as for the ongoing management of the precinct. It is expected that a detailed noise management plan will be developed for the precinct and some tenants within. Noise management plans should be live documents that are updated regularly, as required.

APPENDIX A GLOSSARY OF TERMINOLOGY

Ambient	The ambient noise level is the noise level measured in the absence of the intrusive noise or the noise requiring control. Ambient noise levels are frequently measured to determine the situation prior to the addition of a new noise source.
dB	Decibel - the unit of sound level.
dBA	The unit of sound level which has its frequency characteristics modified by a filter (A-weighted) so as to more closely approximate the frequency bias of the human ear.
$L_{A1\,(t)}$	The A-weighted noise level which is equalled or exceeded for 1% of the measurement period. This is sometimes referred to as the typical maximum noise level. The suffix "t" represents the time period to which the noise level relates, e.g. (8 h) would represent a period of 8 hours, (15 min) would represent a period of 15 minutes and (2200-0700) would represent a measurement time between 10 pm and 7 am.
$L_{A10\,(t)}$	The A-weighted noise level equalled or exceeded for 10% of the measurement period. This is commonly referred to as the average maximum noise level. The suffix "t" represents the time period to which the noise level relates, e.g. (8 h) would represent a period of 8 hours, (15 min) would represent a period of 15 minutes and (2200-0700) would represent a measurement time between 10 pm and 7 am.
$L_{Aeq\,(t)}$	The equivalent continuous (time-averaged) A-weighted sound level. This is commonly referred to as the average noise level. The suffix "t" represents the time period to which the noise level relates, e.g. (8 h) would represent a period of 8 hours, (15 min) would represent a period of 15 minutes and (2200-0700) would represent a measurement time between 10 pm and 7 am.
L_{Amax}	The A-weighted maximum noise level. The highest noise level which occurs during the measurement period.
L_p	Sound pressure level. The sound level measured at distance from a source. Distinctly different from sound power level (L_W).
$L_{p,rev}$	Reverberant sound pressure level. The sound level measured in a reverberant sound field.
L_W / L_{WA}	Sound Power Level. The calculated level of total sound power radiated by a sound source. Usually A-weighted i.e. LWA.
Noise	A sound that is unwanted by, or distracting to, the receiver.
R_w	Weighted Sound Reduction Index A single number rating of the sound insulation performance of a specific building element. Rw is measured in a laboratory. Rw is commonly used by manufacturers to describe the sound insulation performance of building elements such as plasterboard and concrete.
Vibration	When an object vibrates, it moves rapidly up and down or from side to side. The magnitude of the sensation when feeling a vibrating object is related to the vibration velocity. Vibration can occur in any direction. When vibration velocities are described, it can be either the total vibration velocity, which includes all directions, or it can be separated into the vertical direction (up and down vibration), the horizontal transverse direction (side to side) and the horizontal longitudinal direction (front to back).

APPENDIX B ASSIGNED LEVELS CALCULATION

External noise emission from patrons, music and other noise sources is governed by the *Western Australia Environmental Protection (Noise) Regulations 1997* (the Noise Regulations). The Noise Regulations are a "prescribed standard" under the *Environmental Protection Act 1986*.

The assessment of noise emission under the Noise Regulations is based on external noise level limits that apply at a receiver position. The calculation of the noise level limits takes into account the local road network, the land use in the surrounding area and the time of day. These noise level limits are known as 'assigned levels'.

The noise emissions are assessed over an assessment period which can be between fifteen minutes and four hours. The assessment period must be appropriate for the assessment of the emission and depends on the type and character of the noise source(s).

The assigned noise levels are defined in terms of statistical A-weighted and Slow-weighted sound pressure levels and are:

- L_{A10}, this is the noise level not to be exceeded for more than 10% of the assessment period
- L_{A1}, this is the noise level not to be exceeded for more than 1% of the assessment period
- L_{Amax}, this is the noise level not to be exceeded at any time.

The procedure defined in the Noise Regulations considers the land use and road types with two circles centred on the receiver location, one of 450 m radius, and one of 100 m radius.

The land use has been estimated using the following sources:

- City of Perth Town Planning Scheme No. 2 (City Planning Scheme) – East Perth Locality (dated 5 June 2024)

An extract of the City Planning Scheme maps (combined) is presented in Appendix B1 with the two area circles overlaid.

For mixed use areas such as this, the use of land which results in the highest influencing factor is to be used in the determination of the influencing factor, as noted in Schedule 3 of the Noise Regulations.

Transport factors of 6 dB and 2 dB apply if there are any Major Roads (a road carrying in excess of 15,000 vpd) within the 100 m and 450 m circles respectively. For each Secondary Road (a road carrying in between 6,000 - 15,000 vpd) within the 100 m circle, a 2 dB transport factor applies. The total Transport Factor that is included in the Influencing Factor is limited to 6 dB.

Traffic data for the nearby roads obtained from Main Roads is presented in Table 12.

Table 12: Traffic data and classifications for nearby roads (source: Main Roads)

Road	Average weekday traffic volume (AADT/VPD)	Classification
Plain St (North of Hay St)	18,967 (2016-2017)	Major Road
Plain St (North of Wellington St)	11,535 (2016-2017)	Secondary Road
Wellington St (west of Bennett St)	14,998 (2025/2026)	Secondary Road

The Influencing Factor calculations for the nearest receivers are presented in Table 12.

Table 13: Influencing Factor calculation

Receivers:	#1. 19 Wellington St		#2. 18 Wellington St		#3. 33 Bronte St		#4. 24 Bronte St	
	100m circle	450m circle	100m circle	450m circle	100m circle	450m circle	100m circle	450m circle
Industrial %	0	0	0	0	0	0	0	0
Commercial %	25	40	50	38	71	38	76	39
Major road	Y	n/a	N	N	N	N	Y	n/a
Secondary roads	n/a	n/a	1	n/a	1	n/a	n/a	n/a
IF Calculation	I = 0 C = 3 TF = 6		I = 0 C = 4 TF = 4		I = 0 C = 5 TF = 4		I = 0 C = 6 TF = 6	
Influencing Factor	**IF = 9**		**IF = 8**		**IF = 9**		**IF = 12**	

Based on the above calculation, the assigned levels for the nearest receivers are summarised in Table 14.

Table 14: Summary of assigned levels

Type of premises receiving noise	Time of day	Assigned noise level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area **#1. 19 Wellington St**	0700-1900 Monday to Saturday	54	64	74
	0900-1900 Sunday and public holidays	49	59	74
	1900-2200 all days	49	59	64
	2200-0700 Monday to Saturday or 2200-0900 Sunday and public holidays	44	54	64
Noise sensitive premises: highly sensitive area **#2. 18 Wellington St**	0700-1900 Monday to Saturday	53	63	73
	0900-1900 Sunday and public holidays	48	58	73
	1900-2200 all days	48	58	63
	2200-0700 Monday to Saturday or 2200-0900 Sunday and public holidays	43	53	63
Noise sensitive premises: highly sensitive area **#3. 33 Bronte St**	0700-1900 Monday to Saturday	54	64	74
	0900-1900 Sunday and public holidays	49	59	74
	1900-2200 all days	49	59	64
	2200-0700 Monday to Saturday or 2200-0900 Sunday and public holidays	44	54	64
Noise sensitive premises: highly sensitive area **#4. 24 Bronte St**	0700-1900 Monday to Saturday	57	67	77
	0900-1900 Sunday and public holidays	52	62	77
	1900-2200 all days	52	62	67

Type of premises receiving noise	Time of day	Assigned noise level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
	2200-0700 Monday to Saturday or 2200-0900 Sunday and public holidays	47	57	67
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

In addition, the noise emissions must be free of intrusive or dominant characteristics such as: impulsiveness, modulation and tonality. Adjustments are also applicable where the noise emission is music. These adjustments are presented in Table 15.

Table 15: Adjustments for intrusive or dominant characteristics

Adjustment where noise emission is not music. These adjustments are cumulative to a maximum of 15 dB			Adjustment where noise emission is music	
Where tonality is present	Where modulation is present	Where impulsiveness is present	Where impulsiveness is not present	Where impulsiveness is present
+5 dB	+5 dB	+10 dB	+10 dB	+15 dB

B1 Planning maps

Figure 4: Planning map with indicative 100 m and 450 m radius areas used to determine the IF (19 Wellington St)

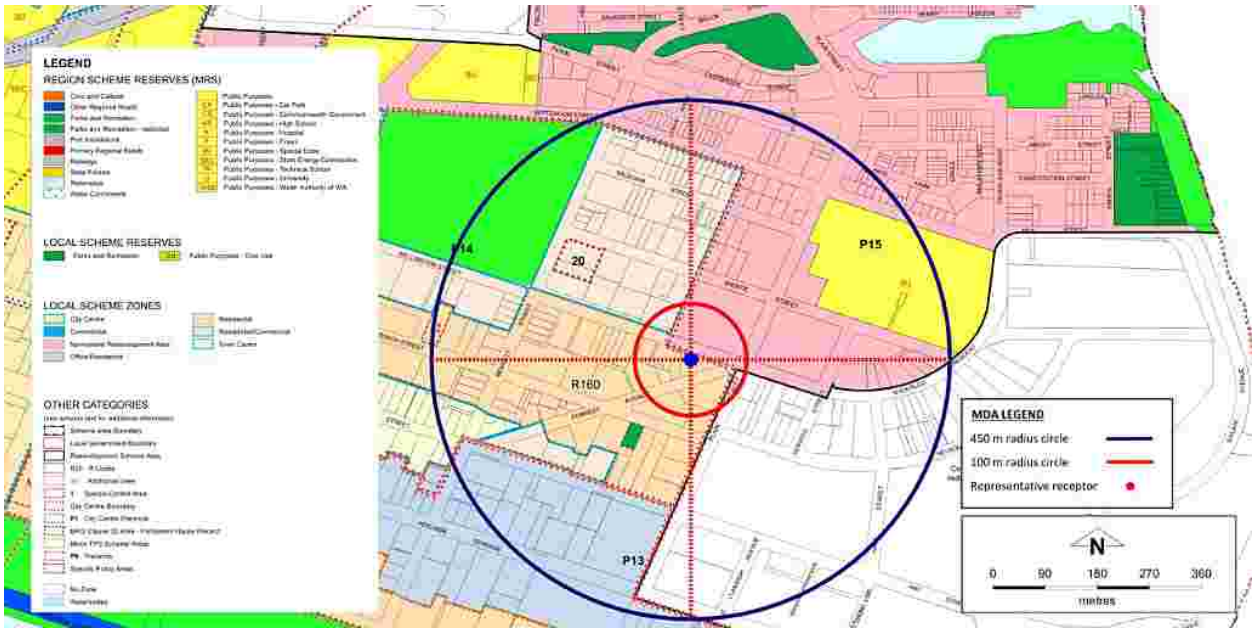


Figure 5: Planning map with indicative 100 m and 450 m radius areas used to determine the IF (18 Wellington St)

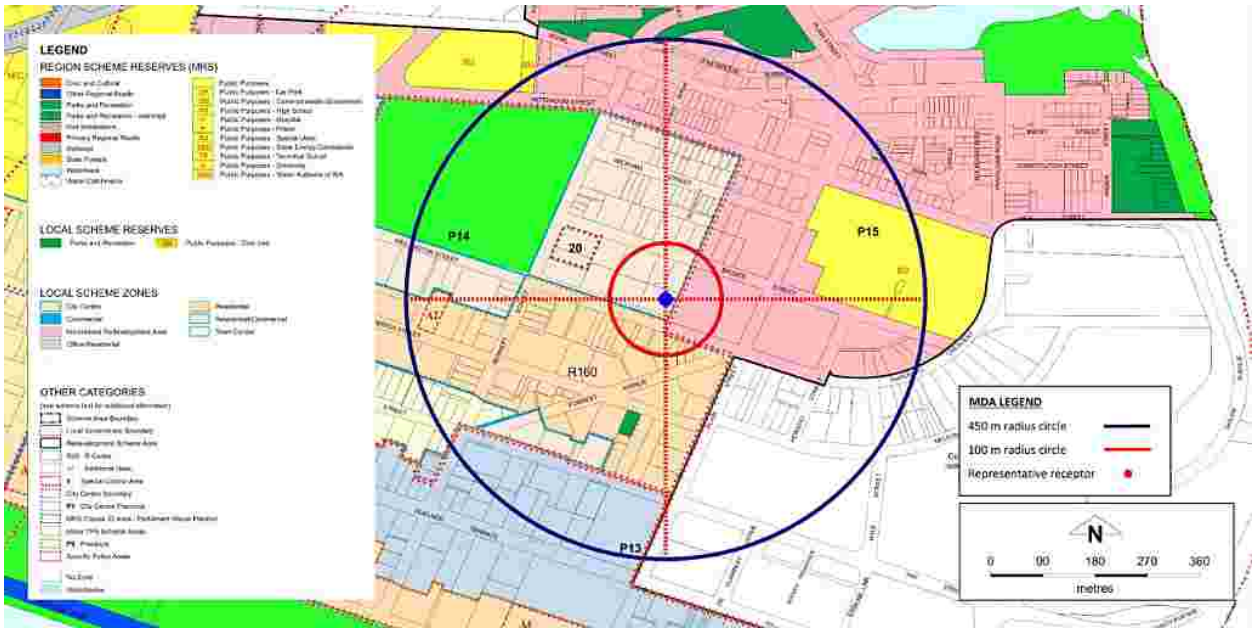


Figure 6: Planning map with indicative 100 m and 450 m radius areas used to determine the IF (33 Bronte St)

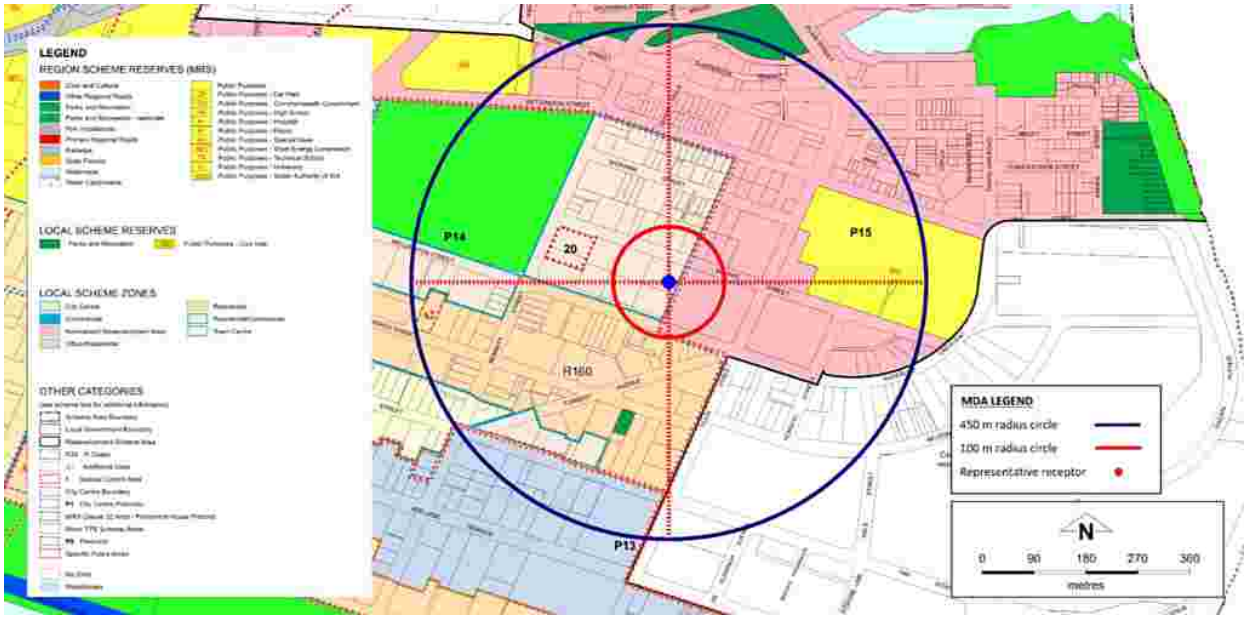
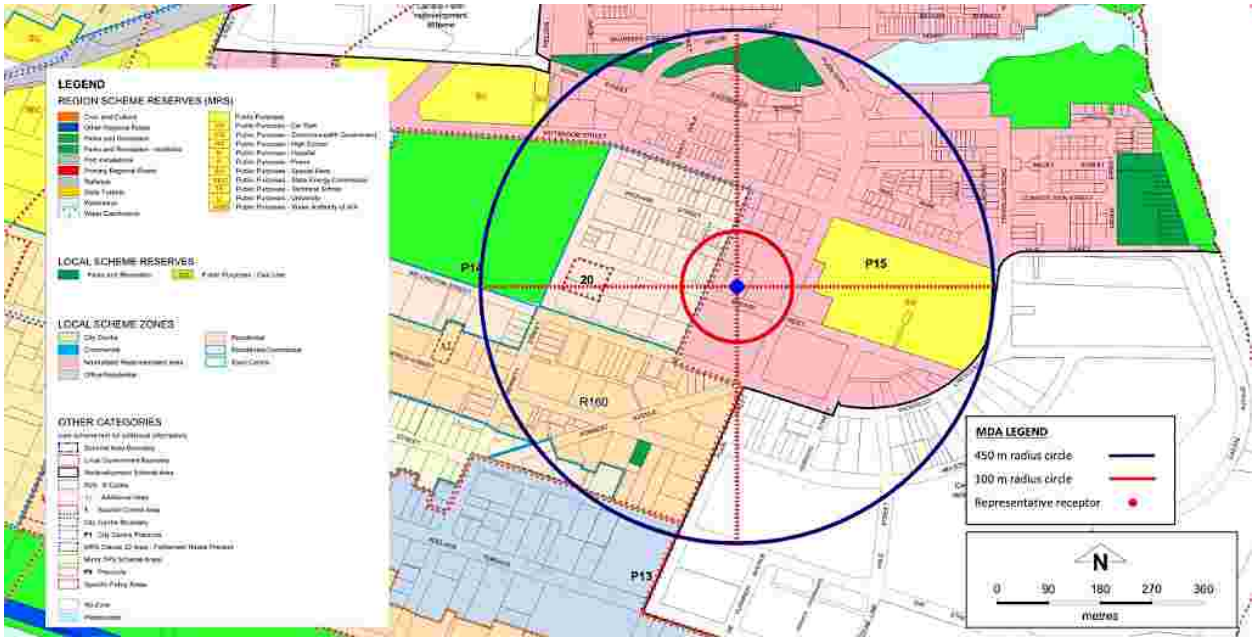


Figure 7: Planning map with indicative 100 m and 450 m radius areas used to determine the IF (24 Bronte St)



APPENDIX C NOISE SURVEY

Noise measurements have been undertaken at the subject site to determine the existing acoustic environment for the purposes of the building envelope design. The measurements were obtained during a morning peak traffic period between 0800-0900 hours on Thursday 23 September 2021.

The survey locations are shown in Figure 8. Results are summarised and described in Table 16.

Figure 8: Survey locations



Table 16: Summary of peak hour noise levels around the site (free field)

Position	L_{Aeq}	L_{A90}	L_{Amax}	Description of noise environment
1	69	52	80	Regular waves of traffic along Plain Street, including some large trucks. Quieter environment in between traffic with birds and distant traffic.
2	57	45	68	Quiet street with traffic along Plain Street being the dominant noise source.
3	63	54	75	Traffic including Transperth buses passing along Wellington Street.

There have been no new significant developments in the area since the noise survey was completed. Traffic data indicates a slight increase in traffic volumes, which would result in a slight increase in overall (L_{Aeq}) levels. This will be factored into the design.

APPENDIX D NOISE MODEL INPUTS

D1 Noise modelling method

A 3-dimensional digital model of the building and surrounding built environment has been created using SoundPLAN$_{noise}$ proprietary modelling software (version 9.1).

Geometry data for the model has been sourced from public aerial photography and terrain data, visual inspections of the area, and building heights defined on the basis of standard assumed heights per floor level. The geometries in the model are simplified representations of the built environment that have been configured to a level of detail that is appropriate for noise calculation purposes.

The SoundPLAN digital model has been used to calculate noise levels using the ISO 9613-2:2024[1] calculation standard, implemented using the recommendations and quality requirements of ISO 17534-3:2015[2].

ISO 9613 is a general environmental noise calculation standard that has been used extensively throughout Australia, New Zealand, and Europe since its publication in 1996. The implementation of ISO 9613 within proprietary noise modelling software enables multiple sound transmission paths, including reflected and screened paths, to be accounted for in the calculated noise levels. It is noted that ISO 9613 predicts noise levels for conditions which favour the propagation of noise.

A ground factor of G=0 was used throughout.

D2 Noise level inputs

Table 17 present the octave band noise levels that have been used for environmental noise assessment modelling. For patron noise, see Appendix D3 to Appendix D5.

Table 17: Noise levels used for modelling, dB L_{eq}

		Octave Band Centre Frequency (Hz)							
Description	Type	63	125	250	500	1000	2000	4000	dBA
Music in brewery bar	$L_{p, rev}$	98	93	97	92	90	81	78	94
Gym music/activity	$L_{p, rev}$	75	74	72	74	72	69	66	77
Deliveries by HRV L_{max}	L_w	110	104	102	103	98	103	107	110
Deliveries by van / LRV L_{max}	L_w	93	88	87	86	87	89	84	93
Waste truck L_{max}	L_w	102	104	99	94	92	91	90	99
Carpark (voices) L_{max}	L_w	51	57	63	80	77	72	67	81
Carpark (door slam/rev) L_{max}	L_w	108	104	94	88	85	83	80	93

		Octave Band Centre Frequency (Hz)							
Description	**Type**	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**	**dBA**
Music in brewery bar	$L_{p, rev}$	98	93	97	92	90	81	78	94
Deliveries by HRV L_{max}	L_w	110	104	102	103	98	103	107	110

[1] ISO 9613-2:2024 *Acoustics – Attenuation of sound during propagation outdoors – Part 2: Engineering method for the prediction of sound pressure levels outdoors*

[2] ISO 17543-3:2015 *Acoustics – Software for the calculation of sound outdoors*

		Octave Band Centre Frequency (Hz)								
Description	Type	63	125	250	500	1000	2000	4000	dBA	
Deliveries by van / LRV L_{max}		L_w	93	88	87	86	87	89	84	93
Waste truck L_{max}		L_w	102	104	99	94	92	91	90	99

D3 Patron noise data

The noise of patron areas associated with dining and licensed venues is highly variable according to a wide range of factors including:

- The type of venue
- The function of the space within the venue (i.e. seated areas for dining or standing areas with a focus on alcohol consumption)
- Total crowd numbers
- The composition of the total patron numbers in terms of demographics and group sizes
- Weather
- Alcohol consumption
- Background noise levels
- The acoustic properties of the space.

Based on the above considerations, total patron noise emissions will vary significantly between different venues. Further, for a given venue patron noise emissions will vary from day to day and hour to hour according to these types of factors.

D4 Internal patron noise levels

For internal patrons, noise source levels are based on the estimated noise levels published by the Australian Association of Acoustical Consultants (AAAC) in their *Licensed Premises Noise Assessment Technical Guideline (v1.0)*, as extracted in Table 18 below. The levels used in the assessment are estimated by the proposed number of patrons and the room sizes shown on the drawings.

Table 18: Estimated noise levels produced by talking patrons (Source: AAAC Guideline)

Scenario	Volume m^3	RT (sec) without patrons*	No of Patrons	Assumed Floor Area m^2	Assumed Room Height m	Room Constant with patrons*^	Talker $L_{WA\#}$	L_{Aeq} in patron area
A	50	0.3	10	16.7	3.0	47	78	74
B	50	0.6	10	16.7	3.0	25	81	79
C	100	0.5	10	33.3	3.0	62	77	71
D	100	0.8	15	33.3	3.0	43	81	78
E	100	0.5	20	33.3	3.0	62	80	78
F	100	0.8	20	33.3	3.0	43	82	80
G	150	0.7	30	45.5	3.3	70	81	80
H	150	1.0	30	45.5	3.3	54	82	82
I	150	0.7	50	42.9	3.5	68	84	84
J	150	1.0	50	42.9	3.5	52	85	86
K	250	0.8	50	71.4	3.5	107	82	80
L	250	1.3	50	62.5	4.0	70	84	84
M	250	0.8	100	62.5	4.0	100	85	87
N	250	1.3	100	62.5	4.0	70	87	90
O	300	0.8	100	75.0	4.0	122	84	85
P	300	1.3	100	75.0	4.0	86	86	88
Q	400	1.8	200	100.0	4.0	96	88	93

* averaged over range from 250 Hz to 2 kHz; ^includes and estimate of the sound absorption produced by patrons; #the sound power level of one third of the total patrons in the space who are speaking.

D5 Outdoor patron noise levels

To provide a practical basis for assessing the noise from proposed external areas, a simplified method has been developed to characterise the noise emissions of four broad categories of venue type for different number of patrons. The method is based on a single representative vocal effort to characterise the range of emissions of all individuals within the crowd.

It is assumed that a one-third of the crowd may be speaking at any given point in time.

In practice, the vocal effort of each individual will vary across the crowd and throughout the assessment period. The portion of the crowd will also vary. The selected values are therefore not considered exact representations of a crowd's patterns. The values have been chosen to enable a simple relationship to be formulated which provides close agreement with patron noise measurements conducted at a range of venues.

MDA and other acoustic consultants have measured patron noise from several different venues. These measurements indicate a large variation in the noise levels of crowds. Variations are due to a number of factors including the situational context of the crowd.

For the purpose of predicting noise levels from a venue, external patron areas are categorised according to the descriptions outlined in Table 19. Reference sound power data for one person is detailed in the 2011 Hayne paper[3].

Table 19: Patron area use categories

Area use category	Reference sound power data per one person		Area use definition
	Equivalent	Maximum	
Vertical drinking ('worst-case' crowd)	88 dB L_{AW}	104 dB L_{AW}	Standing patrons drinking and talking Focus of activity on drinking and socialising
Taverns (typically with significant food offerings)	83 dB L_{AW}	104 dB L_{AW}	Predominantly seated patrons, drinking, dining and talking Focus of activity on drinking, whilst dining and socialising
Restaurant dining	78 dB L_{AW}	98 dB L_{AW}	Seated patrons, drinking, dining and talking Focus of activity on dining and socialising
Small smoking areas (<40 patrons)	73 dB L_{AW}	98 dB L_{AW}	Patrons using area for smoking Focus of activity on smoking rather than socialising (data also includes outdoor areas with alcohol consumption)

Based on the above reference sound power data and measurements by MDA, a simplified empirical relationship to represent the total sound power level for which crowd numbers and character were varied has been derived for determining design equivalent and maximum sound power level as follows:

- Design equivalent sound power level – derived by assuming that one third of the total crowd speaks continuously over the duration of the assessment period, and each of these speakers emit a constant total sound power level over the duration of the assessment period. In practice, the actual number of individuals speaking, the sound power emitted by each individual, and the temporal characteristics of each speaker will vary considerably over the assessment period. The derived values therefore do not

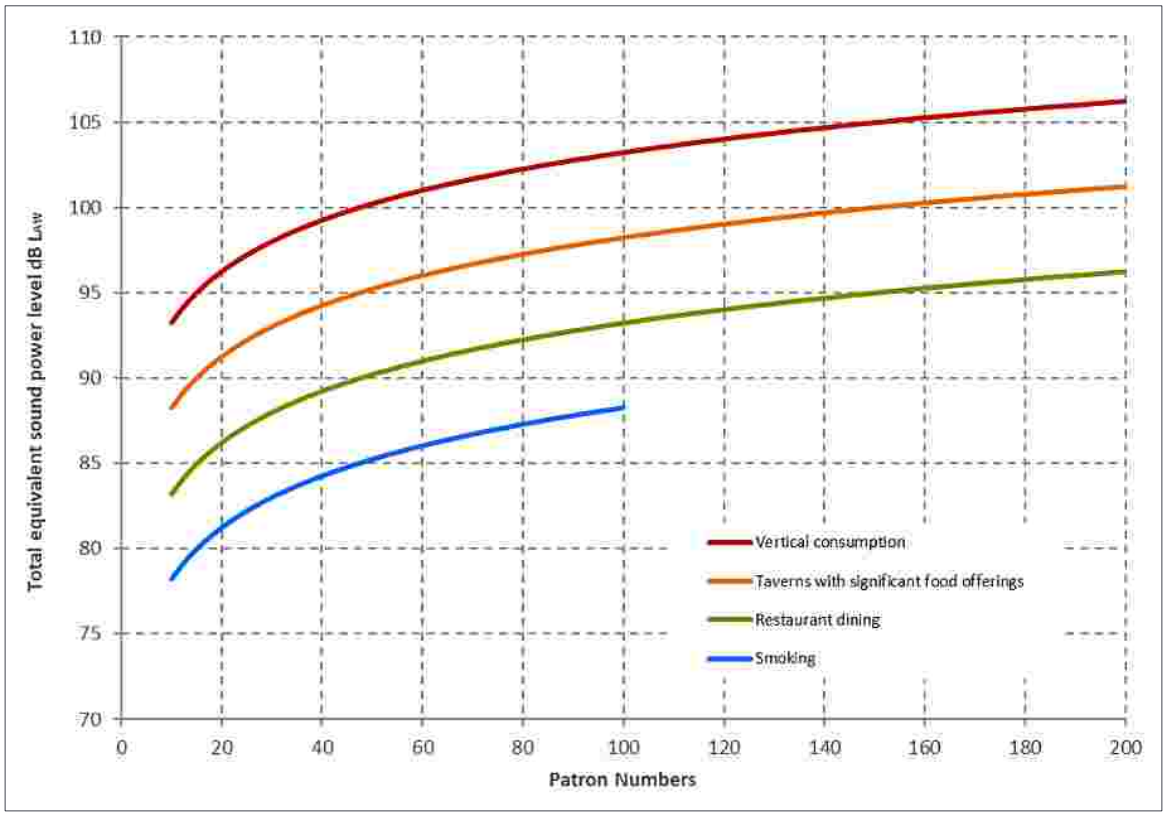
[3] Hayne et al 2011, 'Prediction of noise from small to medium sized crowds', in *Acoustics 2011: Breaking New Ground, Proceedings of the Annual Conference of the Australian Acoustical Society*, AAS Queensland Division 2011, Gold Coast, paper number 133.

represent the actual percentage of patrons speaking, or the emission of each patron, but simply represent the total sound power level for the number of patrons

- Design maximum sound power level – derived by assuming that the maximum noise level occurs as a result of two (2) individuals simultaneously producing a maximum level. Smoking areas and restaurants are considered to have the same maximum sound power level characteristics, as are taverns with significant food offerings and vertical consumption crowds.

Figure 9 provides the total equivalent sound power based on patron numbers.

Figure 9: Total equivalent sound power based on patron number



Note that patron numbers for smoking areas arbitrarily limited to 100 patrons. Smoking areas typically have less people in practice.

Table 20 provides the octave band spectral correction applied to the calculated patron sound power.

Table 20: Octave band spectral correction (dB)

	Octave band centre frequency (Hz)						
Source	**63**	**125**	**250**	**500**	**1000**	**2000**	**4000**
Spectral correction	-12	-10	-9	-2	-4	-8	-15

APPENDIX E NOISE CONTOURS



Attachment 9 – Applicants response to Design Review Panel advice

Perth Girls School_South

Perth, Western Australia

March 2026 Rev D

DRP 1 & RFI Draft Response
prepared by_

For_



DRP 1 Response

Recommendations	Response
+ Consider an opportunity to include an interpretation of the aboriginal history, culture and context of the site into the narrative of the design of the buildings and landscaped spaces.	+ The Aboriginal cultural context of the site is addressed through the Cultural Impact Statement prepared by Soft Earth and submitted with the original DA in December 2021. The design acknowledges the site's significance on Whadjuk Boodja, including its association with the Waugyl and role as a ceremonial hill within the Derbarl Yerrigan cultural landscape. Interpretation of these stories is embedded within the public realm, landscape and public art strategy. Refer to diagram for further information.
+ Review the treatment of the lower levels of each tower to increase the transparency of the built form to provide a clearer view to the heritage buildings that sit behind the tower additions.	+ Glazing to lower levels of each tower has been further reviewed to achieve a simplified and unified expression, allowing the built form to recede and provide clearer views to heritage buildings beyond. See renders below for further information.
+ Review the ground floor levels of each tower to introduce alternative uses that might better activate the street.	+ Ground floor levels of each tower are designed as student lobbies to support high volume of residents, visitors and staff moving through the building daily. With 598 beds provided across the development, the lobbies operate as high-traffic arrival and circulation spaces that contribute to natural activation of the ground floor and support movement between the towers, the PGS building, courtyard and forecourt. + The lobbies also function as short-term occupancy spaces, providing areas for casual meetings between residents and visitors, waiting areas for ride-share pick-ups and general incidental gathering throughout the day. + The ground floor façade has been designed to retain flexibility, allowing commercial micro-tenancies to be introduced in the future through minor glazing adjustments if required. Refer to revised floor plan below for further information.
+ Review the legibility of the two tower lobbies. The current entries appear understated and lost within the scale of the towers structure.	+ Dual lobby entries are intentionally retained to support permeability and movement through the ground plane. Their legibility is reinforced through clearly defined arrival pathways, with awnings marking the entry points and assisting with wayfinding. The refined glazing approach further clarifies the lobby entrances within the tower base, ensuring entries are identifiable within the scale of the tower structure. Refer to diagram for further information.
+ Refine the façade design and materiality of the towers including the finish of the base column structure and the tower soffits to ensure that the vision for the development is delivered.	+ The column materiality has been further reviewed and will be a smooth concrete finish. The tower soffits have been designed with an expanded mesh, gridded soffit treatment. Refer to diagrams below for further information.
+ Review the location and aesthetic of the Wellington Street food and beverage venue so that it connects to Wellington Street as well as the forecourt. Whilst its capacity to support forecourt activation is strongly supported there is an opportunity for the structure to address Wellington Street in a more deliberate manner.	+ The F&B kiosk is deliberately designed to be visually recessive within the forecourt, allowing the heritage building to remain the dominant form. While the previous DA proposed a greater level of street activation, the revised DA seeks to reduce new built form prominence within the forecourt. As such, the structure is set back approximately 16 meters from Wellington Street, allowing for retention of significant landscaping, vegetation and existing retaining wall. See renders below for further information.
+ Demonstrate that the location of the PV's do not adversely impact on the significance of the heritage building.	+ PV layout has been revised to avoid impacting the significance of the heritage building. Approximately 500 m² of PV panels, meeting the project's peak demand requirement, are now located on the tower roofs and the west-facing roof areas to the western courtyard. This change allows the previously proposed PV panels within the Central Hall and eastern courtyard areas to be removed.
+ Continue to consider initiatives that will contribute to the ESD commitment including water conservation and reuse and waste management.	+ The ESD consultant has confirmed the proposal would provide limited benefit and introduce potential long-term system sustainability issues. No changes are therefore proposed.

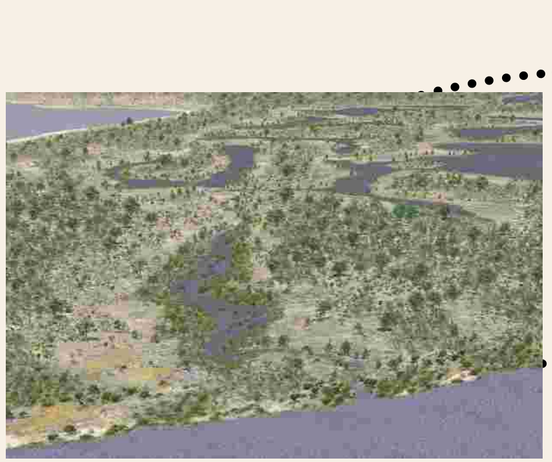
"Consider an opportunity to include an interpretation of the **aboriginal history**, culture and context of the site..."

City of Perth RFI

The design considers the Aboriginal cultural context of the site as outlined in the Cultural Impact Statement prepared by Soft Earth and submitted with the original DA in December 2021. The site sits on Whadjuk Boodja and forms part of a culturally significant landscape associated with the movements of the Waugyl and the creation of waterways during the nyittiny (cold times). Historically, the area formed part of a broader system of wetlands and swamps connected to the Swan River through Claise Brook and was an important resource-rich environment for Whadjuk Noongar people, providing access to food and fresh water.

The hill on which the site sits also held ceremonial importance as a place associated with the final phase of young men's rites of passage into adulthood, forming part of a sequence of rituals that occurred at high points along the Derbarl Yerrigan.

Interpretation of these stories are embedded within the public realm, landscape and public art strategy, with opportunities for engagement with Whadjuk/Noongar artists, organisations and cultural leaders.









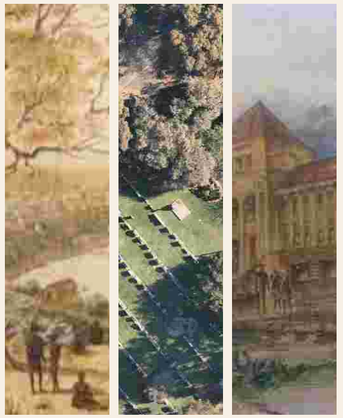

Design Concept

Texture, Fluidity, Materilaity & Confluence

The West Australian landscape offers a plethora of fascinating patterns and forms, some of which are found nowhere else in the world. Our landscape is vast, old, eroded, and yet; abundant, textured and full of surprise. When viewed from a distance, because of their great scale, these areas can seem homogeneous, perhaps even monotonous. However, like the salt lakes and wildflower meadows of the mid-west to the Kwongan scrublands of the south-west, our landscapes are incredibly complex assemblages of many tiny and often beautiful parts.

The gardens of the Perth Girls School Precinct will endeavor to distill the essence of these Landscape types; a big sweeping, generous gesture filled with tiny, detailed, intimate parts. Immersive, seasonally varied, rewarding, elemental. In doing so, the garden blurs the line between building and landscape, new and old, erosion and succession.

CONFLUENCE



HISTORICAL LANDSCAPE



TEXTURE



LIVING LAYER



MATERIALITY



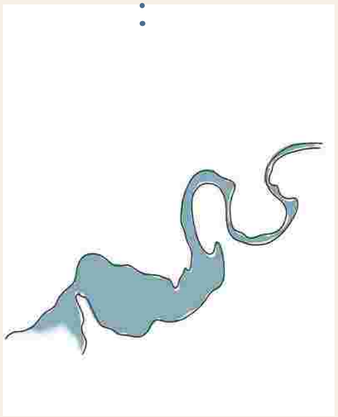
TAMALA FORMATION



FLUIDITY



DERBARL YERRIGAN



Indigenous Engagement
Benchmark Projects

Across the Perth Girls School site, materials will be selected specifically to build connection to Country. However the special story locations will ‘interrupt’ the regular palette of materials with contrasting textures, text, graphics, pattern, light, water and planting.

These moments will tell the stories of the site; the Aboriginal women who attended the girls school, the boys who were initiated into manhood at special ceremonies, the journeys across the river and wetlands.

Specific stories and locations will be selected and developed as part of the project’s cultural interpretation. A series of destination artworks will be integrated with the landscape.


Sharyn Egan and Simon Gilby’s artwork for Kings Square Fremantle


Boola Bardip W.A Museum


Moombaki Fremantle biennial

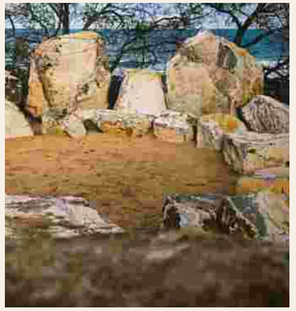

Pole art, “living desert”

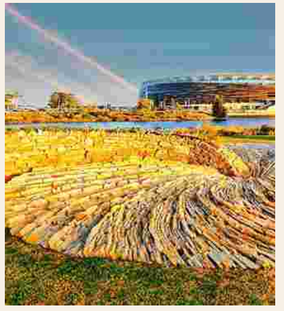

Indigenouseart Ryson University CA, Constellation story “the dish with one spoon”


Judy Watson’s Fire and Water


Birrarung Marr ‘Birrarung Wilam’


Sky walk karrijini

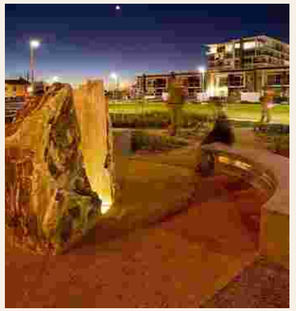

Yarning circle stone


Chris Drury’s The Wandering


Cultivated by Fire TLC


Cultivated by Fire TLC


Yarning circle garden Curtin university


Port Adelaide indigenous garden


The Christina & Trevor Kennedy Garden at the National Museum of Australia

"Review the treatment of the lower levels of each tower to increase the **transparency** of the **built form** to provide a clearer view to the heritage buildings that sit behind the tower additions."

City of Perth RFI

Compared with the approved DA, the scheme presented at DRP 1 reconfigured and reduced the tower structural columns to improve sightlines and increase the visual aspect of the heritage building wings.

In response to DRP 1 feedback, the glazing to the lower levels has been further simplified, increasing transparency and allowing the tower base to recede while improving views through to the heritage buildings beyond.



Existing Approval



DRP 1



Revised

Further detail next page

"Review the treatment of the lower levels of each tower to increase the **transparency** of the **built form** to provide a clearer view to the heritage buildings that sit behind the tower additions."

City of Perth RFI

Incorporating the City's feedback, the ground plane of the eastern facade has been further refined. This facade has been pushed back to increase colonnade width, and clear views to the heritage building.

High quality finishes with integrated bin store access and a visually open, double height glazed corner treatment further increase clear views to heritage.



Development Application



Revised

"Review the treatment of the lower levels of each tower to increase the **transparency** of the **built form** to provide a clearer view to the heritage buildings that sit behind the tower additions."

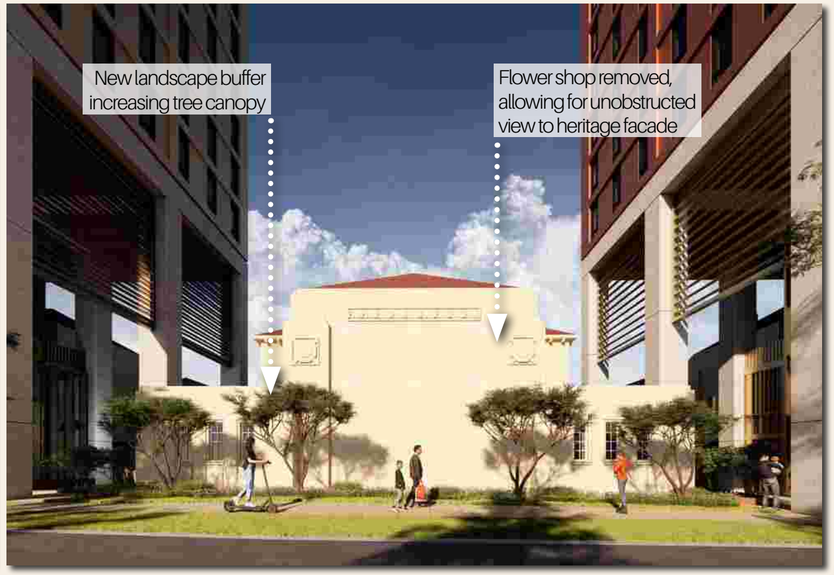
City of Perth RFI

Revised proposal allows for clear views to the central heritage building facade facing Bronte Street. Addition of landscape buffer softens the facade and increases tree canopy and Deep Soil.

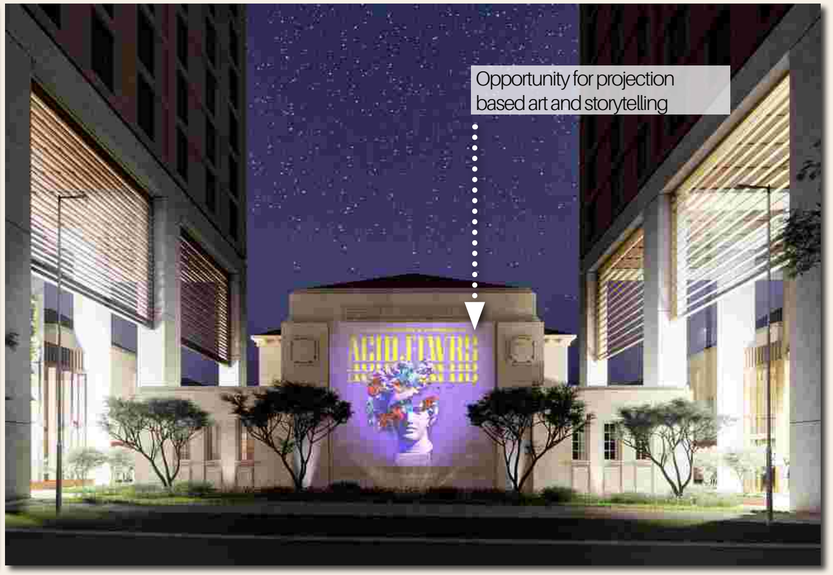
Opportunity for ephemeral projection, allowing for cultural and historical storytelling.



Existing Approval



Revised - Day



Revised - Night

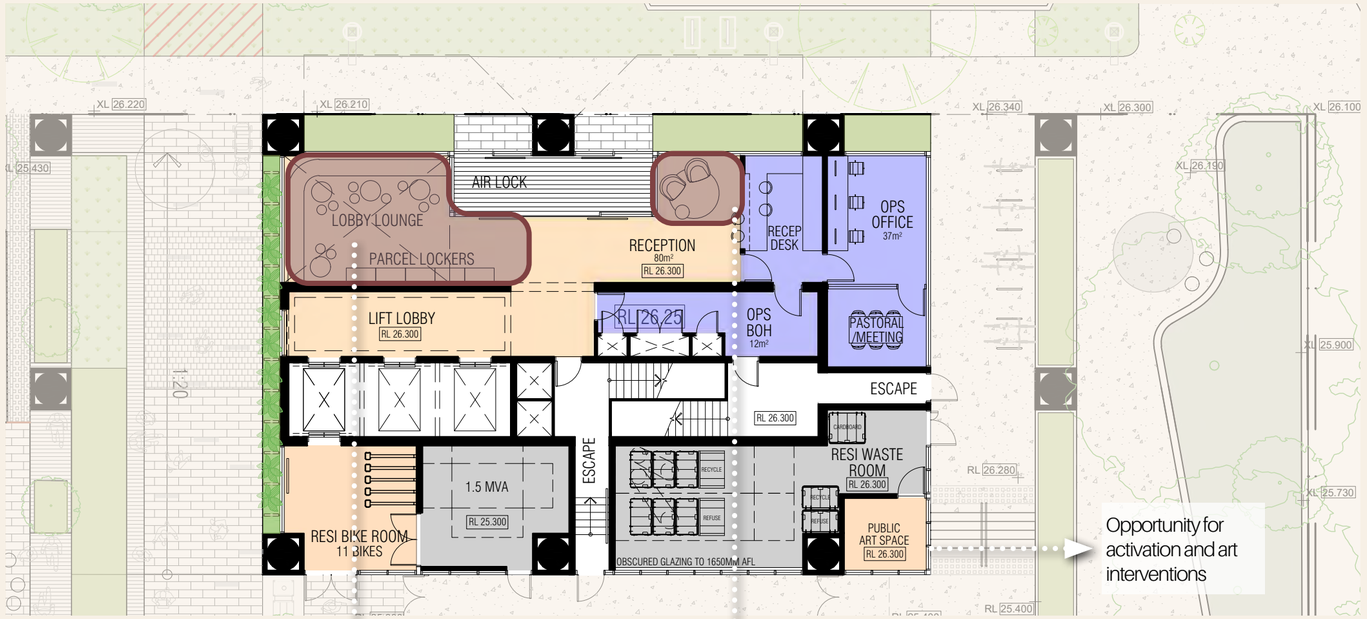
“Review the ground floor levels of each tower to introduce **alternative uses**...”

City of Perth RFI

The ground floor of each tower is organised around a student lobby that acts as the primary arrival space for residents and visitors. With 598 beds provided within each tower, these spaces will accommodate a high volume of daily movement and form an important connection between the towers, the heritage building, courtyard and forecourt.

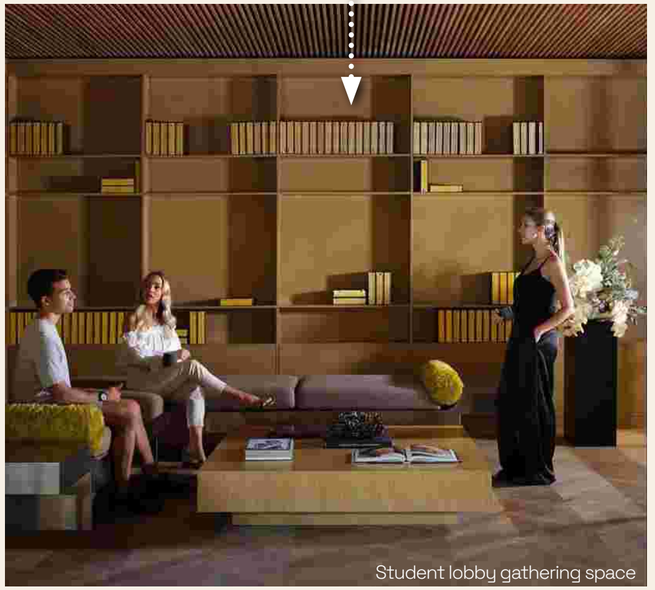
The lobbies support short-term occupation and informal activity, including meeting friends, waiting for ride-share pick-ups, and incidental gathering throughout the day.

The ground floor façade has also been designed to allow future conversion to commercial micro-tenancies through minor glazing adjustments if required.



Ground Floor Lobby, East Tower

Incidental gathering spaces


Student lobby gathering space


Informal lounge seating

Building Form & Scale_

"Review the **legibility** of the **two tower lobbies**. The current entries appear understated and lost within the scale of the towers structure."

City of Perth RFI

Compared with the approved proposal, the scheme presented at DRP 1 introduced dual lobby entries with awnings to improve legibility and wayfinding, while also simplifying the undercroft to clarify the arrival condition.

In response to the DRP 1 feedback, the revised scheme further refines the glazing to increase transparency and strengthen the visibility of the lobby entrances. Entries marked with clear wayfinding signage and tapered awnings directing residents and visitors.



Existing Approval



DRP 1



Revised

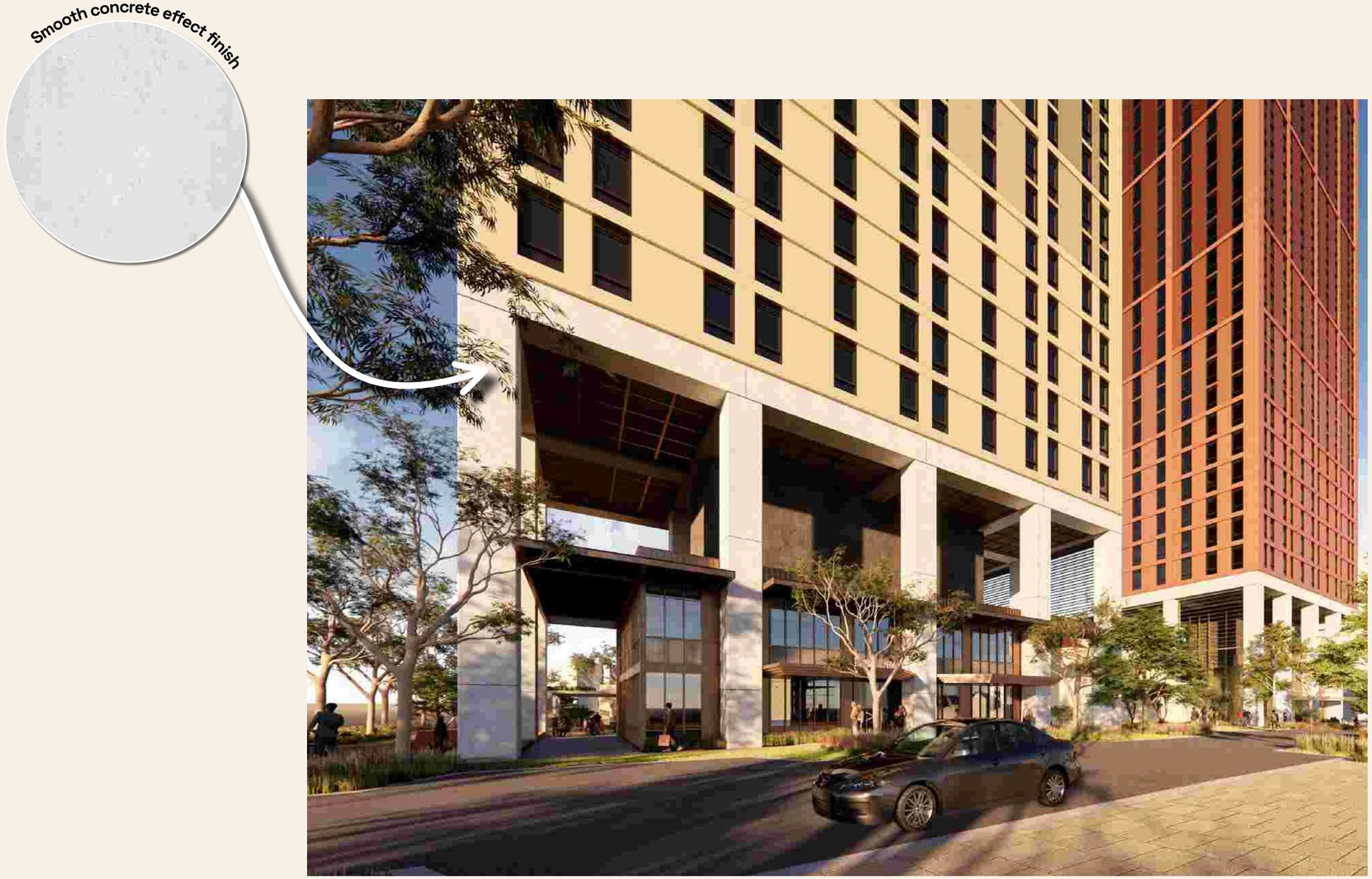
“Refine the façade design and **materiality** of the towers including the finish of the base **column structure** and the **tower soffits** to ensure that the vision for the development is delivered.”

City of Perth RFI

The tower columns are proposed to have a smooth concrete/cement effect finish, providing a durable and robust material expression at ground level.

The tower soffits are designed with a lightweight infill such as expanded mesh, or other perforated treatment. This introduces depth and shadow to the underside of the structure, creating a considered soffit condition and adding visual interest.

This soffit approach allows access for future servicing and maintenance.



"Review the **location and aesthetic** of the Wellington Street food and beverage venue so that it connects to Wellington Street as well as the forecourt..."

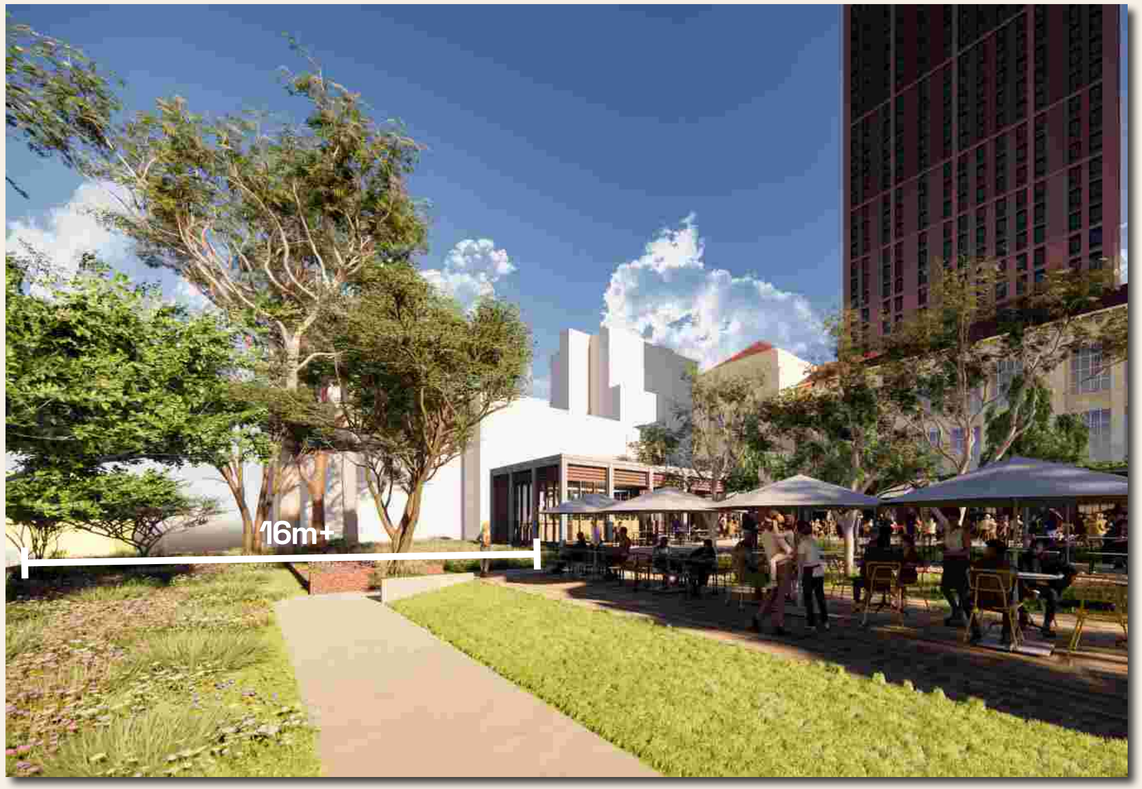
City of Perth RFI

Food and beverage kiosk is positioned to remain secondary to the heritage building, ensuring the historic structure continues to read as the primary element within the forecourt. Its placement responds to the existing landscape condition, including the established vegetation, the retained brick retaining wall and the level changes across the site.

Set back ~16m from Wellington Street allows for retention of significant vegetation and existing retaining wall while working with level changes across the forecourt. This maintains landscape character and minimises visual prominence of built form.



Existing Approval



Revised



West Elevation


View of F&B kiosk from Wellington St


East Elevation

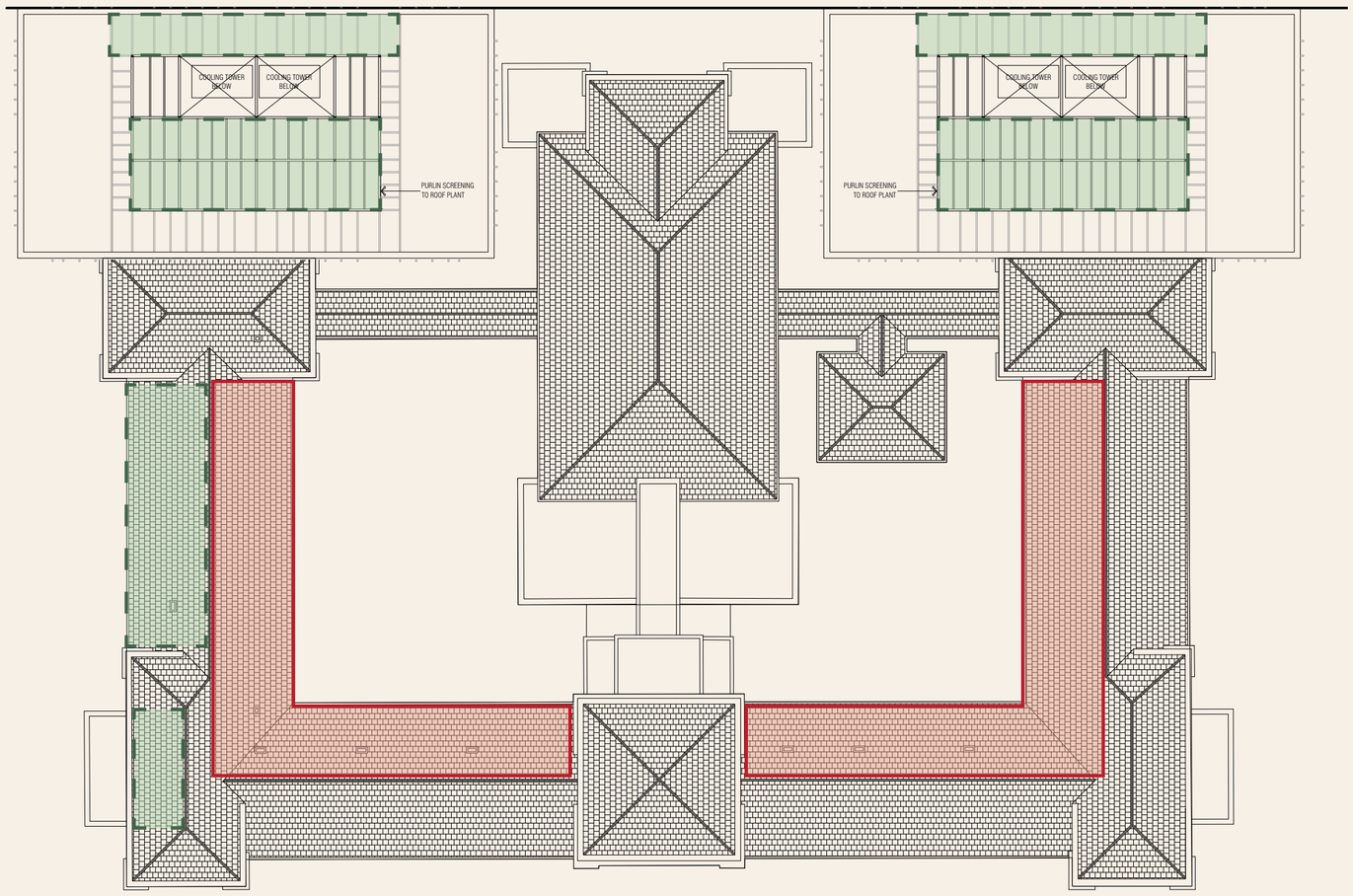

F&B kiosk courtyard

"Demonstrate that the **location of the PV's** do not adversely impact on the significance of the heritage building."

City of Perth RFI

PV panels have been relocated to the tower roofs and west-facing roof areas to the western courtyard.

These locations achieve approximately 500 m² of PV panels, meeting the project's peak demand requirements and allowing panels to be removed from the Central Hall and eastern courtyard areas to avoid impacting the significance and views of the heritage building.



Roof Plan

Nominal location of PV's

Previously proposed PV location now removed.

Attachment 10 – Applicant response to community submissions

Submissions received – 2 Wellington Street, East Perth

Submission	Comments	Applicant Response
1.	I support the proposed redevelopment of the Perth Girls School site in principle, including the adaptive reuse of the heritage building and the provision of student accommodation. I do not support the provision of only nine on-site car parking bays for a development of this scale and mixed-use nature. While I agree that students should not be provided with on-site parking, the proposal does not appear to adequately account for parking demand generated by staff, operational requirements, visitors, contractors, and the retail and hospitality uses associated with the development. In the absence of sufficient on-site parking or enforceable parking management measures, it is likely that parking demand will be displaced onto surrounding residential streets, including Bronte Street, which already operates with time-restricted and permit-based parking. This would reduce parking availability for existing residents. I respectfully request that the City of Perth consider conditions of approval to address this issue, such as increasing on-site parking provision to reasonably accommodate staff and visitors (excluding student parking), and/or implementing a binding parking management plan that restricts staff and student eligibility for residential parking permits in surrounding streets.	Support for the Application is noted. *Parking* The Proposed on-site parking is compliant with the requirements of Perth Parking Policy 5.1, which specifies *no minimum provision and a maximum of one bay per dwelling*. The Transport Impact Statement (TIS) submitted as part of this application indicates that on-site parking provisions consider the nature of proposed land uses, current on-street parking, and the availability of alternative transport options. The TIS indicates that staff and visitor parking demands will be low, with vehicle trips anticipated to be short-stay and distributed across the day, and can therefore be comfortably accommodated within the surrounding road network and the City of Perth public parking facilities. Furthermore, the proposal aligns with the Objectives of *Cl4.2 Car Parking* in the Design Guidelines, which seek to minimize on-site car parking and promote alternative, more sustainable and active transport options. The site also benefits from its strong access to existing public transit connections, including two CAT bus services, multiple Transperth bus routes, and walkable access to Claisebrook Station. These connections enable convenient access to key civic destinations and educational facilities, including the new ECU City Campus, Curtin University, and UWA.

2.	We totally Object the entire application because it looks like a PowerPoint Presentation for investors. It looks incredibly rewarding from a financial point of view. However, from a human perspective and the local community, it creates more doubts than anything else. The height of all the towers is disproportionate with the surroundings, and frankly horrendous. The impact from an environmental point of view has not been properly addressed. Creating such a monstrosity of concrete, steel and glass is undoubtedly not positively benefitting the designated areas and those living already there. It exponentially increases the stress on the already stretched traffic management, pollution (all the additional vehicles that eventually have to travel to/from the building site, dust which will eventually force neighbours to keep windows closed etc) and not less important heat generated by the lack of numerous green canopies/gardens. Living at XXX, we will be negatively impacted by the opening of more retail activities. For example, stores which might offer liquors/wines/breakfasts/coffees are already within walking distance from the interested area. There is no need for 1 or more, we do not want to put additional stress on the local businesses which already are struggling to keep their workforce employed and serving East Perth, right? And objecting to it saying that more people living in the area will inevitably require more stores is a blatant lie, because the current businesses are not struggling to keep up, the opposite. Noise is another important concern regarding a potential Brewery at the heritage site (loud patrons will become a regular thing of the late hours, where people must take	*Building Height and Built Form* The height and built form of the proposed towers has been thoroughly reviewed and supported by the Heritage Council of Western Australia, through the original Design Guideline development, the current approved Development Application and recent endorsement of this proposal. The detailed design of the development is a minor refinement to the currently approved design, which was awarded Design Excellence by the State Design Review Panel. Additionally, it is important to note that: • The City of Perth Design Review Panel acknowledges and supports the proposed tower built form, noting it references the vertical pattern of the heritage building and represents a strong, consistent and cohesive form of development. • The proposed height is consistent with the Primary Controls under the Design Guidelines – Section 2.40 (East Perth Area – Plain Street). • Each tower has been carefully designed to maximise resident amenity, optimise views, and maintain appropriate privacy, as indicated in the 10 Design Principles Report. The resulting built form is considered exemplary under LPS26 and the Design Guidelines and will deliver a lasting, positive contribution to both the neighbourhood and the city. *Traffic and Access* • Concerns about traffic during construction are noted and will be managed through the Construction Management Plan, which will be required as a condition of approval.

	rest. For example, imagine a Nurse working on night shift, or a surgeon that cannot properly rest because a Brewery was taking precedence on the developers and the state/local agency for money over the wellbeing of the citizens living already in the area). We really struggle to see the benefit of such things. Are we implying that the heritage building requires fuelled alcoholic patrons in order to be repurposed? The smell coming from a commercial kitchen, aircons, sewages, cars queuing up waiting for the closest spot near the building to comfortably park the cars, are all things which will negatively impact us and our neighbours. Has any of the developers currently lived in the area during Optus concerts/events, or similar in the CBD area? Have any of them witnessed how the traffic becomes on those occasions? Obviously not, otherwise proposing such a project becomes a mockery. People who live in East Perth chose to live here and invested a significant amount of money in purchasing their apartments because the neighbourhood is peaceful, quiet and safe. This will no longer be the case once the construction of this project begins. Clearly, this project benefits only the investors. Let's be honest: the small number of people supporting this project are not residents of the area and some of them do not even live in the state. This should prompt careful reflection. It would be very sad and disappointing to move forward with this project knowing that so many residents are against it. Proceeding despite this strong opposition	*Environmental Considerations* • The Environmentally Sustainable Design Strategy submitted as part of this application confirms the development will achieve 5 Star Green Star – As Built certification, ensuring a high standard of environmental performance both during construction and long-term operation. This includes measures to minimise pollution, including dust. • The City of Perth Design Review Panel acknowledges and supports the proposal's commitment to a 5 Star Green Star Certified development. *Tree Canopy and Landscaping* Please note the development delivers a substantially enhanced landscape outcome relative to the previous approval. • As indicated in the Landscaping Plan, more than half the existing trees on site (55%) will be retained. This is almost a 30% increase compared to the previous approval. • A further 19.4% increase in tree canopy will be introduced on-site. • The design of the development has considered the microclimate, as such both heritage courtyards will remain open-air and enhanced with additional landscaping. • Reduced footprint of the approved forecourt building allows significant retention of additional mature trees in the site's south-western corner, which were planned to be removed in the previous approval. The City of Perth Design Review Panel acknowledges and supports the proposal's significant additional tree retention and provision.

	would show a lack of consideration for the local community and for a neighbourhood that is currently quiet and peaceful. The more we look at this development project, the higher the rejection of it from a local owner living in the area. We totally object to this development project in all forms.	*Retail Uses and Local Businesses* Please note Cl3.8 of the Design Guidelines state: "A diverse mix of creative, cultural and active land uses will be provided at the southern site to support the residential population in East Perth, sustain ongoing activation of the public realm, and will assist with achieving the Perth Girls School Vision." • The introduction of the Food and Beverage Kiosk contributes to the activation of the precinct, increased foot traffic, and achieving night-time economy objectives. • Please also note the Production Brewery has been removed from this proposal and has been replaced with a much smaller Food and Beverage Kiosk, as outlined in the DA report and Planning Assessment. The City of Perth Design Review Panel acknowledges and supports the proposal's dynamic mix of uses including retail, food and beverage and cultural/entertainment. *Noise and Acoustics* • The Acoustic Report submitted as part of this application indicates that assigned noise levels are achievable based on the expected operation of the Food and Beverage Kiosk. • During early morning hours and evening periods (technically the 'night-time' period), noise emissions from patrons remain within permissible limits. While occasional late-night operation may occur, patron numbers during these times would be significantly lower and still anticipated to comply. *Odour* • The Waste Management Plan submitted as part of this application ensures the design incorporates enclosed and well-managed waste

		facilities to ensure odour emissions are minimised, and noise from waste operations is appropriately managed. Waste management therefore complies with Cl4.5 of the Design Guidelines. *Parking* • The Transport impact Statement (TIS) submitted as part of this application confirms that the nine bays proposed are compliant with the requirements of Perth Parking Policy 5.1, which specifies no minimum provision and a *maximum* of one bay per dwelling. • The TIS also indicates that staff and visitor parking demands will be low, with vehicle trips anticipated to be short-stay and distributed across the day, rather than concentrated at peak times. Staff and visitor parking can therefore be comfortably accommodated within the surrounding road network and the City of Perth public parking facilities. • The site also benefits from its strong access to existing public transit connections, including two CAT bus services, multiple Transperth bus routes, and walkable access to Claisebrook Station. These connections enable convenient access to key civic destinations educational facilities, including the new ECU City Campus, Curtin University, and UWA.
3.	The application documents seem to indicate the two 25 storey towers are exactly the same (size, height, footprint) as the 2022 approved towers, so are going to assume they are they the same '25 storeys'. *DevelopmentWA* set 25 storeys as the limit for the southern site (this site), from some reference point, so it should be the same method they used. The *Ten Design Principals Assessment* document still contains the brewery on Page 41.	Support for the location of PBSA is noted. Please also note the Heritage Council of Western Australia and City of Perth Design Review largely supports this proposal. *Planning Controls* • As outlined in the DA report, The Perth Girls School precinct has been normalised since the previous approval**,** meaning all planning controls have been transferred from DevelopmentWA to the City of Perth. Therefore, the application is assessed under The City of Perth's Local Planning Scheme No. 26 (LPS26) and Design Guideline

	Yet the Heritage document says the brewery is now gone. If Perth people continue to have housing opportunities taken away and given to dedicated student accommodation, then it is unfair. Clearly investors/proponents want to serve the wealthy overseas potential inbound students, and east-coast inbound students, than Perth locals. If more build-to-rent housing opportunities are sacrificed for purpose-built student accommodation in Perth CBD and surrounds, then it is going to be a major problem for Perth. Note: No information regarding the northern site (across the other side of Bronte Street) in this application. Assuming there is going to be residential apartment opportunities. It would be dis-ingenuine if community housing provision was removed from the plans in the future. The 2022 approved development hyped the "500 build to rent managed by community housing". Plus, the Perth public does not want to see future northern site apartment tower taken over by short-term accommodation (Air bnb) investors. How long until the Bronte Street northern site is advertised? Is that to be advertised through City of Perth, DPLH your say, or DevelopmentWA again? **Purpose-built student accommodation on the southern site.**	Primary Controls, which specifies building height limits. The DRP feedback notes the proposal as "largely compliant". *Building Height* • The height and built form of the proposed towers has been thoroughly reviewed and supported by the Heritage Council of Western Australia, through the original Design Guideline development, the current approved Development Application and recent endorsement of this proposal. The City of Perth Design Review Panel acknowledges and supports the proposed tower built form, noting it references the vertical pattern of the heritage building and represents a strong, consistent and cohesive form of development. • The proposed height is consistent with the Primary Controls under the Design Guidelines – Section 2.40 (East Perth Area – Plain Street). • Please note the proposed towers now stand at 26 storeys, however their height remains within the previously approved tower envelope. Additionally, floor-to-ceiling heights for fully compliant with Cl3.12 of the Design Guidelines, as indicated in both the DA Report and the Architectural Plans. • The detailed design of the development is a minor refinement to the currently approved design, which was awarded Design Excellence by the State Design Review Panel. *Brewery* • The reference to a Brewery in the Ten Design Principles Assessment is an error. As confirmed in the DA Report and Heritage Report, the Brewery has been replaced with a Food and Beverage Kiosk.

	I'd rather Purpose-built student accommodation being at No.2 Wellington Street East Perth than in the CBD malls. That is a positive of this 2026 application. **Why was this change of development application not advertised on the *DevelopmentWA* website?** *DevelopmentWA* determined it and gave approval in 2022, you would expect any changes to go through them again. It should have been. Why not advertised on the DPLH consultation website to West Australians? A quick news story on 7News Perth alerted me to it. There was no signage on the Number 2 Wellington Street site! Lacking. Possibly the proponent doesn't want people to notice and comment. **Overall.** Object to the changes. It really wasn't advertised wide enough for the Perth public to realise what was going on. Feel *DevelopmentWA* should be the determining authority, not a *Development Assessment Panel*.	*Purpose-Built Student Accommodation (PBSA)* • Please note Cl3.12 of the Design Guidelines states: "A diverse mix of residential development is provided within the sites, and located to take advantage of views where possible, including primarily permanent residential as well as serviced apartments, short stay dwellings, aged care accommodation, student housing and affordable housing." • The City of Perth Design Review Panel acknowledges and supports the diverse mix of accommodation types within each tower. • The proposed purpose-built student accommodation delivers a diverse housing typology to East Perth by providing affordable housing options other than private rentals for students. • As stated in the DA report, the use is aligned with immediate market demand and supports recent investment in tertiary education within the CBD, including the newly opened ECU City Campus. *Northern Site (Stage 2)* • As indicated in the DA report, this application relates only to the southern portion of the precinct. The northern site on Bronte Street will be submitted as a separate Development Application (Stage 2) and is expected to follow a similar advertising and consultation process. Future considerations regarding residential mix, community housing and short-stay accommodation will be addressed at that time.

		Advertising Process • As the site has been normalised, this application is now assessed solely by the City of Perth. It is therefore not advertised on the DevelopmentWA or DPLH consultation platforms. • Advertising has been undertaken by the City of Perth in accordance with statutory requirements.

PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure