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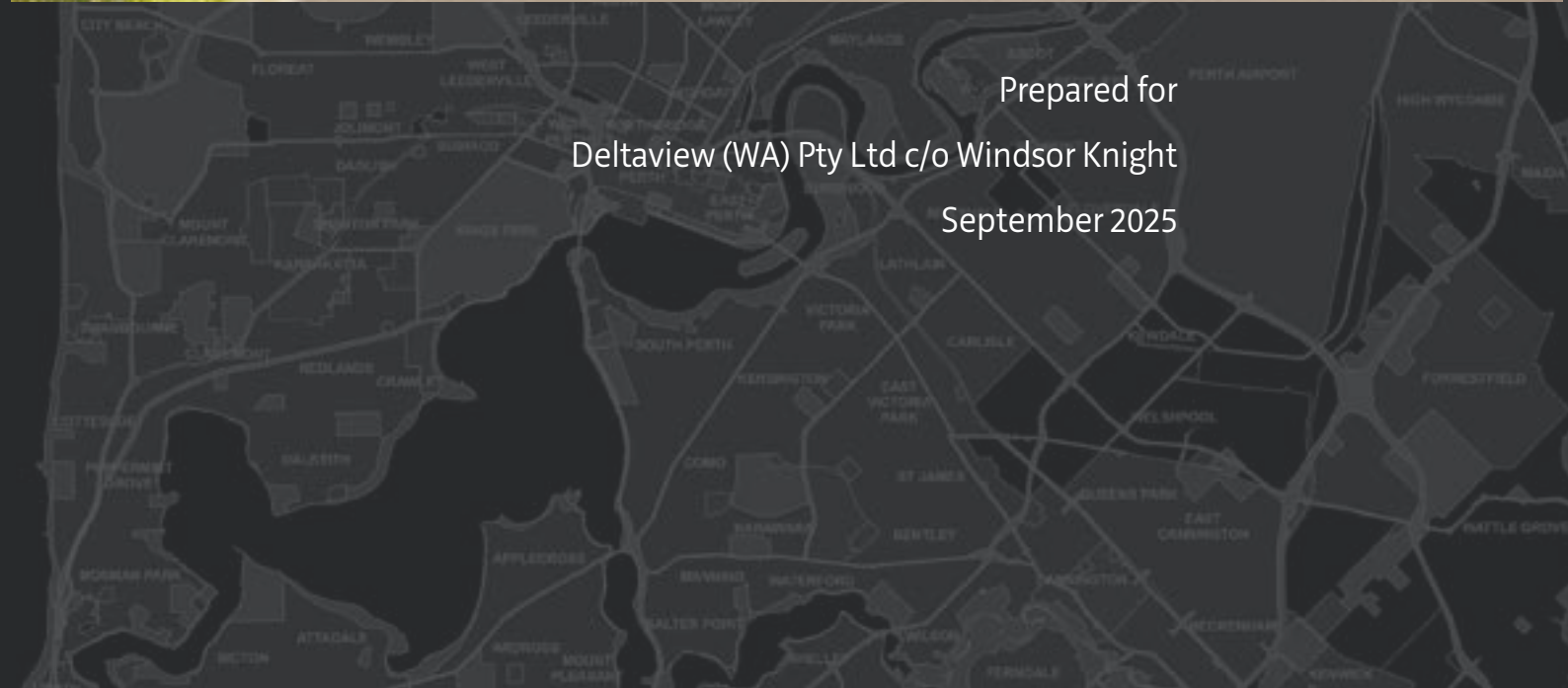
PLANNING SOLUTIONS  
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# Development Application Report

## Woodlands North Neighbourhood Centre



Prepared for  
Deltaview (WA) Pty Ltd c/o Windsor Knight  
September 2025



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## Project Details

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## 1 PRELIMINARY

### 1.1 Introduction

Planning Solutions acts on behalf of Deltaview (WA) Pty Ltd c/o Windsor Knight, the proponent of the proposed neighbourhood centre on the land identified as Lots 1-5 and 66 (278, 276, 274, 272, 270) Ewan Street, Lots 1-8 and 167 (367) Scarborough Beach Road, Lot 12 (365) Scarborough Beach Road, Lots 1-3 on Plan 7078, as well as portions of adjoining road reserves, Woodlands (**subject site**). Planning Solutions has prepared the following report in support of an Application for Development Approval for the proposed development.

The proposal will discuss various issues pertinent to the proposal, including:

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

The application seeks approval for a 6,383m<sup>2</sup> neighbourhood centre comprising 11 tenancies as well as associated parking, landscaping, access, and signage on the subject site. The centre will comprise a mix of retail, speciality, health, and food and beverage tenancies, as well as a central public laneway, which will form the heart of the centre and connect Ewan Street with the Stirling city centre.

The proposed centre has been designed in a contextual and site-responsive manner, referencing the emerging urban character of the area. This is emphasised by a built form and materiality that responds to the prominent landmark location and neighbouring patterns of development, whilst providing a sensitive transition to adjacent land uses and activities.

The development is located within a growing activity centre and will provide additional commercial and civic uses in an area close to public transit, amenities, and the Perth city centre.

Overall, the proposed development is demonstrated to have an exceptional design, providing contemporary, sustainable, and liveable commercial and public spaces. The development will positively contribute to the amenity of the surrounding area, with environmental noise, transport, sustainability, and waste management matters appropriately addressed.

Accordingly, Planning Solutions respectfully requests the Metro Inner Development Assessment Panel (**DAP**) consider the application on its merits and grant approval for the proposed development.

## 2 PROJECT BACKGROUND

### 2.1 Pre-Lodgement Engagement

Consultation and pre-lodgement engagement has occurred with the City of Stirling (**City**) with respect to the proposed development, including pre-lodgement meetings, Design Review Panel presentations, and ongoing dialogue. A summary of these meetings is provided below.

#### 2.1.1 Pre-Lodgement Meetings with the City of Stirling

On 14 December 2021, representatives of Planning Solutions attended a pre-lodgement meeting with senior officer of the City to seek preliminary feedback on the proposed development. It is noted that the meeting considered an earlier version of the development concept, incorporating a residential component.

The City's officers provided their 'in-principle' support for the development and outlined the planning framework for the site and locality, as well as the key considerations for development of the site. In particular, the officers identified access and parking, the interface with the adjoining residential area, and frontage treatments as important considerations. This initial development discussion included provision for residential towers as well as the commercial development elements.

On 20 October 2022 the project team (including traffic engineer and architect) met with senior officers of the City's Engineering Business Unit. The discussion focused on potential options for designing functional and safe access to Scarborough Beach Road, noting the requirement for shared access with the adjoining Ampol service station. The officers also provided advice regarding a secondary service area accessed via Ewen Street.

Following refinement of the plans, additional discussions were undertaken in 2023 and 2024, with the revised development proposal being considered. This included provision of pre-application written advice from the City, meeting with the City's Engineers, as well as two reviews from the City's Design Review Panel. Refer outcomes of the DRP discussions below.

Refer **Appendix 1**, Pre-Lodgement Advice.

#### 2.1.2 Design Review Panel Meeting 1

The proposal was presented to the City's Design Review Panel (**DRP**) on 18 July 2024. Broadly, the DRP provided its support for the development, concluding that there was significant merit in the approach being taken with the development of the site. A number of recommendations for further improvement were made.

The comments of the DRP were taken into consideration, with refined plans being presented to the panel 24 October 2024.

#### 2.1.3 Design Review Panel Meeting 2

The revised plans were considered by the DRP on 24 October 2024.

The DRP remained supportive of the proposal, noting that the high-quality retail laneway will serve the community well. The DRP was supportive of the site layout, sustainability attributes, and built form outcomes (including the sleeved retail and the opening of the supermarket).

Minor recommendations for architectural integration to reduce the reliance on fencing were made, as well as some additional landscaping treatments, ramping improvements, and signage refinement. These have been noted, with the development plans being refined further.

Refer **Appendix 2**, DRP 1 and 2 Reports, **Appendix 3** DRP1 and DRP2 Design Packs, and **Appendix 4**, Design Report.

#### **2.1.4 Post-Lodgement Meetings with the City of Stirling and DPLH**

Following lodgement on 6 June 2025, the City issued a stop-the-clock notice for the application, seeking additional detail and clarification on the operation and plans.

In response, Planning Solutions met with senior officers of the Department of Planning, Lands and Heritage and the City to discuss the matters raised.

Further to a formal response to the matters raised, this report has been updated to reflect minor revisions to the development plans.

### 3 SITE DETAILS

#### 3.1 Land Description

The subject site comprises several lots, identified as Lots 1-5 and 66 (278, 276, 274, 272, 270) Ewan Street, Lots 1-8 and 167 (367) Scarborough Beach Road, Lot 12 (365) Scarborough Beach Road, Lots 1-3 on Plan 7078, as well as portions of adjoining road reserves, Woodlands.

Refer to **Table 1** and **Table 2** below for a cadastral summary.

**Table 1: Lot Details**

Address	Lot	Diagram/Plan	Volume	Folio	Landowner Entity	
278 Ewan Street	1	Diagram 20527	1748	876	Deltaview	
276 Ewan Street	2			1615		879
274 Ewan Street	3					880
272 Ewan Street	4		1817			933
270 Ewan Street	5			1286		171
-	66					1242
-	1	1266	231			
-	2		1592	162		
-	3			163		
367 Scarborough Beach Road	4	164				
	5	165				
	6	166				
	7	167				
	8	168				
		8		169		
-	167	7078	LR3160	46	State of Western Australia	
365 Scarborough Beach Road	12	43234	1322	288	One Fund Services Ltd ATF Ampol Property Trust	

**Table 2: Reserve Land Parcel Identification Numbers**

Address	Parcel Identification Number	Landowner Entity
367 Scarborough Beach Road	11785750	State of Western Australia (care of Department of Planning, Lands and Heritage)
	1282926	
	11785751	

Refer **Figure 1**, existing cadastral plan.



**Figure 1: Existing Cadastral Plan**

Refer **Table 3** below for a summary of the notifications and encumbrances listed on the Certificates of Title relevant to the proposed development.

**Table 3: Notifications and Encumbrances**

Land Description	Notification on Title
Lots 1, 2 & 3 on Diagram 20527	Easement benefit for right of way carriageway purposes. <b>K995451</b> Caveat by City of Stirling as to Lot 1 on Diagram 20527

This easement is currently in the process of being changed as the vehicle access between Lot 12 and 1 will be modified to respond to the proposed development. In addition, a Right of Way (ROW) and 'implied easement' is identified adjoining the western boundary of the subject site. No development is proposed to occur within this portion of the site.

Refer **Appendix 5**, Certificates of Title, Deposited Plans, and Easement Documentation.

It is proposed to amalgamate the subject site into a single freehold lot. The lot is proposed to be identified as Lot 100 on Deposited Plan 64022. The amalgamation will be submitted in due course and be implemented prior to the occupation of the proposed development. Refer **Appendix 6**, draft Deposited Plan.

Refer **Figure 2**, proposed cadastral map.



Figure 2: Proposed Cadastral Plan

## 3.2 Location

### 3.2.1 Existing Site Conditions

The majority of the subject site is cleared and vacant, forming a development site following the clearing and reorganisation of the land site. The area has evolved over the years, with a modified layout and street network. Historically, the site has been utilised for a mix of residential and commercial purposes. Refer **Figures 3-5** below.



Figure 3: Landgate Historic Aerial, 1953.



Figure 4: Landgate Historic Aerial, 1977.



Figure 5: Landgate Historic Aerial, 2003.

By circa 2014, the current lot layout and street network was formed. Refer Figure 6.



**Figure 6: Landgate Historic Aerial, 2003.**

Minor portions of Lots 103 along the southern boundary comprise a public road, identified as Ewan Street. The north western portion of the site comprises a service station. No modifications to the service station are proposed as part of this development.

The site slopes from east to west. Refer **Appendix 7**, site feature survey.

### **3.2.2 Context**

The development site is within the municipality of the City of Stirling (**City**), approximately 11kms northwest of the Perth city centre and 4km west of Scarborough Beach. The site is located within the locality of Woodlands and forms part of the broader Stirling city centre.

The subject site is immediately bound by Scarborough Beach Road to the north, a service station to the west, and Ewan Street to the east and south. A mix of residential dwellings and commercial development surround the subject site. Scarborough Beach Road links the subject site to the Mitchell Freeway and West Coast Highway, which provides connection to the Perth city centre and broader metropolitan area.

Broadly, the subject site is surrounded by a wide diversity of commercial, civic, and residential uses and activities of varying typologies, as well as the following key land uses and attractions:

- Westfield Innaloo, located approximately 250m north east of the subject site (on the opposite side of Scarborough Beach Road).
- Jackadder Lake Reserve, located approximately 450m south of the subject site.
- Woodlands Primary School, located approximately 2km south west of the subject site.
- Hale School and Churchlands Senior Highschool, located approximately 3km south west of the subject site.
- Edith Cowan University Mount Lawley Campus, located approximately 8km north east of the subject site.
- Scarborough Beach, located approximately 4km west of the subject site.

The subject site is accessible by public transport with bus stops located along Scarborough Beach Road. Stirling Train Station is also located 2.7km northeast of the subject site. The subject site is highly accessible by foot or bike, with several pathways linking the site to the surrounding neighbourhood.

Refer **Photographs 1-6** and **Figure 7**, depicting the subject site and surrounds.



**Photograph 1: View of the development site looking east toward the intersection of Ewen Street and Scarborough Beach Road.**



**Photograph 2: View of the development site looking south towards Ewen Street.**



**Photograph 3: View of the development site looking north east towards Scarborough Beach Road.**



**Photograph 4: The Child Care Centre adjoining Ewan Street from the southern boundary of the development site.**



**Photograph 5: View from the southern boundary of the development site facing southeast looking towards the Ewan Street.**



**Photograph 6: View of the Ampol Service Station from the southern boundary looking north towards Scarborough Beach Road.**



Figure 7: Context Map

## 4 PROPOSED DEVELOPMENT

The application seeks approval for a 6,383m<sup>2</sup> neighbourhood centre comprising 11 tenancies as well as associated parking, landscaping, access, and signage on the subject site. The centre will comprise a mix of retail, speciality, health, and food and beverage tenancies, as well as a central public laneway, which will form the heart of the centre and connect Ewan Street with the Stirling city centre.

### 4.1 Development Summary

A detailed summary of the proposed development is provided in **Tables 4** and **5** below.

**Table 4: Development Summary**

Particulars	Proposed
Height	10.99m / two stories
Setback	<ul style="list-style-type: none"> <li>West: Nil-5.2m</li> <li>East: Nil-2.4m.</li> <li>South: Nil-0.87m</li> </ul>
Commercial Floorspace	6,383m <sup>2</sup>
Car Bays	156 bays on site and an additional 7 on street bays. Four motorcycle bays.
Bicycle Bays	16 visitor/public bays and 14 staff bays.
Landscaping	1,040m <sup>2</sup> (9.6%), comprising 628m <sup>2</sup> on site and 412m <sup>2</sup> off site. All landscaping is deep soil. 71 trees.
Land Use	'Shop', 'Recreation Private', 'Fast Food Outlet', and 'Restaurant'.

**Table 5: Development Particulars**

Level	Development Particulars
Ground Floor	<ul style="list-style-type: none"> <li>Northern retail building, comprising six retail tenancies, internal amenities and stores, back of house areas, and travelator/lift to upper floor parking area.</li> <li>Southern retail building, comprising six tenancies, internal amenities and stores, end of trip facility and back of house areas.</li> <li>Central public laneway, comprising landscaping, alfresco areas, seating, bicycle parking, and building entrances.</li> <li>1,040m<sup>2</sup> of landscaping.</li> <li>Upgraded external pathway network, including new landscaping and alfresco areas.</li> <li>Seven vehicle bays along Ewan Street.</li> <li>One 18.37m wide crossover to Scarborough Beach Road, providing access to the western loading dock and ramp to first floor parking area.</li> <li>One service crossover to Ewan Street, providing access to the eastern loading dock.</li> <li>Two additional crossovers to Ewan Street providing access to the ramp to first floor parking area.</li> <li>Western loading dock, including bin store, tank, and service areas.</li> </ul>

Level	Development Particulars
	<ul style="list-style-type: none"> <li>• Eastern loading dock, comprising bin store and service areas.</li> </ul>
<b>Level 1</b>	<ul style="list-style-type: none"> <li>• 156 vehicle parking bays, with shade sails.</li> <li>• Travelator and lift to ground floor.</li> <li>• Services.</li> </ul>
<b>Roof</b>	<ul style="list-style-type: none"> <li>• Services and plant.</li> <li>• Lift overrun.</li> <li>• PV cells.</li> </ul>

Refer **Appendix 8**, development plans, including the retail tenancy plan.

## 4.2 Design and Sustainability

The proposed development has been designed in a site-responsive and contextual manner, referencing the emerging urban character of the area. This is emphasised by a built form and materiality that responds to the prominent landmark location and neighbouring patterns of development, whilst providing a sensitive transition to adjacent land uses and activities.

The development will create a lasting contribution to the growing Stirling city centre, with a high quality and crafted precinct setting the benchmark for design and sustainability excellence in the locality. Specifically, the development has the following key design and sustainability attributes:

- The development is designed to reference surrounding residential textures and patterns, including the use of curves and arches, face brick and wooden detailing, use of breezeways, extensive vegetation, and vertical articulation.
- The use of warm tones, sharp black and gold framing, painted patterned concrete finishes, perforated screening with indigenous artwork/patterns, feature tiling, and wood panelling gently complement the surrounding architectural identity, albeit in a contemporary manner, consistent with the evolving character of the locality.
- The development comprises two buildings, with a central community laneway / public space. The building mass has been concentrated to the boundaries of the site, ensuring activation to all surrounding streets. With a maximum height of two storeys, the development does not overshadow neighbouring development nor introduce any privacy concerns.
- The development is sensitive to its surrounds with a unique response to each respective frontage. Appropriate setbacks and a concentration of landscaping to the southern boundary ensure a soft transition and adequate separation from neighbouring residential dwellings. Extensive glazing, alfresco, awnings, and minimal setbacks to the eastern and northern boundaries ensure passive surveillance, engagement, and street activation.
- Notwithstanding, the development is designed in a prominent manner to create a distinct landmark for the locality. Through the establishment of a central laneway/town square and introduction of new retail, health, and food and beverage uses and activities, the proposed centre will form the civic and commercial heart for the community and broader city centre. The development seeks to create a true urban village, corresponding with its neighbourhood centre status and act as a landmark feature when travelling through the city centre to the coast.
- Access and servicing are considered in a holistic manner with the car park positioned on the roof. Various crossovers to Scarborough Beach Road and Ewen Street have been designed to minimise impact to surrounding pedestrian and vehicle paths. All loading and servicing are internal to the building and sleeved from public review. Refer further analysis in the following sections.

- Significant on-structure planting and deep soil zones soften the perceived bulk and scale whilst providing a strong biophilic response. Generous open spaces are proposed, namely through the provision of a new laneway and town square. This space comprises alfresco, seating areas, as well as generous landscaping.
- The proponent is committed to achieving a sustainable outcome, with the development aiming to ensure strong environmental performance. This will be achieved through inclusion of varying sustainability measures including use of sustainable materials, electrification of building services, water wise native landscaping, bike racks, renewable energy, and PV cells.

Refer **Figures 8-10**, perspectives, **Appendix 4**, design report, and **Appendix 9**, sustainability assessment.



**Figure 8: Perspective view of proposal from Ewan Street.**



**Figure 9: Perspective view of proposal from Scarborough Beach Road.**



Figure 10: Perspective view of proposed internal community laneway.

### 4.3 Landscaping and Public Realm

The development proposes 1,040m<sup>2</sup> (9.6%) of landscaping, comprising 628m<sup>2</sup> on site and 412m<sup>2</sup> off site. All landscaping will be deep soil. Combined, the landscaping creates a significant biophilic response, enhancing the public realm and internal amenity, as well as integrating the development into the surrounding community.

The proposed landscaping comprises:

- The provision of a new central community laneway, comprising landscaped areas, seating, alfresco, and building entrances. The laneway will connect Ewen Street to the city centre and provide a new civic heart for the surrounding community.
- Enhancements to the surrounding streets, including new planting areas, parking bays, upgraded paths, and bike racks. Alfresco is proposed along Ewen Street and Scarborough Beach Road.
- Deep soil areas have been concentrated along the southern boundary, being the most sensitive interface. This deep soil zone provides an additional buffer and assists to integrate the development into its setting with a green frame and soft edges.
- Vegetation includes a number of native and exotic plantings, specific to the needs of the site. Overall, species have been chosen for functionality, as well as its integration into the overall architecture of the development. Overall, the development proposes a substantial number of trees (71).

Refer **Appendix 10**, landscaping plan.

### 4.4 Access, Parking, and Servicing

#### 4.4.1 Access

##### Pedestrian Access

Public pedestrian and cycling access for the development is proposed via building entrances along the central laneway. The laneway is accessed via Scarborough Beach Road/Ewen Street, as well as travellers/lifts from the upper floor parking area. Several tenancies are also directly accessed via the street/laneway.

The central laneway will be accessible to pedestrians and cyclists only. Staff entrances are available via the two loading docks.

#### Vehicle Access

Vehicle access is consolidated into three access points, specifically:

- One 18.37 wide crossover to Scarborough Beach Road, providing access to the western loading dock and ramp to first floor parking area.
- One services only crossover to Ewen Street, providing access to the eastern loading dock.
- Two additional crossovers to Ewen Street, providing access to the ramp to first floor parking area.

#### **4.4.2 Vehicle and Bicycle Parking**

30 bicycle bays are proposed within the site. 14 of the bicycle bays and an end of trip facility area is provided for commercial staff within the eastern retail building. 163 vehicle parking bays are proposed for the development, comprising 156 bays on the upper floor as well as seven street bays along Ewen Street. The upper floor parking areas is accessed via ramps from the Scarborough Beach Road and Ewen Street crossovers.

#### **4.4.3 Loading**

Two loading areas are proposed on the ground floor, one for each respective retail building. Each loading area comprises bin stores, services, and commercial loading areas. This ensures all loading and servicing occurs within the site and is screened from the public realm.

Refer **Appendix 11**, Transport Impact Assessment.

### **4.5 Environmental Noise**

An Environmental Noise Assessment (**ENA**) was prepared in accordance with the *Environmental Protection (Noise) Regulations 1997 (Regulations)*. The assessment notes the proposed development is only at the development application stage and much of the detailed design is yet to occur. The assessment addresses the acoustic considerations in relation to noise emissions, noise separation, and noise intrusion.

Further noise assessment and modelling will need to be undertaken as the detailed design progresses to confirm compliance, as outlined in the assessment. Refer **Appendix 12**, Environmental Noise Assessment.

### **4.6 Waste**

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

The development proposes two dedicated bin stores, within each loading area. Commercial tenants will be responsible for taking their waste to the respective commercial bin stores.

A private contractor will service the bin stores via rear loader waste collection vehicle. The ability for the private contractor's rear loader waste collection vehicle to adequately access the proposed development has been assessed within the TIA (refer **Appendix 11**).

As detailed in the WMP, Building Management will be responsible for implementing the WMP and maintaining the bin storage rooms, bin presentation area and monitoring the overall waste collection of the proposed development, and will regularly engage with commercial tenants and the private contractor, as required. Refer **Appendix 13**, Waste Management Plan.

## 5 STRATEGIC PLANNING FRAMEWORK

### 5.1 Perth and Peel @ 3.5 Million

*Perth and Peel at 3.5 Million* is the overarching spatial planning framework applicable to the Perth and Peel regions. The document provides guidance on where development should occur to ensure sustainable urban growth, protect the environment and heritage, and make the most effective use of existing infrastructure. The *Perth and Peel @ 3.5 Million* documents set the context for four draft sub-regional planning frameworks, including the *Central Sub Regional Planning Framework* relevant to the subject site (refer **section 5.2** below). This framework guides infill development, with the aim to deliver a compact and connected city.

The proposed development involves the development of a landmark site within the identified Stirling city centre with a mixed-use neighbourhood centre. The proposed centre provides further retail, civic and community infrastructure for the city centre, consistent with the intent of *Perth and Peel @ 3.5 million*.

### 5.2 Central Sub-Regional Framework

The *Perth and Peel @ 3.5 Million Central Sub-Regional Planning Framework (framework)* is a key instrument for achieving a more consolidated urban form that will reduce dependence on new urban greenfield developments. The framework provides the spatial framework which will guide local governments in achieving optimal urban consolidation over the long term and supports the orderly and proper development of infill through the region by encouraging development adjacent to activity centres, station precincts, and urban corridors.

The framework identifies the Stirling city centre as an 'Activity Centre', described as:

*Activity Centres are hubs that attract people for a variety of activities, such as shopping, working, studying and living. These centres mainly consist of a concentration of commercial uses combined with a varying proportion of other land uses such as residential, schools and open space. The role and function of these centres and the diversity of activities within them depending on their catchment.*

The proposed development will support the growth of the centre through the provision of new retail, health, and community uses, as well as the provision of new public space (community laneway). In particular, the development will provide a 'neighbourhood' level of service for the surrounding locality, rather than the broader metropolitan attractor of the wider city centre.

The centre is appropriately situated adjacent to excellent public transport access and provides the catalyst for the ongoing redevelopment, diversification, and densification of the immediate locality. The development will utilise a site long left vacant, increasing the activity of the area. The centre will also provide construction and ongoing employment opportunities.

The development is entirely consistent with the role and function of the centre, as well as the broader intent and objectives of the framework.

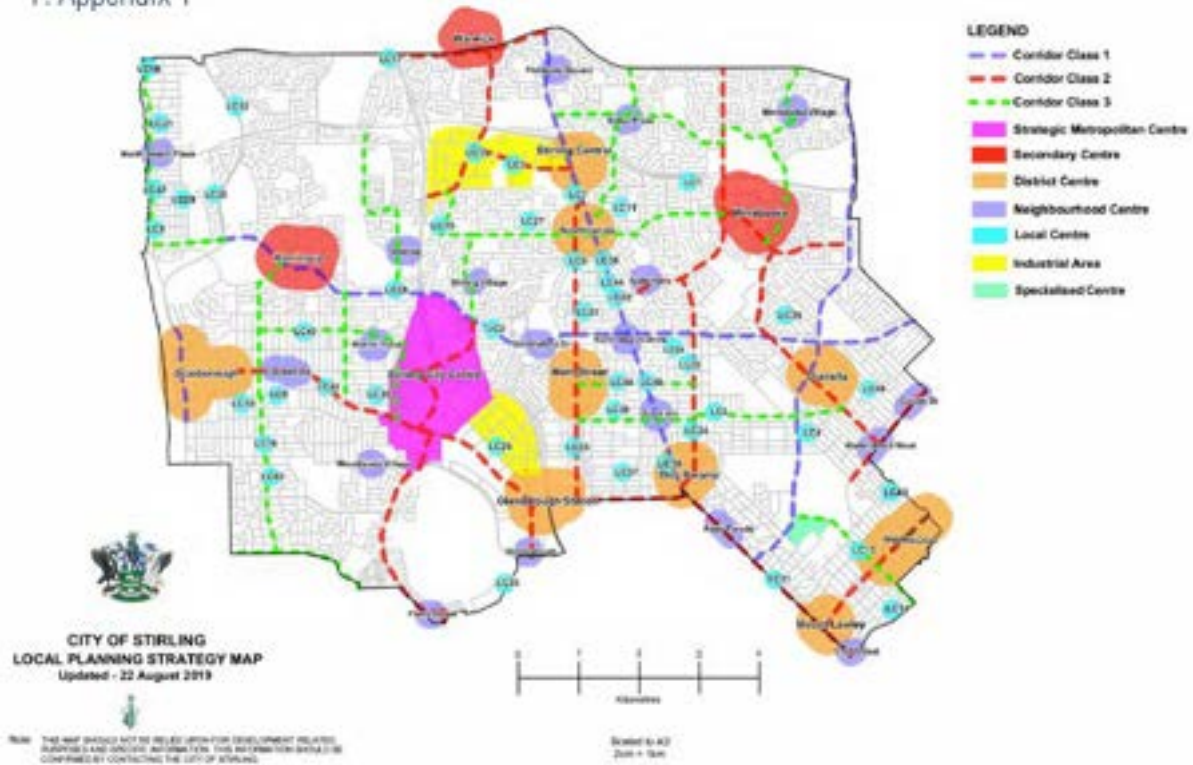
### 5.3 City of Stirling Local Planning Strategy

The *City of Stirling's Local Planning Strategy (strategy)* was endorsed by the Western Australian Planning Commission in 2019 and provides the strategic direction and spatial framework for the long-term growth and development of the municipality. The vision of the strategy is to:

*Focus investment, jobs and growth on corridors and centres around transit; improve the quality of suburbs and centres and the overall liveability of the City.*

The strategy identifies the site as located within the Strategic Metropolitan Centre and abuts a Class 1 Corridor. Refer **Figure 11** below.

## 7. Appendix 1



**Figure 11: Local Planning Strategy Map**

Both Activity Corridors and Activity Centres are generally referred to throughout the document being the focus of increased development to capitalise on public transport, whilst decreasing pressure on surrounding suburban areas.

The strategy sets four main objectives:

1. Prioritise growth and investment in Activity Centres and Corridors;
2. Keep the jobs we have now and grow them;
3. Transport and land use will be coordinated and integrated;
4. Improving the quality and liveability of the City.

As noted above, the development provides a neighbourhood level of service for the immediate locality, diversifying the role of the centre. The centre will provide additional health retail, and community uses, as well as new public space.

The centre is appropriately situated adjacent to excellent public transport access and provides the catalyst for the ongoing redevelopment, diversification, and densification of the immediate locality. The development will utilise a site long left vacant, increasing the activity of the area. The centre will also provide construction and ongoing employment opportunities.

## 6 STATUTORY PLANNING FRAMEWORK

### 6.1 Planning and Development Act 2005

#### 6.1.1 Planning Control Area 166

The subject site is identified as being within *Planning Control Area 166: Scarborough Beach Road – Hinderwell Street to Odin Road and King Edward Road to Main Street (PCA166)*, made under the provisions of the *Planning and Development Act 2005 (act)*.

The purpose of the PCA166 is to protect land for the future widening and improvement of the Scarborough Beach Road Other Regional Road reservation corridor by ensuring no development occurs on this land which might prejudice this purpose until it may be reserved for Other Regional Roads in the Metropolitan Region Scheme.

As demonstrated in **Figure 12** below, a minor slither of the subject site is impacted by PCA166 along the Scarborough Beach Road frontage. The proposed development has been setback along this frontage, with only landscaping proposed.



**Figure 12: PCA166 Map Extract**

In accordance with section 115 of the act, the local government is required to forward this application to the WAPC for determination.

## 6.2 Metropolitan Region Scheme

The subject site is predominately zoned 'Central City Area' under the provisions of the Metropolitan Region Scheme (MRS).

The site abuts Scarborough Beach Road along the northern boundary, which is reserved 'Other Regional Road' under the MRS. A small portion of this reservation encroaches on the site in its north-western corner. This portion is also identified as part of PCA166 (refer section 6.1). Refer Figure 13 below.



Figure 13: MRS Zoning Map Extract

The proposed development has been setback from the reservation, with only landscaping proposed. The portion of Other Regional Roads reservation that encroaches the subject site corresponded to the old Ewan Street connection with Scarborough Beach Road, which is no longer in place.

The subject site is also identified as being within the 'Stirling and Glendalough Station Precinct' made under the MRS clause 32 RES2021/01 resolution.

Pursuant to the resolution, the WAPC is the decision maker for the development under the MRS.

## 6.3 State Planning Policies

### 6.3.1 State Planning Policy 4.2 Activity Centres

State Planning Policy 4.2 – Activity Centres (SPP4.2) specifies the broad planning requirements for the planning of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. SPP4.2 includes objectives for a range of activity centres, including Perth capital city, strategic metropolitan, secondary, specialised, district, and neighbourhood centres.

The subject site is identified as being within the Stirling 'Strategic Centre'. Pursuant to Appendix 1 of SPP4.2, a Strategic Metropolitan Centre is described as follows:

*Strategic centres are the main regional and sub-regional activity centres. They are multi-purpose centres that provide a diversity of uses and are the main focus for housing and employment growth outside the Capital City. These centres provide the full range of economic and community services necessary for the communities in their catchments and wider region. These centres are expected to service substantial populations, providing health, community and social services, be well-served by public transport and provide opportunities for business agglomeration.*

The desired land uses are:

*The centre core or cores should contain district centre land uses and office – large. Local and neighbourhood centre land uses should be scattered throughout the strategic centre to ensure walkable access to daily and weekly goods and services for residents, visitors and workers*

The proposed development will support the growth of the centre through the provision of new retail, health, and community uses, as well as the provision of new public space (community laneway). In particular, the development will provide a 'neighbourhood' level of service for the surrounding locality, rather than the broader metropolitan attractor of the wider city centre.

The centre is appropriately situated adjacent to excellent public transport access and provides the catalyst for the ongoing redevelopment, diversification, and densification of the immediate locality. The development will utilise a site long left vacant, increasing the activity of the area. The centre will also provide construction and ongoing employment opportunities.

The development is entirely consistent with the role and function of the centre, as well as the broader intent and objectives of SPP4.2.

Pursuant to Clause 7.8(g), a Net Benefit Test is not needed in support of the development.

### **6.3.2 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.

Refer **Appendix 3**, DRP1 and DRP2 Design Packs, **Appendix 4**, Design Report, and **Appendix 8**, Development Plans. The DRP1 and DRP2 Design Packs outlines the design intent for the development, demonstrate how the proposal has developed in response to Design Review Panel comments, and provides high level commentary against SPP7.0. The SPP7.0 commentary is furthered by the DRP2 panel comments and applicant responses provided in **Appendix 4**.

### **6.3.1 Development Control Policy 5.1 – Regional Roads (Vehicular Access)**

*Development Control Policy 5.1 – Regional Roads (DC 5.1)* sets out the principles to be applied when considering proposals for vehicle access to or from developments abutting regional roads. Scarborough Beach Road is classified as a 'Primary Road' road under the Main Roads WA hierarchy.

An assessment against the provisions of DC 5.1 is provided in **Table 6** below.

**Table 6: DP5.1 Assessment**

Provision / Requirement	Proposed	Complies
<p>3.3.1 In considering applications for access on regional roads, the effects of the proposals on traffic flow and road safety will be the primary consideration.</p> <p>The more important the regional road, the greater the importance attached to these factors. In general, the Commission will seek to minimise the creation of new driveways on regional roads and rationalise existing access arrangements</p>	<p>The development proposes a reconfiguration of the existing access arrangements. Specifically:</p> <ul style="list-style-type: none"> <li>• One 18.37 wide crossover to Scarborough Beach Road, providing access to the western loading dock and ramp to first floor parking area.</li> <li>• One services only crossover to Ewen Street, providing access to the eastern loading dock.</li> <li>• Two additional crossovers to Ewen Street, providing access to the ramp to first floor parking area.</li> </ul> <p>A TIA has been prepared in support of the development. The TIA confirms the suitability of the proposed access arrangements.</p> <p>Refer <b>Attachment 10</b>, Transport Impact Assessment.</p>	✓
<p>3.3.4 The types of development that would be allowed access to a regional road include large traffic generators such as major shopping, recreation or community centres. These would justify either a local distributor or access road, leading from a junction with the regional road to car parks servicing the centre.</p>	<p>The proposed development comprises a new commercial centre and by virtue warrants access from Scarborough Beach Road. Notwithstanding, access has been rationalised and distributed via egress to Ewan Street.</p> <p>A TIA has been prepared in support of the development. The TIA confirms the development will not result in any undue impact to the surrounding road network.</p> <p>Refer <b>Attachment 10</b>, Transport Impact Assessment.</p>	✓
<p>3.3.5 In determining applications for development involving the formation, laying out or alteration of a means of access to regional roads, the following must be considered:</p> <ul style="list-style-type: none"> <li>- the effects of the development on traffic flow and safety, the character and function of the road, the volume and speed of traffic, the width of the carriageway and visibility; and</li> <li>- the volume and type of traffic generated by the development.</li> </ul>	<p>Refer <b>Attachment 10</b>, Transport Impact Assessment.</p>	

As demonstrated in **Table 6** above, the proposed development is compliant with the provisions of DC5.1 and warrants approval accordingly.

## 6.4 City of Stirling Local Planning Scheme No. 3

### 6.4.1 Zoning

The subject site is subject to the provisions of the City of Stirling Local Planning Scheme No.3 (**LPS3**). Pursuant to LPS3, the subject site is predominately zoned 'Development', with portions reserved 'Other Regional Road' and 'No Zone'. The site is also within the Stirling City Centre Special Control Area (**SCA**) and Development Contribution Area 5 (**DCA5**).

The site is not subject to any other overlay.

Refer **Figure 14**, LPS3 Map Extract.

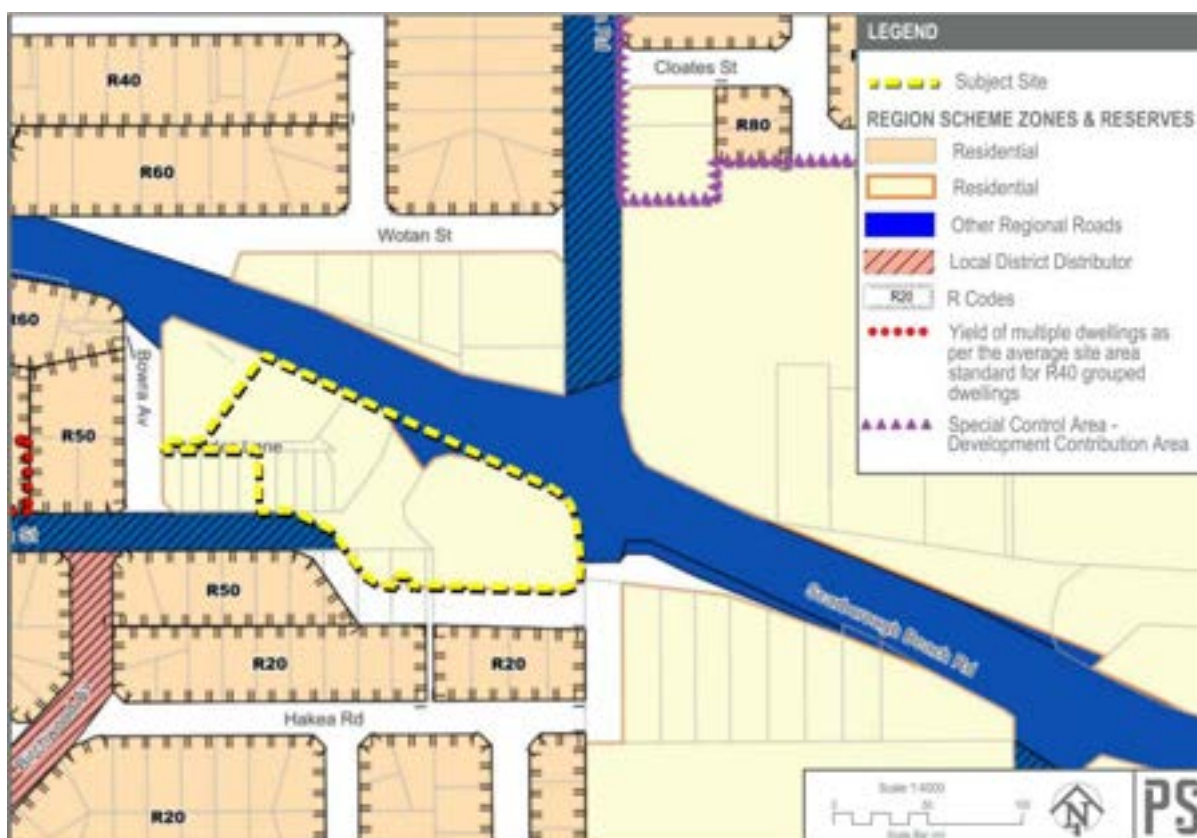


Figure 14: PS3 Zoning Map Extract

### Development Zone

Pursuant to Clause 4.2.3, 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.*

The draft Stirling City Centre Structure Plan (**SCCSP**) is the applicable structure plan for the subject site. Whilst it has not been adopted by the WAPC, as it has been advertised for public comment and adopted by Council, it is considered to be a 'seriously entertained' planning instrument and has been given due regard.

A number of provisions of the SCCSP has been normalised into the LPS3 and form part of the SCA provisions. Refer below.

### ORR Reservation

The portion of the site reserved 'Other Regional Road' is in accordance with the corresponding MRS reservation.

Refer **section 6.2** above.

### No Zone

A portion of the site has no zone, forming part of a historic road reserve. For the purpose of assessment, this portion of the site will be considered to be within the 'Development' zone, pursuant to Clause 4.13.

It is anticipated that this portion of the site will be rezoned as part of the future Local Planning Scheme No. 4. Refer **section 6.6** below.

### Stirling City Centre Special Control Area

Pursuant to Clause 6.11.1 of LPS2, the objectives of the SCA are:

- a) To facilitate the development of the Stirling City Centre in a coordinated manner, recognising its significance as a Strategic Metropolitan Centre;*
- b) to provide a strategy for the integrated development of public and private land to facilitate the creation of a safe, vibrant mixed-use centre;*
- c) to ensure the provision of an effective, efficient, integrated and safe transport network which is accessible to pedestrians, cyclists and public transport users and motorists;*
- d) to facilitate funding mechanisms for the provision of light rail and other alternative transport infrastructure.*
- e) to ensure the development of a diverse range of housing types (including affordable housing) in unique precincts that have high levels of amenity;*
- f) to ensure the development of a convenient network of public open space (including an urban stream) offering a wide range of high quality facilities tailored to the requirements of the local community;*
- g) to ensure the development of a range of commercial uses that will contribute towards economic development, local employment and the viability of the area as a commercial centre servicing residents, visitors and the local workforce;*
- h) to ensure the development of a range of community facilities that will service residents, visitors and the local workforce and contribute towards community wellbeing; and*
- i) to ensure the conservation and appropriate use of natural resources including (but not limited to) energy, water and land to enhance the sustainable management of finite resources.*

Pursuant to Clause 6.11.2, the subject site is identified as being with the 'Southern Precinct'.

Pursuant to Clause 6.11.3, development within the SCA area shall have due regard to any Activity Centre Plan, Local Development Plan, and the relevant clauses of the Scheme.

As noted above, the SCCSP is the applicable structure plan. The City of Stirling Southern Precinct Local Development Plan (LDP) is the relevant local development plan. Refer **section 6.7** below.

Clauses 6.11.7 – 6.11.10 (and including Tables 6.11.9 and 6.11.10(d)) set out the land use permissibility within the SCA and Southern Precinct. Refer **section 6.4.2** below.

### Development Contribution Area 5

The site is adjacent to Development Contribution Area 5 – Right of Way Improvement Works.

Refer **section 6.8.3** below.

### **6.4.2 Land Use Permissibility**

The proposed development comprises a variety of commercial tenancies. These tenancies are best classified as 'Shop', 'Recreation Private', 'Fast Food Outlet', and 'Restaurant'.

Pursuant to clause 6.11.7 and 6.11.8 of LPS3, land within the SCA is to be classified by land use sectors and categories as provided by the relevant LDP.

The City of Stirling Southern Precinct Local Development Plan (LDP) is the relevant LDP for the Southern Precinct of the Stirling City Centre, including the subject site.

Pursuant to the LDP, the subject site is within Sub Precinct A and is assigned 'Business' to the ground level frontage along Scarborough Beach Road and 'Mixed Use' to the remainder of the ground level.

Refer **Table 7** below for a summary of the land permissibility.

**Table 7: Land Use Permissibility**

Use Class	Land Use Category	
	Mixed Use	Business
Fast Food Outlet	Permitted	Permitted
Recreation Private	Permitted	Permitted
Restaurant	Permitted	Permitted
Shop	Permitted*	Permitted

\* Maximum net lettable area of 1,000m<sup>2</sup>

As demonstrated above, all proposed uses are identified as 'permitted' within the corresponding land use category area of the building, and therefore capable of approval.

Notwithstanding, a notation accompanying the land use permissibility table restricts a 'Shop' tenancy in the 'Mixed Use' land use category to a maximum 1,000m<sup>2</sup> net lettable area. The proposed retail tenancies are split over both land use sectors and comprise a gross floor area greater than 1,000m<sup>2</sup>.

Fundamentally, the land use categories and plans are diagrams contained within the LDP are subordinate to provisions contained in LPS3 or the *Deemed Provisions*. As such, while Tables 6.11.9 and 6.11.10 are contained in LPS3 and have the appearance of a standard Zoning Table, the source of the land use categories and their spatial arrangement is the LDP, which is a 'due regard' instrument in accordance with clause 56(1) of the *Deemed Provisions*.

In accordance with the principle of statutory interpretation that "*a stream cannot rise higher than its source*", the land use permissibility tables (Tables 6.11.9 and 6.11.10 of LPS3) are therefore also 'due regard' instruments, and a decision-maker is not bound by the land use permissibility tables or the associated annotations. As such, it is open to the decision-maker to approve the shop tenancy with a floorspace exceeding 1,000m<sup>2</sup> NLA.

The locality, and particularly the Scarborough Beach Road corridor, is characterised by predominantly large 'highway commercial' type uses, capitalising on the high traffic volumes along the arterial road. Scarborough Beach Road presents a relatively hostile environment for pedestrians, and is therefore a particularly challenging environment for small format shop retail uses. Despite being planned for more intensive retail uses for more than 25 years, the area has seen minimal redevelopment, and the subject site has remained vacant for a similar period. The history of the site suggests that small format retail uses are unlikely to be viable in the absence of a major anchor tenant.

In light of the above, the proposed uses are therefore capable of being approved as proposed, including the major retail tenancy. The proposed development is reliant on a major anchor tenant to support the small format retail and food & beverage tenancies, which would likely be unviable as stand-alone businesses in the context of the subject site. The stated objectives of the SCA include recognising the area's significance as a Strategic Metropolitan Centre and ensuring the development of "*a range of commercial uses that will contribute towards economic development, local employment and the viability of the area as a commercial centre servicing residents, visitors and the local workforce*". As such, the proposed uses are entirely consistent with the objectives of the SCA and warrant approval.

### 6.4.3 Development Standards

As assessment against the relevant development standards of LPS3 is provided below.

#### Mandatory Residential

Clause 6.11.11 of LPS3 sets out the requirements for minimum residential dwelling yield for development within the SCCSP area. Figures 3 and 4 of the LDP stipulate that a minimum yield of 100 dwellings is required for development on the street block bounded by Ewen and Bowra Streets and Scarborough Beach Road (including the subject site). The proposed development does not incorporate any dwellings and seeks a variation to the requirements of Clause 6.11.11.

As noted above, in accordance with the principle of statutory interpretation that "*a stream cannot rise higher than its source*" which was detailed above for land use, the mandatory residential component detailed by this clause is related to an approved Local Development Plan which is a 'due regard' instrument, and a decision-maker is not bound by the mandatory residential component. As such, it is open to the decision-maker to approve the proposed development without the residential component in accordance with Clause 5.5 of LPS3. It is considered the proposed development warrants approval without the residential component for the following reasons:

1. A previous development application was submitted for the subject site which incorporated 122 dwellings. This development application was ultimately withdrawn due to the feasibility of the residential component of the proposed development. The commercial component of the proposed development is still feasible and will enable the longstanding undeveloped and eyesore of a site to be developed.
2. Notwithstanding, the development does not fetter the ability of the site to accommodate residential development in the future through the addition to or redevelopment of the centre. Nor does the development fetter the ability of neighbouring sites to be developed for residential purposes.
3. By allowing residential development to be pursued at a time when it is deemed commercially feasible, it provides the ability for greater yields than what may have been pursued in the previous scheme.
4. The proposed commercial only development has been subsequently reviewed by the City's Design Review Panel on two occasions with the most recent meeting confirming a continued level of support. A number of the points identified by the DRP have been resolved as part of the finalised design and or by way of further detailed design and condition setting which will come later on the in project.
5. The proposed development is largely consistent with the remainder of the planning framework, which includes LPS3 and more specifically the objectives of the Stirling City Centre, State Planning Policies, Local Development Plan and Local Planning Policies which have been addressed within this planning report.
6. The proposed development is supported by the necessary technical assessments which demonstrate the proposal has been considered from a traffic, acoustic, sustainability and landscaping perspective to ensure the proposed provides a high-quality built form and functional development for the locality.
7. The proposal will incorporate commercial uses and development which will support the wide locality. The introduction of the community laneway with active uses will ensure this development will set a high-quality standard for development along the Scarborough Beach Road corridor and for the wider Stirling City centre precinct.
8. Ultimately, the provision of a commercial centre on a site which has remained undeveloped for over 25 years is considered a superior outcome over allowing the site to remain vacant until such a time residential development is feasible.

For the reasons outlined above, we consider the proposed development should be considered on its merits and the mandatory residential requirements should be varied in accordance with Clause 5.5 of LPS3.

#### Non-Residential Floorspace Requirements

Pursuant to Clause 6.11.12 of LPS3, a decision-maker shall have due regard to the minimum floorspace requirements of an Activity Centre Plan in determining an application. Clause 5.1.2 of the SCCSP sets a 'land use target' of 173,497m<sup>2</sup> of commercial net lettable area within the Southern Precinct.

Neither the SCCSP nor LDP detail how the commercial floorspace is to be distributed throughout the Southern Precinct. The application proposes 6,383m<sup>2</sup> of non-residential floorspace.

Pursuant to SPP4.2, as the site is within a strategic activity centre, no retail/economic reporting is required.

#### Active Frontage Streets

Clause 6.11.14 sets out the requirement to consider relevant provisions of the SCCSP/LDP relating to 'Active Frontage Streets'. Pursuant to the SCCSP, Scarborough Beach Road is identified as an Active Street.

The proposed development features extensive glazing to the Scarborough Beach Road elevation, creating visual interest and activity. A landscape strip along the building frontage enhances the amenity and appearance of the building for any pedestrians. It is noted that Scarborough Beach Road is a hostile environment for pedestrians and sees only very limited foot traffic. It is not considered feasible to require development to incorporate small format retail uses with primary frontage to the arterial road, which comprises 8 lanes of free-flowing traffic adjacent to the site. The proposed design, which creates a pedestrian-friendly link through the site between the residential area of Woodlands to the south and Innaloo to the north, is considered an appropriate response to the challenging site context.

Additionally, requiring the development to achieve a continuous active frontage to Scarborough Beach Road would necessitate access, service and loading areas being provided at the rear, accessed via Ewen Street. Such an arrangement would clearly have a significant impact on the residential area to the south of Ewen Street, in terms of traffic and associated amenity impacts. The proposed design, which incorporates the major tenant loading area and basement parking access via Scarborough Beach Road, is an appropriate compromise solution that balances the desire to generate visual interest and activity to Scarborough Beach Road while minimising amenity impacts on the existing residents.

#### Parking for Non-Residential Uses

Clause 6.11.17 of LPS3 provides the non-residential parking rates for developments within the SCA.

Pursuant to Table 6.11.17, parking rates are split for developments with a plot ratio below or above 1.0.

The development area (comprising the site without the service station and planning control area) results in a site area of 1,032ha. As the service station is only incorporated for means of access, it is considered entirely reasonable to be excluded from the calculation.

The development proposes a plot ratio area of 12,785.31m<sup>2</sup>, resulting in a plot ratio of 1.27. The plot ratio area comprises the ground floor and rooftop parking area, in accordance with the definition of plot ratio as provided for by LPS3.

The development incorporates 156 bays on site and an additional 7 on street bays.

An assessment against the relevant provisions is provided in **Table 8** below.

**Table 8: Non-Residential Vehicle Parking Assessment**

	Maximum total on-site parking	Minimum public parking	Minimum short-stay parking
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Required	2.5 bays / 100m <sup>2</sup> of non-residential floorspace = 2.5 x (6,383 / 100) = 160 bays	1.25 bays per 100m <sup>2</sup> of non-residential floorspace = 1.25 (6,383 / 100) = 80 bays	60% = 48-96 bays
Proposed	156 bays	163 bays	

As demonstrated in **Table 8** above, the development is compliant with the maximum and minimum parking requirements provided by clause 6.11.17 of LPS3.

## 6.5 Matters to be considered

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

**Table 9: Matters to be considered**

Matter to be considered	Provided
(a) <i>the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	The aims and provisions of LPS3 are considered and addressed throughout this report.
(b) <i>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;</i>	The City of Stirling is progressing with Draft Local Planning Scheme No.4 ( <b>Draft LPS4</b> ). Draft LPS4 does not propose to change the applicable zoning on the subject site, with consideration for amended development requirements completed in section 6.6 of this report.
(c) <i>any approved State planning policy</i>	Refer to Section 6.3 of this report.
(g) <i>any local planning policy for the Scheme area;</i>	Refer to section 6.8 of this report for an assessment against the City's Local Planning Policies.
(l) <i>the effect of the proposal on the cultural heritage significance of the area in which the development is located;</i>	The development site is not included on the City's Register of Places of Cultural Heritage Significance.
(m) <i>the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i>	The proposed development remains compatible with the setting for the following reasons: <ul style="list-style-type: none"> <li>• The proposed development is appropriately located within a Strategic Metropolitan Centre. Strategic Activity Centers and Activity Corridors are envisioned to be the locations for future growth and infill.</li> <li>• The proposed development is consistent with the desired future commercial character of the area.</li> <li>• This proposal ensures sufficient setbacks are provided to the surrounding suburban development to avoid negatively impacting upon amenity and will significantly enhance the amenity of Scarborough Beach Road.</li> </ul>

Matter to be considered	Provided
<p>(n) <i>the amenity of the locality including the following –</i></p> <ul style="list-style-type: none"> <li>(i) <i>environmental impacts of the development;</i></li> <li>(ii) <i>the character of the locality;</i></li> <li>(iii) <i>social impacts of the development;</i></li> </ul>	<p>The proposed development will have a positive impact on the environment. Despite its prominent location the development site has remained vacant for over 25 years. The proposed development will work to activate the corner site and improve the character of the locality by providing an attractive gateway to the Stirling City Centre.</p> <p>The increase in landscaping along the verges and pedestrian links through the development will activate the street frontages along Scarborough beach Road and Ewen Street, seamlessly integrating the development with its local context.</p> <p>The creation of a successful, vibrant and active retail precinct will generate local employment and investment, and provide convenient access to shops and services for existing residents.</p>
<p>(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i></p>	<p>A substantial amount of deep soil landscaping is proposed, and the planting schemes are consistent with the local vegetation within Woodlands, Innaloo and surrounds. Deep Soil zones and extensive landscaping, enhance the ground plane and particularly the interface with surrounding streets.</p>
<p>(s) <i>the adequacy of –</i></p> <ul style="list-style-type: none"> <li>(i) <i>the proposed means of access to and egress from the site; and</i></li> <li>(ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i></li> </ul>	<p>As demonstrated in the TIA prepared by Urbii (<b>Appendix 11</b>), the proposed means of access to and from the site is satisfactory, including service vehicles.</p> <p>Vehicle access to the site is dispersed between Scarborough Beach Road and Ewen Street, minimizing the impact on local roads.</p>
<p>(t) <i>the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i></p>	<p>A TIA has been prepared, demonstrating the proposed development is satisfactory from a traffic and access point of view – refer <b>Appendix 11</b>.</p>
<p>(u) <i>the availability and adequacy for the development of the following –</i></p> <ul style="list-style-type: none"> <li>(i) <i>public transport services;</i></li> <li>(ii) <i>public utility services;</i></li> <li>(iii) <i>storage, management and collection of waste;</i></li> <li>(iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i></li> <li>(v) <i>access by older people and people with disability;</i></li> </ul>	<p>The subject site is within close proximity to public transport. Bus stops are located within 200m of the development site, providing public transport options to the Perth CBD and Scarborough Beach. Stirling Train station is also located within proximity of the subject site, connecting the subject site to the wider metropolitan region and further access to public transport.</p> <p>The proposed development is connected to all required public utility services.</p> <p>Refer <b>Appendix 13</b> for the Waste Management Plan prepared by Talis Consultants, demonstrating the proposed development is satisfactory from a waste storage and management perspective.</p> <p>The proposed development is well connected with the surrounding pedestrian realm. It is also proposed to ensure the development provides further improvements to the public realm, ensuring safety and accessibility is maximized.</p>
<p>(v) <i>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;</i></p>	<p>The development will not result in the loss of community service. On the contrary, the proposed development will provide substantial community benefit and create an important entry statement to the Stirling City Centre, enhancing the frontage along Scarborough Beach Road and bringing employment and economic activity to a site that has remained vacant for decades.</p>
<p>(w) <i>the history of the site where the development is to be located;</i></p>	<p>The subject site is currently vacant, and has been vacant for more than 25 years. The subject site has had a negative impact on the amenity and vitality of the area for a long time, and redevelopment will provide significant benefits for the local community.</p>

Matter to be considered	Provided
<p>(x) <i>the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i></p>	<p>As outlined above, the development provides substantial community benefits, including landscaping and open space, employment opportunities, upgrades to adjacent pedestrian realm, and a mix of shopping and entertainment uses.</p> <p>The design process utilized extensive community engagement to obtain the views and opinions of local residents and the wider community. This heavily influenced the design of the proposal and ensured that the community was satisfied with the proposed development.</p>

In light of the above, the proposed development achieves the aims and objectives of LPS3 and the Stirling City Centre Special Control Area. The City has engaged in extensive planning over more than 30 years with the objective of encouraging redevelopment of the Stirling City Centre. This proposed development will see a long vacant site redeveloped to expand on the centre area and services available in the area, providing increased activation and engagement opportunities for the local community and visitors to the area.

## 6.6 City of Stirling Draft Local Planning Scheme No. 4

The City is currently progressing draft Local Planning Scheme No. 4 (**LPS4**), which is intended to replace LPS3. At the time of lodgement, the City is currently reviewing submissions on draft LPS4, with the submission period closing 24 January 2025.

As draft LPS4 has been adopted for the purpose of advertising, it is considered a seriously entertained planning instrument and its provisions contemplated below.

Pursuant to the provisions of draft LPS4, the subject site remains predominately zoned 'Urban Development' with a small portion reserved 'Other Regional Road', in accordance with LPS3. No overlay is proposed over the subject site.

Refer **Figure 15**, Draft LPS4 Map Extract.

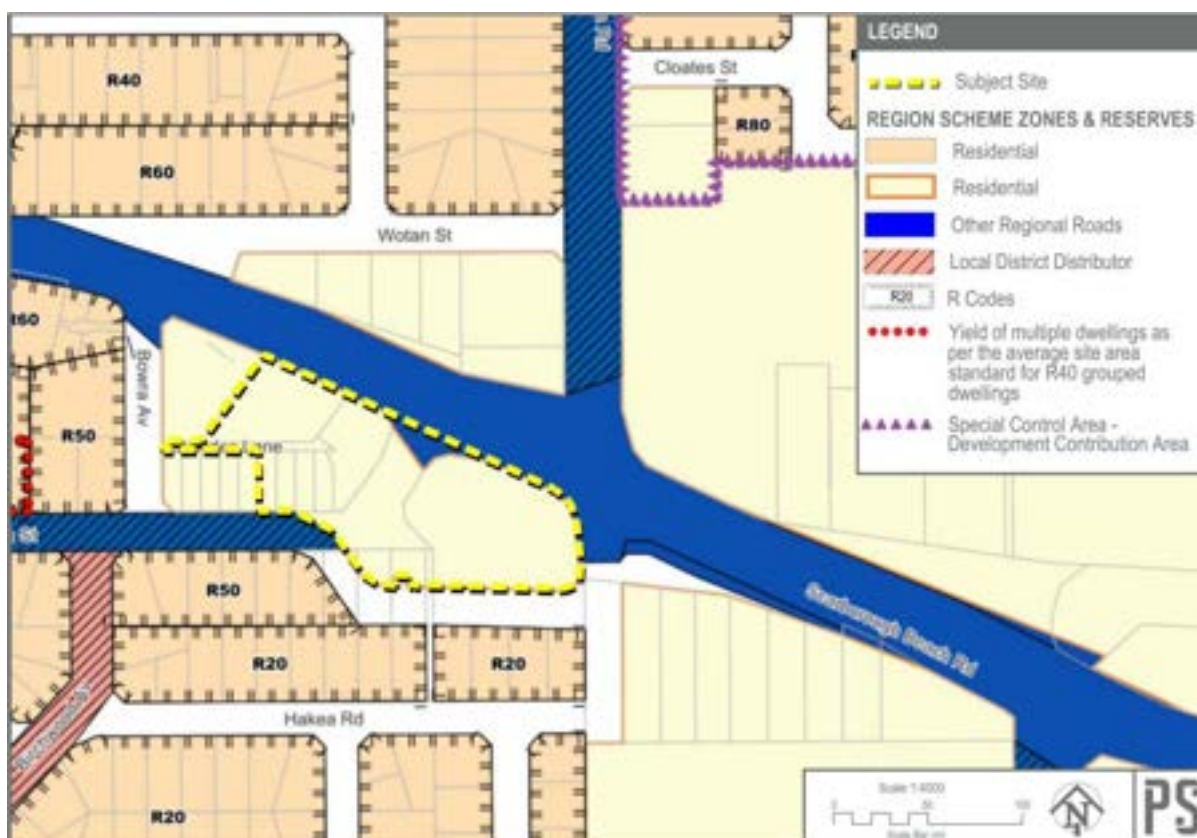


Figure 15: Draft LPS4 Zoning Map Extract

Pursuant to Clause 18(6) of LPS4, development is to have due regard to an applicable structure plan(s). Refer section 6.7 below.

### 6.6.1 Land Use and Permissibility

The proposed development comprises a neighbourhood centre with a variety of commercial tenancies. These tenancies continue to be best classified as ‘as ‘Shop’, ‘Recreation Private’, ‘Fast Food Outlet/Lunch Bar’ ‘Liquor Store – Small’, and ‘Restaurant/Cafe’.

Pursuant to clause 18(6) of draft LPS4, land use permissibility is to be in accordance with the applicable structure plan. Refer section 6.4.2 above for an assessment of the land use permissibility.

### 6.6.2 Development Standards

There are no further development standards proposed within draft LPS4 that are relevant to the application.

## 6.7 Local Development Plan

The City of Stirling’s *Southern Precinct Local Development Plan (LDP)* is made in accordance with the provisions of the draft *Stirling City Centre Structure Plan* and provides the detailed development and design standards for the Southern Precinct of the Stirling City Centre. Whilst adopted by Council in 2018, the LDP has not been endorsed by the WAPC.

Pursuant to the LDP, the subject site is identified as being within Sub Precinct Area A. The precinct is outlined as the western gateway to the Stirling City Centre and is intended to establish a sense of arrival along Scarborough Beach Road. An assessment against the relevant provisions of the LDP is provided below.

## 6.7.1 General Provisions

Part 2 of the LDP provides the general provisions applicable to subdivision and development throughout the Southern Precinct. An assessment against the relevant provisions is provided in **Table 10** below.

**Table 10: General Provisions Assessment**

Clause	Provisions	Proposed	Compliance
2.1.7.1 Podium facades and walls	No walls >10m without indentation	The podium is articulated and broken up at regular intervals, with various windows/glazing and architectural treatments.	✓
2.1.7.3 External fixtures	Service meters and related infrastructure are to be screened from the street.	Service meters are contained within the building or enclosures screened from the street.	✓
2.2.2.1 Non-residential ground floor frontages	Minimum 80% clear glazing.	Substantial glazing is provided to both Scarborough Beach Road and Ewen Street. This does not reach the required 80%. The façade is broken up with a mixture of materials and active / non active spaces. These facades have been reviewed by the City's DRP and generally supported. In addition, back of house areas are required for these tenancies, so they have been integrated into the non-glazed portions to ensure this development is function and operational.	✓
	Non-residential uses on the ground floor facing the street.	The development comprises no residential component.	✓
2.2.2.2 Non-residential entry points	Entry points directly facing the street.	The inclusion of the new pedestrian laneway provides a direct link for people from the street into the site. Each tenancy is provided within direct access from the street or from this laneway.	✓
	Entry points at ground level		
	Include at least 2 of the following: <ul style="list-style-type: none"> <li>• Signage above entry door.</li> <li>• Indented entry point.</li> <li>• Different materials to highlight entry.</li> <li>• Increased awning height above entry.</li> </ul>	Entry points will include signage and distinct materials to clearly identify entries.	
2.2.2.6 Weather protection	<ul style="list-style-type: none"> <li>• Minimum awning depth 2.5m</li> <li>• Maximum vertical clearance of 3.5m</li> <li>• Awnings shall be opaque and non-reflective.</li> <li>• New awnings to match with existing awnings.</li> </ul>	<p>Awnings are provided at regular points.</p> <p>All awnings meet minimum specifications.</p>	✓
2.2.4.3 Levels	Ground level to match footpath level	<p>The ground level is proposed to meet the street level where possible.</p> <p>Accessible access is maintained.</p>	✓
	Basement parking structures between street frontage and main front elevation <1.2m above natural ground level.	No basement is proposed.	N/A

Clause	Provisions	Proposed	Compliance
2.2.4.4 Landscaping	Landscaping Plan shall be submitted for all developments.	Refer <b>Appendix 10</b> .	✓
	Landscaping strips shall include large trees (45L) to reach 8-10m height.	A range of trees (100-500L) growing to 15m in height are proposed.	✓
	Trees planted at 5m spacings	Trees are planted at a variety of spacings appropriate to species and landscape design.	✓
	All developments shall make provision for deep planting zones in rear landscape strip and other areas.	The development proposes 1,040m <sup>2</sup> (9.6%) of landscaping, comprising 628m <sup>2</sup> on site and 412m <sup>2</sup> off site. All landscaping is deep soil.	✓
	Street trees shall be planted at 7.0m intervals where possible.	Street trees will be provided to Ewen Street at approximately 10m intervals.	✓
2.2.4.5 Lighting, safety and security	Lighting in accordance with the City's Local Planning Policies.	Lighting to be addressed as a condition of planning approval.	N/A
2.3.1 Parking provisions	<ul style="list-style-type: none"> <li>Non-residential parking in accordance with the Parking Policy.</li> <li>Residential parking as per Residential Design Codes.</li> </ul>	Refer assessment above.	✓
2.3.2 Design and location of car parking bays	Basement parking is permitted in all situations.	No basement is proposed.	N/A
2.3.4 Crossovers	Lots with <50m frontage shall have maximum 1 crossover.	The subject site has an approximate 150m frontage to Scarborough Beach Road and 180m frontage to Ewen Street. A total of four crossovers are proposed. The eastern crossover to Ewen Street is used solely for service vehicle access.	✓
	Maximum crossover width 6.0m	Crossovers comprise a range of widths, exceeding 6m. This is necessary to provide safe, efficient ingress and egress of vehicles.	Variation

## 6.7.2 Specific Provisions

Part 3 of the LDP provides the provisions applicable to specific sub-precinct areas within the Southern Precinct. Section 3.1 contains the development standards for Sub-Precinct Area A.

An assessment against the relevant provisions of Part 3 is provided in **Table 11** below.

**Table 11: LDP Part 3 Assessment**

	Requirement	Proposed	Complies
Ground Floor Heights	Minimum Ground Level Floor to ceiling: <ul style="list-style-type: none"> <li>3.2m residential; and</li> <li>3.6 non-residential</li> </ul>	5.35m	✓
Setbacks	Setbacks as per Figures 12, 24 of LDP.	<ul style="list-style-type: none"> <li>West: Nil-5.2m</li> </ul>	Variation

	Requirement	Proposed	Complies
		<ul style="list-style-type: none"> <li>• East: Nil-2.4m.</li> <li>• South: Nil-0.87m</li> </ul>	
Location Land Use Category	Land use categories as per Figures 13-22 of LDP.	Refer assessment above.	✓
Building Heights	Minimum 2 storeys	Two stories (including rooftop carpark).	<b>Variation</b>
	Maximum 8 storeys (equivalent 10 storeys including southern split level plus roof form)	Built form typology proposes variations to LDP envelope.	
Lots	Minimum area 700m <sup>2</sup>	11,329m <sup>2</sup>	✓
	Minimum street frontage 18m	Approximately 150m	✓
Awnings and Activation	Continuous awnings and activated frontages along Scarborough Beach Road and Odin Road.	Refer assessment above.	✓
Landscaping	All areas identified with 0 storeys max height shall be landscaped.	Refer assessment above.	✓

As demonstrated above, with the exception of minor variations to crossover width and the building envelope contemplated (building height and setback), the proposed development is consistent with the intent and provisions of the LDP.

Fundamentally, the variations to the LDP are the result of the proposed development redistributing the building floorspace to improve the appearance, function and viability of the development. Put simply, the built form typology specified in the LDP has been demonstrated to be unviable, and it would be effectively impossible for a development that is consistent with the LDP to also achieve the principles of good design outlined in SPP7.0.

The built form contemplated by the LDP is bulky, and offers poor amenity. Specifically, the following elements of the building envelope in the LDP (Figures 12, and 20-22) are either undesirable or practically unachievable:

*Continuous commercial frontage to Scarborough Beach Road*

Scarborough Beach Road is a wide, busy arterial road carrying large volumes of traffic including heavy vehicles. It is a hostile environment for pedestrians, and this is reflected in the minimal pedestrian traffic observed at all times. The nature of Scarborough Beach Road is entirely unsuited to small format retail tenancies fronting the main road.

Further, requiring a continuous frontage to Scarborough Beach Road necessitates all customer, service and residential traffic to access the site via Ewen Street or the access leg to Bowra Street. Neither of these options is considered desirable, due to the capacity of the road network, the complexity of the intersections, and the likely impacts on the amenity of the residential area to the south.

*Ewen Street interface*

The LDP provides for a 4-5 storey interface along the full length of Ewen Street to the south of the site. This is likely to result in a 4-5 storey 'wall' with many south-facing dwellings and their balconies compromising the amenity and visual privacy of dwellings fronting Hakea Road with their backyards adjoining Ewen Street.

The LDP also requires non-residential uses at ground level to have entry points directly facing streets. As part of the realignment of Ewen Street, the City of Stirling constructed a high solid wall along the full length of the south side of the street, such that there is no activity on the opposite side of the street. Experience has shown that a one-sided commercial street, removed from passing trade, is likely to be extremely difficult to activate, and any business with its primary frontage to Ewen Street would most likely struggle to attract customers due to its low visibility.

In addition to the key points above, Refer **section 4.2** for an analysis on the developments built form and urban design principles.

## 6.8 Local Planning Policies

### 6.8.1 Local Planning Policy 5.8 Stirling City Centre Parking

*Local Planning Policy 5.8 – Stirling City Centre Parking (LPP5.8)* sets out the provision of parking within the whole of the Scheme area.

An assessment against the relevant vehicle parking provisions is provided in **section 6.4.3** above.

An assessment against the bicycle parking provisions is provided in **Table 12** below.

**Table 12: Non-Residential Bicycle Parking Assessment**

	Employee's Bays	Customer Bays
Required	0.25 bays / 100m <sup>2</sup> of non-residential floorspace = 0.25 x (6,383 / 100) = 16 bays	0.1 bays per 100m <sup>2</sup> of non-residential floorspace = 0.1 (6,383 / 100) = 7 bays
Proposed	14 employee bays and 16 visitor bays	
Surplus/Shortfall	+7 bays	

As provided in **Table 12** above, the proposed bicycle parking is compliant with the provisions of LPP5.8. Bicycle parking has been provided adjacent to the lift within the laneway area and adjacent to the food and beverage tenancy outdoor seating area fronting Ewen Street. Windsor Knight are an experienced shopping centre operator and through this design have ensured the optimal placement of bike parking for usability and density in the context of this development. The proposed bicycle parking is also supported with end of trip facilities for staff within the back of the specialty tenancies.

### 6.8.2 Local Planning Policy 6.3 Bin Storage Areas

*Local Planning Policy 6.3 – Bin Storage Areas (LPP6.3)* provides provisions relating to waste management for non-residential development. The proposed bin storage areas are located in the proposed service areas on the ground floor and will accommodate the developments commercial waste. An assessment against the provisions of LPP6.3 is provided in **Table 13** below.

**Table 13: LPP6.3 Assessment**

Required	Proposed	Complies
<b>Bin Storage Area Size</b>		
<u>Non-residential zones:</u> Size: 10m <sup>2</sup> Width: 3.5m <sup>2</sup>	The proposed bin storage areas are significantly sized and adequate for the proposed development.	✓
<b>Location of Bin Storage Area</b>		

<ul style="list-style-type: none"> <li>• Shall be located behind the building setback line.</li> <li>• Shall ensure that adequate space is available for the bulk refuse truck to access the bin area and maneuver.</li> </ul>	<p>The bin storage areas are located within on the ground floor and are adequately screened from view. Adequate space is provided for the waste truck to access the waste storage area. A bulk store is located on the ground floor with access and a loading block provided on the south east portion of the subject site.</p>	<p>✓</p>
<p><b>Design of Bin Storage Area</b></p>		
<ul style="list-style-type: none"> <li>• Shall be screened from view to a minimum height of 1.8m so that it is not be visible from the street;</li> <li>• Materials shall match with the building;</li> <li>• Shall be sealed and regularly cleaned and maintained; and</li> <li>• Stormwater and effluent drainage facilities shall be contained within this area.</li> </ul>	<p>The proposed bin storage areas are adequately screened from view.</p>	<p>✓</p>

Refer **Appendix 13**, Waste Management Plan.

### 6.8.3 Local Planning Policy 6.5 Developments and Subdivisions Abutting Rights of Way

*Local Planning Policy 6.5 – Developments and Subdivisions Abutting Rights of Way (LPP6.5)* applies to all developments and subdivisions abutting a ROW, a Crown Reserve for ROW purposes or a dedicated road which was originally created as a ROW.

The site is bound by a Right of Way (ROW) on the western boundary (identified as ROW 18005). The Right of Way (ROW) located on the southern boundary of the development site, adjoining the service station boundary is identified as ROW 18005. Construction of the widening area is not required as the proposed development does not propose access via the ROW. No development is proposed for the ROW, with the owner of the land already paying the ROW lighting contribution as required by LPS3.

As no access is proposed to be obtained from the ROW the provisions of this policy do not apply.

### 6.8.4 Local Planning Policy 6.6 Landscaping

*Local Planning Policy No. 6.6 – Landscaping (LPP6.6)* sets out various standards and requirements for the provision and promotion of landscaping through the City and applies to all non-residential development. The objectives of LPP6.6 are to improve landscaping provision and design, to improve the visual appeal of development, and to screen service areas and provide buffers to boundaries. LPP6.6 requires a landscaping plan to be submitted with the development application. Refer to **Appendix 10**, landscaping report.

An assessment of the proposed development against the relevant requirements of LPP6.6 is provided in **Table 14** below.

**Table 14: LPP6.6 Assessment**

Required	Proposed	Complies
<p><b>Landscaping Areas</b></p>		
<p>All individual planting areas, excluding those in or adjacent to public car parks, must have a minimum width in any direction of 500mm and a minimum plantable area of two square metres.</p> <p>The inclusion of verge areas (abutting the site) in the overall landscaping design is required.</p>	<p>All landscaped areas are generally wider than 500mm within the development site.</p> <p>All verges are proposed to be landscaped as part of the proposed development.</p>	<p>✓</p>

Required	Proposed	Complies
<b>Plant Numbers and Types</b>		
All landscaped areas (beds) are required to be planted with a suitable number of plants that satisfy the objectives of this policy (plant numbers will be assessed with due regard to the eventual size of the species selected). <i>Species should be chosen to suit the climate, environment, location and required function whilst taking into consideration surrounding landscapes.</i> The use of native species is encouraged to reduce water and fertiliser use.	The development proposes a mix of endemic and low water species, to compliment the character of the locality.	✓
<b>Street Trees</b>		
The provision of new street tree(s) are required where no street tree(s) currently exist. Species must be approved by the City's Parks Department.	Street trees are proposed to be planted along all street frontages of the development site. The proposed species of trees is included in the Landscape Plans (refer <b>Appendix 10</b> ).	✓
<b>Retention of Existing Vegetation</b>		
Council encourages the retention of existing vegetation and will consider the exercise of discretion in its application of scheme requirements and adopted local policies where such a variation would allow for the retention of significant existing vegetation on a site. (Note: Concessions cannot apply to non-discretionary provisions such as residential density).	The proposal includes the retention of existing trees on the development site. One large tree on the development site will be transplanted into deep soil area.	✓
<b>Reticulation and Mulching</b>		
All landscaped areas shall be reticulated unless the applicant can provide satisfactory evidence that reticulation is not necessary. A minimum of 75mm of mulch (gravel not permitted) is to be applied to all landscaping beds.	Noted.	✓
<b>Parking areas</b>		
A minimum of 1 tree per 6 bays (Minimum 45 litre for exotics and 11 litre for natives) is required in open parking areas. Shrubs are generally not permitted as they may interfere with sight lines in and around parking areas and driveways. Acceptable examples of tree planting patterns within car parking areas are shown in the following illustrations.	The majority of the parking area is contained on the building, and is included in the plot ratio area for the development. Accordingly, no shade trees are required.	✓

### 6.8.5 Local Planning Policy 6.11 Trees on Development

*Local Planning Policy 6.11 – Trees and Development (LPP6.11)* applies to all development valued over \$100,000 on land zoned under LPS3. LPP6.11 aims to minimise the removal of significant trees on zoned land as a consequence of development and ensure appropriate advanced trees are planted which are suitable to their environment and location.

Pursuant to Clause 5.1, site areas over 2,000m<sup>2</sup> require 1 advanced tree to be planted for every 500m<sup>2</sup> (or part thereof). The subject site has a total area of 11227m<sup>2</sup>, meaning 22.45. (22) trees are required to be planted. The development proposes to plant a total of 71 trees.

### **6.8.6 Local Planning Policy 6.12 Public Art on Private Land**

*Local Planning Policy 6.12 Public Art on Private Land (LPP6.12)* applies to applications for commercial developments with an estimated cost of development greater than \$2million. The provisions of LPP6.12 apply to the proposed development.

The provision of public art within the development will occur at the detailed design stage of the project, where the proponent and future artist will engage and consult with the City with regards to the preparation of a public art proposal.

## 7 CONCLUSION

The application seeks approval for a 6,383m<sup>2</sup> neighbourhood centre comprising 11 tenancies as well as associated parking, landscaping, access, and signage on the subject site. The centre will comprise a mix of retail, speciality, health, and food and beverage tenancies, as well as a central public laneway, which will form the heart of the centre and connect Ewan Street with the Stirling city centre.

The proposed centre has been designed in a contextual and site-responsive manner, referencing the emerging urban character of the area. This is emphasised by a built form and materiality that responds to the prominent landmark location and neighbouring patterns of development, whilst providing a sensitive transition to adjacent land uses and activities.

The development is located within a growing activity centre and will provide additional commercial and civic uses in an area close to public transit, amenities, and the Perth city centre.

Any variations to the local planning framework have been demonstrated to be acceptable and consistent with the overarching planning objectives. The proposed development is demonstrated to have an exceptional design, providing contemporary, sustainable, and liveable commercial and public spaces. The development will positively contribute to the amenity of the surrounding area, with environmental noise, transport, sustainability, and waste management matters appropriately addressed.

Accordingly, Planning Solutions respectfully requests the Metro North Development Assessment Panel (**DAP**) consider the application on its merits and grant approval for the proposed development.

## **Appendix 1: Pre-lodgement advice**

Reference:	PDA24/0070
Proposal Address:	House Number, 367 Scarborough Beach Road, Innaloo WA 6018
Development Type:	Pre-Development - Commercial Development
Proposed Development:	Pre-Development - Commercial Development
Date:	5 December 2024
Estimated Cost of Works:	\$80,000,000.00
Zoning: <ul style="list-style-type: none"> <li>• Development Zone</li> <li>• No Zone</li> <li>• Other Regional Road reservation</li> </ul>	Lot Size – Proposed Lot 100: 10,902m <sup>2</sup>
Land use: <ul style="list-style-type: none"> <li>• Recreation-Private</li> <li>• Restaurant</li> <li>• Shop</li> </ul>	Land Use Permissibility: P

## Site Characteristics





**Information Submitted**

- Presentation – 10 Design Principles of State Planning Policy 7.0 Design of the Built Environment
- Design Review Panel Presentation
- Traffic and Engineering Plans
- Site Plan
- Floor Plans
- Elevation Plans
- Landscape Plans
- Renders

**Applicant’s Pre-Application Written Advice Request**

The City’s advice is provided in response to the pre-development advice request lodged on 9 October 2024 and additional information lodged on 23 October 2024, which was presented to the Design Review Panel (DRP) meeting held on 18 July 2024.

**Applicable Planning Framework**

The following Planning Instruments are applicable to this development proposal:

<a href="#">Local Planning Scheme No.3 (LPS3)</a>
<a href="#">Local Planning Policy 4.2 – Mixed Use and Commercial Centre Design Guidelines</a>
<a href="#">Local Planning Policy 5.8 – Stirling City Centre Parking</a>
<a href="#">Local Planning Policy 6.1 – Advertising Signs</a>
<a href="#">Local Planning Policy 6.3 – Bin Storage Areas</a>
<a href="#">Local Planning Policy 6.5 – Developments and Subdivisions Abutting Rights of Way</a>
<a href="#">Local Planning Policy 6.6 – Landscaping</a>

<a href="#">Local Planning Policy 6.7 – Parking &amp; Access</a>
<a href="#">Local Planning Policy 6.11 – Trees on Development</a>
<a href="#">Local Planning Policy 6.12 – Public Art on Private Land</a>
<a href="#">Local Planning Policy 6.18 – Public Consultation</a>
<a href="#">Local Development Plan – Southern Precinct (LDP)</a>
<a href="#">Structure Plan – Stirling City Centre (Draft)</a>
<a href="#">Street and Reserve Trees Policy</a>

## **Pre-Development Advice**

### **City of Stirling Design Review Panel (DRP)**

The information submitted was presented to DRP on 24 October 2024. The DRP's advice and minutes of the meeting were provided by separate correspondence. The DRP's advice is one component of a planning assessment and is design advice only. The proposal will need to comply with the applicable statutory planning framework and the City's requirements.

### **Planning Controls**

Based on the detail provided in the submission, the City has not undertaken a comprehensive assessment, with the below matters identified as the key matters relevant to the proposed development in relation to the planning framework. This is not an exhaustive list of items and should not be taken to be the only identified issues:

#### **Building Height**

- LDP permitted heights: Minimum two storeys. Maximum eight storeys.
- Single storey with a roof-top parking level proposed – Discretion sought.

#### **Street Setbacks**

- LDP permitted setbacks: Nil or 3m setback applies, as per LDP Figure 12.
- Various setbacks proposed – Discretion sought.
- A predominately nil setback to Scarborough Beach Road and Ewen Street east is proposed – Discretion sought, the LDP identifies road widening / landscaping area along the eastern portion of the Scarborough Beach Road boundary where built form is proposed.

#### **Car Parking**

- Table 6.11.17 of LPS 3: Approximately 6,000m<sup>2</sup> non-residential floorspace proposed. Car parking required: Minimum of 77 Public Parking bays (1.25 bays per 100m<sup>2</sup>) and maximum 153 total car bays (2.5 bays per 100m<sup>2</sup>).
- 179 car bays on the roof-top parking level, with a maximum of 153 bays permitted.
- Not compliant – Clause 6.11.3 b) of LPS 3 does not permit variations to the Maximum Total On-Site Parking standards of Table 6.11.17.

#### **Local Development Plan**

- Summary of key design requirements:
  - Activated and articulated frontages to street boundaries with non-residential uses and awnings projecting over the footpath.
  - Landscaping to be provided in the identified landscaped areas and in setback areas.
  - Car bays concealed from the street.
  - Minimise the number of crossovers with a maximum 6m width each.
- Proposed development:
  - The proposal is seeking to waive the provision of a residential component – Discretion sought, as discussed previously the future development application will need to provide suitable justification regarding this matter.
  - The proposal includes glazing at street level to Scarborough Beach Road and the eastern portion of Ewen Street in lieu of providing activated and articulated frontages, with all commercial entrances provided internally.

## Landscaping

- The Applicant's landscaping calculation identifies 681m<sup>2</sup> (6.2%) of deep soil area in lieu of the required 1,090.2m<sup>2</sup> (10%). The Applicant has identified additional landscaping which is not located within the development site.
- Trees are required to be provided in uncovered car parking areas at a ratio of one tree per six bays. The rooftop car parking area is proposed to have a shade sail. However, considering the deep soil area variation, the design of the car parking area and surplus of car parking, there is opportunity to provide additional landscaping and tree planting on the roof, both in terms of trees on structure and in soft landscaping beds around the perimeter of the car parking area.

## **Engineering Matters**

### Manoeuvring

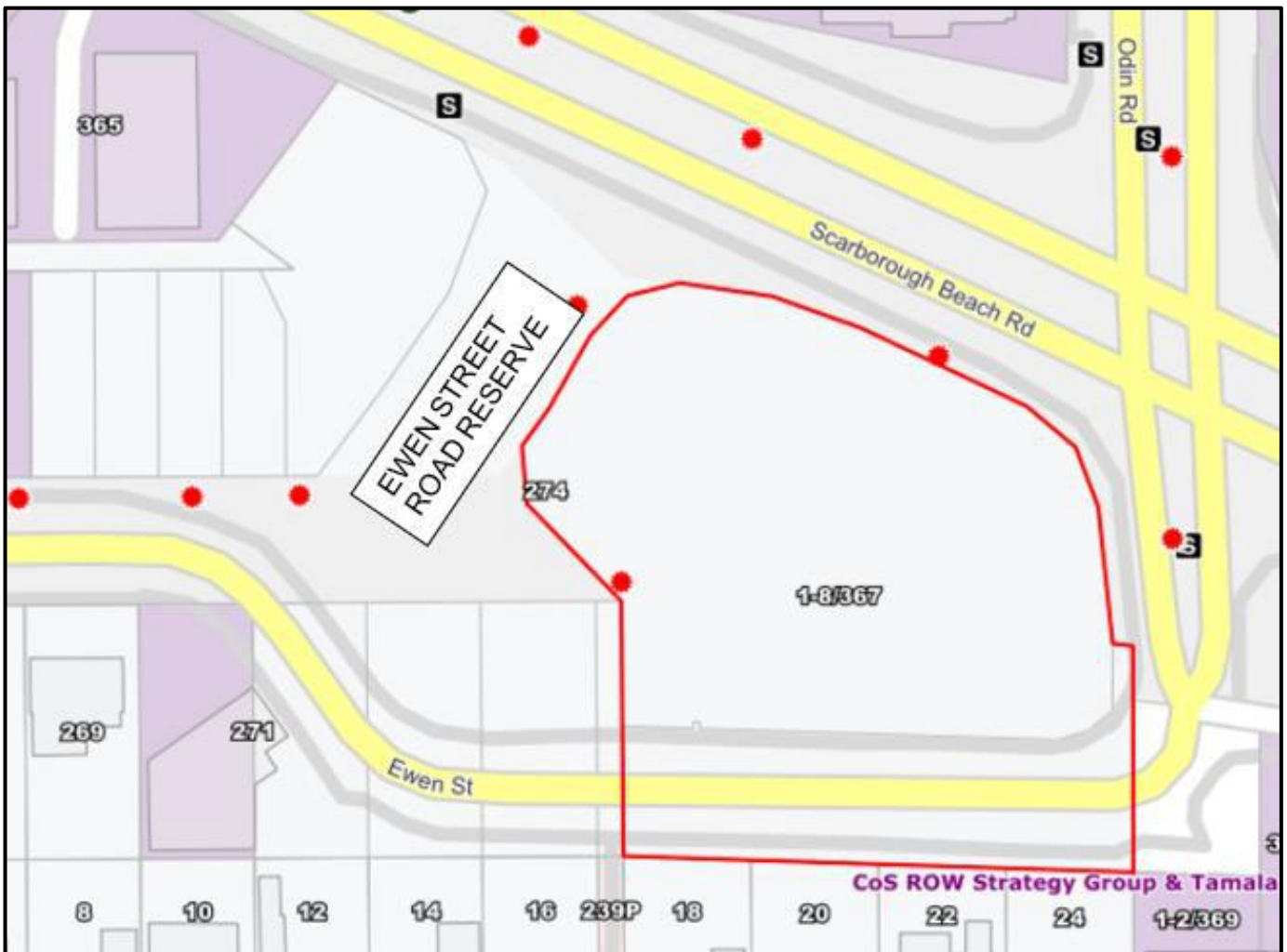
The manoeuvring from the top of the car parking ramp is required to be either amended or reviewed as part of a parking management plan due to the sharpness of this turn.

The City was unable to confirm the grades of all parking areas and ramps due to level of information provided within the submission.



### Land Tenure and Right of Way

Based on the City's current mapping data, the realigned Ewen Street is still not a public street as the WAPC subdivision applications for this lot have not been finalised. The closure of the existing Ewen Street alignment to Scarborough Beach Road and amalgamation of the sites would also still be outstanding based on the City's information. The proposed development site is therefore not under ownership by the proponent and will require endorsement / authorisation from the relevant landowner/s to enable lodgement of a future development application.



It is noted that the amended concept shows a variation (reduction) in the building footprint over the eastern part of ROW Lot 66. In addition to the comments provided in Points 2 and 3 below, clarification is required as to whether an adjustment / alteration is required to the extent of the ROW proposed to be closed. If so, the amendment will need to be shown on DP64022.

1. The matter of road closure, land exchange and realignment of Ewen Street to create the proposed Lot 100 subject of the proposed development site has been pending completion by the landowner/s since 2003. The proposed new lot and road boundaries are being depicted on Deposited Plan 64022 which is currently the subject of concurrent actions by the owner for further modifications to the Deposited Plan in respect to ROW Lot 66 (proposed Lot 104 on Deposited Plan 64022). Should a future application be approved, a condition is likely to be recommended requiring the necessary land transactions to create Lot 100 and to dedicate the new Ewen Street road reserve as shown on Deposited Plan 64022 as a public road to be completed by the owner prior to making an application for building permit.
2. The development proposes to locate the vehicle access ramp and retaining walls/fencing over the eastern portion of ROW Lot 66 which is still subject to implied easement rights under s167A of the *Transfer of Land Act 1893* to the abutting lots. Unless this portion of the ROW is closed and/or the easement extinguished, the use of the portion of ROW as part of the development site for development contravenes the existing easement rights and cannot be supported.

Development plan:



Extract of DP64022 (v6):



3. An option currently being pursued by the owner for Deposited Plan 64022 is to show the eastern portion of ROW Lot 66 as a separate lot instead of amalgamation with Lot 100 in order to avoid the migration of the existing Contaminated Sites Act Memorial on Lot 66 across to the title for Lot 100. If this eventuates, this would raise the problematic issue of the proposed development straddling across two green titled lots. Given the desire to retain separate titles to the two lots, this may not be compliant with building regulations and may require some form of Notification on Title or restriction on use in lieu of amalgamation in order to be supported.

Note - the City proposes to request (i) a s136C TLA easement over Lot 105 for the benefit of Lot 100 and (ii) a s136D TLA restrictive covenant over Lot 105 for the benefit of Lot 100, to be created on DP 64022 in anticipation of its use with Lot 100. These are intended to ensure access to the proposed ramp is unhindered and use of the land remains tethered to the proposed development on Lot 100 in the unlikely event of Lot 105 coming into different ownership in the future.

4. The proposed 2.2m wide landscaping strip along the western lot boundary (i.e., over the 2.2m sewer easement area) adjacent to the southern boundary of Lot 12 will result in a narrow accessway between the ROW and Ewen Street that abuts a solid 2.1m high wall/fence. It lacks oversight/surveillance opportunities from the development and is not supported as it is likely to lead to potential antisocial issues. If the easement area must be retained as a landscaped buffer due to the existing sewer easement, it is recommended that the area be fenced from the ROW to reduce the potential for anti-social issues.
5. ROW lighting contributions have been paid for this property as a condition of subdivision/amalgamation approval SU5716.
6. The pre-lodgement plans do not seem to show or take into account the road widening applicable for this section of Scarborough Beach Road under Planning Control Area (PCA) 166. This is required to be shown, and no structures will be permitted within the PCA widening area.

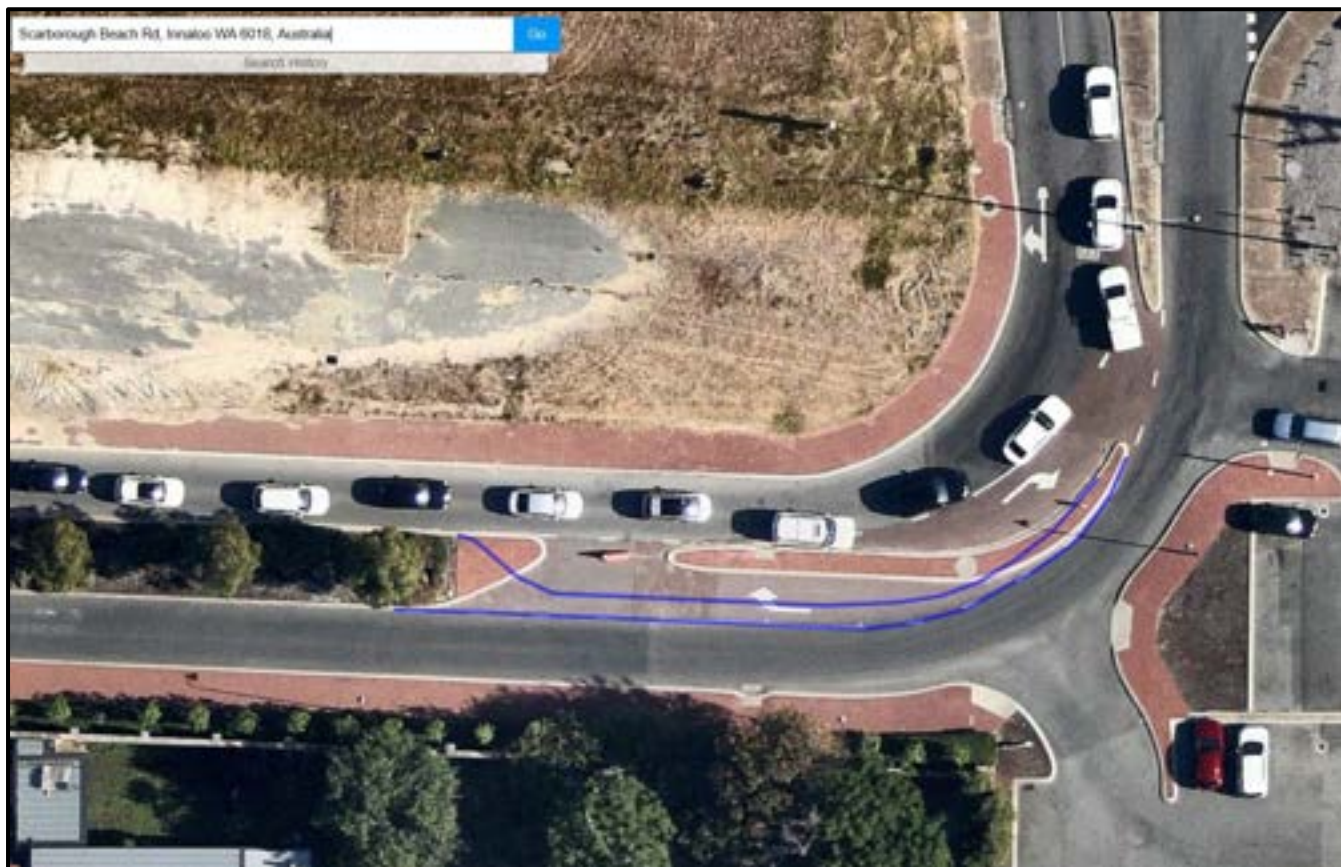


General Comments:

7. The following comments relating to the Scarborough Beach Road crossover will need to be incorporated as part of any future Development Application:
  - Semi-trailers turning out of the Scarborough Beach Road crossover requires the truck to turn using all three traffic lanes. The canopy of the existing median trees will prevent this movement. Further detailed information will be required regarding this matter for consideration by the Parks and Environment Business Unit to determine the impacts on the existing median trees.
  - The proposed crossover to the development on Scarborough Beach Road requires the relocation of the existing Service Station crossover. The Service Station landowner will need to part of any development application submitted.
  - Pedestrian crossing “cut throughs” at both crossover splitter islands need to provide a 2.5m desirable minimum width and length to accommodate pedestrian and cycling access along the existing Scarborough Beach Road shared path.
  - The pedestrian crossing between the proposed splitter island “cut throughs” at the reconfigured Service Station crossover does not line up with the existing 2.5m wide kerb side shared path west of the crossover.
  - The crossover splitter islands need to be designed so that trucks are not required to overhang any part of the pedestrian refuge splitter islands.
  
8. A Design Stage Road Safety Audit (RSA) is required by a Senior Road Safety Auditor from a City nominated panel (RSA nominated panel list has been provided by Engineering Services). The below are the requirements of the RSA:
  - Review all the relevant plans and supporting documentation submitted.
  - Strong assessment of all access/egress arrangements.
  - Consideration should be given as to what impact the development makes in terms of conflict and queuing issues at the southeast corner of the site where Ewen Street / Odin Road interacts with the development parking to the east and the signals at Scarborough Beach Rd and Odin Road south.
  - Proposed Median break/s on Ewen Street needs modelling and safety to be reviewed.
  - Be in accordance with the IPWEA/ Main Roads WA requirements.

- The Audit team must contain a member from Local Government and Main Roads WA.
  - The completed Road Safety Audit be registered on the IPWEA / Main Roads WA Road Safety Audit Portal and a copy submitted to the City.
  - Any items raised in the Corrective Action Report section of the Audit are to be addressed to the satisfaction of the City.
9. The existing median opening and right turn pocket on Ewen Street at the eastern end of the development which was installed as part of previous subdivision approvals to provide carpark access to the site as proposed in the mid 2000's ODP, will need to be removed as per the sketch below.

The required median modification will increase the right turn pocket heading north at the Scarborough Beach Road signalised intersection and will reduce traffic queuing along Ewen Street, which at present can queue back past the Child Care Premises. This will assist in improving access to and from the developments two Ewen Street crossovers.





10. The following comments relate to the Ewen Street “Eastern Loading Dock” which will need to be incorporated as part of any future Development Application:
- The “Eastern Loading Dock” only accommodates an 8.8m medium rigid truck. This is smaller than standard waste vehicles (usually approximately 10.0m). This needs to be considered in terms of waste management and as the “Eastern Loading Dock” may not be able to accommodate the waste collection of the proposed development.
  - General retail uses such as shops, cafés and restaurants have deliveries from vehicles up to 12.5m single unit trucks. These sizes of trucks are not catered for by this development and could result in truck pulling up on footpaths to unload deliveries. The development must accommodate 12.5m single unit trucks.
  - As per the dot point above the proposed loading dock does not accommodate standard delivery trucks and the proposed loading dock also does not provide at grade access to the shops and restaurant. As such, information would need to be provided to determine how and where deliveries will be made/accommodated.
  - A future development application must ensure that the loading dock provides the required pedestrian sightlines when exiting.
  - The width of the loading dock crossover is unclear, however this should not exceed the City’s 10.0m maximum commercial crossover width as per the City’s crossover policy requirements.
11. The following comments relate to the on-street parking bays on Ewen Street which will need to be incorporated as part of any future Development Application:
- The proposed on-street parking bay west of the existing pedestrian crossing is not supported and needs to be removed as this will block pedestrian sightlines when crossing Ewen Street.
  - The on-street parking bays proposed along the Ewen Street frontage will need to be a minimum width of 2.5m and must also incorporate a minimum 2.5m wide path to match the existing. The parking bays and footpath must be located in the road reserve and will therefore require land to be ceded along the Ewen Street frontage.
  - On-street bays will need to be surface in red bitumen.
12. All pedestrian paths around the entire site need to maintain the existing 2.5m wide path as a minimum and additional space for tree plantings needs to be considered as part of the design.
13. Engineering Services has concerns with the proposed ROW dead end. This will affect future development onto the ROW. There is not enough detail in the current plans to clarify how the dead

end will be finished. There are potential concerns in terms of ground levels resulting in large retaining walls, which may potentially create safety and visibility issues. This needs to be addressed as part of future application.

14. The proposed in access off Ewen Street needs to be perpendicular to the road.
15. All built structures and proposed landscaping need to be designed to ensure vehicle and pedestrian sightlines are not affected at all external access points.
16. Most shopping centres have parcel pickup (click and collect) bays, if these are proposed they will need to be full located within the development site and clearly marked.
17. A future development application must provide fire service location and details. The City does not allow the installation of a DFES Fire Appliance Hardstand and associated linemarking within the road reserve. Any proposed fire service must ensure this is not required.
18. All stormwater is to be contained on-site. It is the City's policy that for a development of this size, a drainage management plan (DMP) is required to be assessed by Development Services as part of the DA application prior to approval. Attached is the City's onsite stormwater drainage criteria which has information on what should be included on the DMP as a minimum. Please note that the City would not allow any private connections from this development into our stormwater drainage network.

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

In September 2024, the City received consent from the Western Australian Planning Commission to advertise Draft LPS4, which opened on Friday 18 October 2024 and will close on Friday 24 January 2025.

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*.

A summary of the key modifications proposed to the subject site and surrounding area as per draft LPS4 is provided below for contextual purposes.

#### Subject Site

- Zoning: Urban Development.
- The zoning table in Clause 17 does not identify any permissible use for the land and in accordance with Clause 18(6) the decision-maker may have due regard to any structure plan or local development plan.
- Clause 32 contains additional site and development requirements applicable to this site, specifically the vehicle access hierarchy and land affected by road widening provisions.
- The proposed Liquor tenancy would be classified as Liquor Store - Small rather than Shop. Liquor Store – Small is not currently listed in the Land Use Table contained within Stirling City Centre Structure Plan. The provisions contained within the Stirling City Centre Structure plan such as car parking provisions (including a maximum car parking cap) may be amended or removed in the future.

#### Surrounding Sites

- The neighbouring properties to the west, north and east are zoned Urban Development.
- The neighbouring properties to the south are zoned Residential R20 or Residential R50.
- House Number 369 Scarborough Beach Road is reserved as a local road, to provide a continuation of Odin Road into the Event Cinemas property at House Number 57 Liege Street (this road extension is also shown in the Southern Precinct Local Development Plan – refer to Clause 3.2.2).



LPS4 Zoning

**Az** LPS4 R-Codes

Additional Information

Residential Design Codes

Yield of multiple dwellings as per the average site area standard for R40 grouped dwellings

LPS4 Reserves

District Distributor Road

Local Distributor Road

Local Road

LPS4 Zones

Residential

Urban Development

Region Scheme Reserves (MRS)

Other Regional Roads

Development Application

- Please ensure that the development application forms list all properties subject to this application, including the laneway (Lakides Lane), public road reserves and public accessway land parcels.
- Please ensure the development application forms for the Crown land parcels subject to this application are signed by an authorised representative of the Department of Planning, Lands and Heritage.
- Please state in the development application the specific land uses being sought for approval, as described in Local Planning Scheme No. 3.
- Additional information will be required at the development application stage to complete an assessment. The lodgement checklists contain the full list of information requirements to be included when the development application is lodged.
- The statutory timeframe for the development application will be 90 days, excluding any 'stop the clock' periods.

## Development Application

Please be advised the City's Pre-Application service is aimed at providing potential applicants with the opportunity to obtain advice from the City's Development Services Business Unit in relation to a development proposal - by identifying key variations to the planning legislation and generally outlining the City's development application processes. The intent of this service is not to confirm whether a development proposal will be supported by the City. The City cannot consider a design proposal within a Pre-Application request in lieu of a full assessment of a formal development application.

In terms of the development application submission requirements, the following links are provided for your reference:

- [LPS 3 & MRS Application Form](#)
- [Planning Fees and Charges](#)
- [Development Applications – Submission Checklist and Matrix](#)
- [Development Assessment Panel Checklist](#)

## Information Sheets

The following links are provided for your reference:

<a href="#">Consultation on Planning Proposals Information Sheet</a>
<a href="#">Development Assessment Panels Information Sheet</a>
<a href="#">Driveways, Crossovers and Driveway Tapers Information Sheet</a>
<a href="#">Retaining Walls Information Sheet</a>
<a href="#">Trees and Development Guidelines</a>

Please contact Karina Bowater, Senior Planning Officer, at [Karina.Bowater@Stirling.wa.gov.au](mailto:Karina.Bowater@Stirling.wa.gov.au) on 9205 8433 if you have any queries regarding the above advice.

Yours sincerely



Dean Williams  
Coordinator Planning Approvals

### Disclaimer:

*Please note that any advice provided in this document is for use of a general nature only and is not intended to be relied upon as, nor to be a substitute for, specific professional planning advice. No responsibility for loss occasioned to any persons acting on or refraining from action as a result of any general planning advice is accepted by the City. This advice does not bind the City in respect of any future development applications on the subject land.*

## **Appendix 2: Design Review Reports**

## Design Review Report – Item 1

Local government:	City of Stirling	
Item no.:	Item 1 - PDA24/0045 – 367 Scarborough Beach Road, Innaloo – Pre Development Application – Commercial / Retail Establishment	
Acting Chairperson:	Philip Gresley	
Panel members:	Munira Mackay Tony Blackwell Jackson Liew	
Local government officers:	Dean Williams Karina Bowater Cameron Howell Simone Palmer	Acting Service Lead Planning Acting Coordinator Planning Senior Planning Officer DRP Support Officer
Observers	Olivia Abbonizio Gareth Glanville	Senior Strategic Planning Officer (City Future) Coordinator City Future Projects
Date:	18 July 2024	Time: 2pm
Venue:	City of Stirling – Challenger Room	

### Proponent/s

Isabelle How	Planning Solutions ( <i>Applicant</i> ) ( <i>not in attendance</i> )
Ben Doyle	Planning Solutions
Graham Taylor	Place Fabric
Theo Valentine	UDLA
Stephanie Voon	Place Fabric
Finnbar Ingram	Place Fabric
Greg Pearce	Windsor Knight
<b>Owners</b>	Deltaview Pty Ltd


### Observer/s

### Briefings

Development assessment overview	Cameron Howell	Senior Planning Officer
Technical issues	Cameron Howell	Senior Planning Officer

### Design Review

Proposed development	Item 1 – PDA24/0045 – 367 Scarborough Beach Road, Innaloo – Pre Development Application – Commercial / Retain Establishment
Property address	367 Scarborough Beach Road, Innaloo
Background	
Proposal	

Applicant or applicant's representative address to the design review panel	Greg Pearce Graham Taylor Theo Valentine	Windsor Knight Place Fabric UDLA
Key issues / recommendations	<p>This is the first review of the proposal.</p> <p>The Panel is aware of the complex planning context for this site and advised that it's review would be, notwithstanding its use and modest scale compared to the ambition of the various relevant planning documents, based on the proposal being seen as approvable.</p> <p>The Panel is generally supportive of the proposal's design direction. The introduction of a high-quality retail laneway in this location will serve the community well and is supported. Notwithstanding some detailed commentary for improvements, the eastern half of the proposal considers the user and community member experience through the inclusion of sleeved speciality retail, good amenity for pedestrians along the north boundary, and the opening up of the supermarket to the public realm through extensive clear glazing.</p> <p>More design work is required in the design of the western half of the site to better create a sense of place and connectivity to the context around the site.</p> <p>The Panel looks forward to seeing progress on the design at a second review</p> <p>Refer to attached Design Quality Evaluation Report.</p>	
Chairperson signature		

<b>Design quality evaluation</b> <b>Item 1 – PDA24/0045 – 367 Scarborough Beach Road, Innaloo – Pre Development Application – Commercial / Retail Establishment</b> <b>DRP Meeting – Thursday 18 July 2024</b>		
	S	<i>Design Principle satisfied</i>
	P	<i>Design Principle pending further attention</i>
	N	<i>Design Principle not satisfied</i>
<b>Principle 1</b> <b>Context and character</b>		<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	P	<p>1a. The Panel is aware of the complex planning context for this site and advised that it's review would be, notwithstanding its use and modest scale compared to the ambition of the various relevant planning documents, based on the proposal being seen as approvable.</p> <p>1b. The Panel noted that the provided functional context analysis was successful in guiding the design response and in demonstrating how the proposal will integrate into the context, in plan.</p> <p>1c. The proposal will benefit from the generation of section drawings which will describe the relationship between the proposal and the public realm in more detail. These sections should also extend across roads and into various lots to show the connectivity and topographical relationship to the broader context.</p> <p>1d. The Applicant was urged to further interrogate how the design fits into the context of the location with relation to cultural and aesthetic considerations to further explore the future and existing sense of place.</p> <p>1e. The Panel commended the intent for future proofing the proposal by considering future residential development. The Panel expressed concern about the complexity of delivering this in the future and seeks additional information demonstrating how this will be, in principle, delivered. There are concerns about an array of issues including carparking numbers, legible entry spaces, escape paths, and suitable structural grids.</p> <p>1f. The Panel is generally supportive of the eastern end of the development and its integration into context but recommends reducing the extent of the service area on the south east corner and increasing activation to this corner with additional small retail offerings.</p>
<b>Principle 2</b> <b>Landscape quality</b>		<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	P	<p>2a. The Applicant was commended on the mature tree transplants included in the proposal.</p> <p>2b. The Panel stated the selection of trees is good although the Applicant was encouraged to look for alternatives which are not on the Polyphagous shot-hole borer list.</p> <p>2c. The comment was made by the Panel there could be opportunity to improve the street trees and landscaping in this area.</p> <p>2d. The Applicant was encouraged to further consider how additional landscaping (and possibly additional large trees) can be brought to the western half of the site. It was suggested that a paving audit be conducted as there appears to be an excess of hard surface area on this side.</p>
<b>Principle 3</b> <b>Built form and scale</b>		<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
	P	<p>3a. Notwithstanding its modesty in scale, the size of this single level structure has been designed to generally optimize the built form relationship to its context, especially to the eastern half of the site.</p> <p>3b. The Panel commented the colonnade addressing Scarborough Beach Road, with clear glazing to reveal the inside of the supermarket, works well and provides the</p>

		<p>external pedestrian spaces with good amenity.</p> <p>3c. It was noted the screen on the north works well with the envelope and would be a good outcome to dedicate this space for signage and an art component.</p> <p>3d. The Panel suggests that additional work is required to improve the relationship of the built form of the western half of the site with the character of the area. It is noted that this area is a service area, however more design work is required to provide an appropriate level of quality to the form, material selection, landscaping, and general appearance. The opportunity for integrated public art could be considered.</p> <p>3e. There is an opportunity to bring the southern carpark ramp access inside the development to conceal it which may enable additional landscaping or other more positive treatments to this elevation.</p> <p>3f. Additional small retail tenancies along the south-eastern corner facing Ewen Street would be an excellent outcome.</p>
<b>Principle 4 Functionality and build quality</b>		<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
	P	<p>4a. The introduction of street parking is supported and a great outcome.</p> <p>4b. It was noted by the Panel the supermarket is sleeved or addresses the street which is a good outcome.</p> <p>4c. There was some concern about carpark layouts and whether vehicular barrier protection and wheel stops have been considered.</p> <p>4d. The Panel queried the location and functional methodologies for mechanical (and other) servicing elements such as A/C and refrigeration.</p> <p>4e. It was mentioned by the Panel the pedestrian accessway to the northern end of the laneway may be too tight. The lift and public toilet area feels congested and could be opened up.</p>
<b>Principle 5 Sustainability</b>		<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	N	<p>5a. The sustainability principle has not been addressed at this stage of the proposal.</p> <p>5b. The Applicant was strongly encouraged by the Panel to explore sustainability initiatives and engage the services of a sustainability consultant. A commitment to sustainability initiatives is essential to enable a successful outcome.</p>
<b>Principle 6 Amenity</b>		<i>Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.</i>
	P	<p>6a. Comment was made by the Panel the pedestrian laneway is a strong point of the design and provides excellent amenity and is well connected into the surrounding context.</p> <p>6b. It was recommended the Applicant interrogate the acoustics on the carpark deck.</p> <p>6c. It was suggested the public toilets could be relocated.</p> <p>6d. It could be beneficial for the liquor outlet to have direct access to the street which would assist with improving amenity and street activation.</p> <p>6e. The Panel expressed some concern about the south facing alfresco area and the lack of winter sunlight.</p> <p>6f. The proponent should clarify how bike parking is integrated into the proposal.</p>
<b>Principle 7 Legibility</b>		<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>

	S	7a. The Panel is satisfied with the legibility of the proposal and stated it works well. 7b. The Panel noted that although the legibility of the car park entries is strong, additional work could be done (under other principles) to improve the quality of these elements.
Principle 8 <b>Safety</b>		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	P	8a. Some concern about children's safety around the play areas was noted.
Principle 9 <b>Community</b>		<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
	S	9a. This project is a good outcome for the community in this location and is supported by the Panel.
Principle 10 <b>Aesthetics</b>		<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	P	10a. The aesthetics of the eastern half of the proposal are progressing well including considered articulation, variation, colour, and façade treatments to enhance the local precinct generally. 10b. The inclusion of breeze blocks is successful. 10c. The Panel mentioned the Pilates studio could connect more to public realm through its formal connection to the pedestrian pathway. It is acknowledged that the proposed use does not require direct connectivity or full height glazing, but perhaps future adaptability should be considered to enable a different outcome in the future. 10d. It was stated by the Panel clear glazing is critical for pedestrian activation. 10e. The western half of the design requires considerable design attention for aesthetics and the applicant is encouraged to seek opportunities to improve this area generally and how it presents to the public realm.

<b>Design Review progress</b>			
<b>Item 1 – PDA24/0045 – 367 Scarborough Beach Road, Innaloo – Pre Development Application – Commercial / Retail Establishment</b>			
<b>DRP Meeting – Thursday 18 July 2024</b>			
S	<i>Design Principle satisfied</i>		
P	<i>Design Principle pending further attention</i>		
N	<i>Design Principle not satisfied</i>		
	<b>DR1 18/7/24</b>		
Principle 1 - <b>Context and character</b>	P		
Principle 2 - <b>Landscape quality</b>	P		
Principle 3 - <b>Built form and scale</b>	P		
Principle 4 - <b>Functionality and build quality</b>	P		
Principle 5 - <b>Sustainability</b>	N		
Principle 6 - <b>Amenity</b>	P		
Principle 7 - <b>Legibility</b>	S		
Principle 8 - <b>Safety</b>	P		
Principle 9 - <b>Community</b>	S		
Principle 10 - <b>Aesthetics</b>	P		

<b>Recommendations Summary</b>			
<b>Item 1 – PDA24/0045 – 367 Scarborough Beach Road, Innaloo</b>			
<b>DR1 – DRP Recommendations DRP Meeting – 18/7/2024</b>	<b>DR2 – Applicant Response DRP Meeting – 18/7/2024</b>	<b>DR2 - DRP Recommendations DRP Meeting –</b>	<b>DR2 – Applicant Response DRP Meeting –</b>
<p>1c. The proposal will benefit from the generation of section drawings which will describe the relationship between the proposal and the public realm in more detail. These sections should also extend across roads and into various lots to show the connectivity and topographical relationship to the broader context.</p> <p>1d. The Applicant was urged to further interrogate how the design fits into the context of the location with relation to cultural and aesthetic considerations to further explore the future and existing sense of place.</p> <p>1e. The Panel commended the intent for future proofing the proposal by considering future residential development. The Panel expressed concern about the complexity of delivering this in the future and seeks additional information demonstrating how this will be, in principle, delivered. There are concerns about an array of issues including carparking numbers, legible entry spaces, escape paths, and suitable structural grids.</p> <p>1f. The Panel is generally supportive of the eastern end of the development and its integration into context but recommends reducing the extent of the service area on the south east corner and increasing activation to this corner with additional small</p>			

<p>retail offerings.</p>			
<p>2b. The Panel stated the selection of trees is good although the Applicant was encouraged to look for alternatives which are not on the Polyphagous shot-hole borer list.</p> <p>2c. The comment was made by the Panel there could be opportunity to improve the street trees and landscaping in this area.</p> <p>2d. The Applicant was encouraged to further consider how additional landscaping (and possibly additional large trees) can be brought to the western half of the site. It was suggested that a paving audit be conducted as there appears to be an excess of hard surface area on this side.</p>			
<p>3c. It was noted the screen on the north works well with the envelope and would be a good outcome to dedicate this space for signage and an art component.</p> <p>3d. The Panel suggests that additional work is required to improve the relationship of the built form of the western half of the site with the character of the area. It is noted that this area is a service area, however more design work is required to provide an appropriate level of quality to the form, material selection, landscaping, and general appearance. The opportunity for integrated public art could be considered.</p> <p>3e. There is an opportunity to bring the southern carpark ramp access inside the development to conceal it which may enable additional landscaping or other more positive</p>			

<p>3f. treatments to this elevation. Additional small retail tenancies along the south-eastern corner facing Ewen Street would be an excellent outcome.</p>			
<p>4e. It was mentioned by the Panel the pedestrian accessway to the northern end of the laneway may be too tight. The lift and public toilet area feels congested and could be opened up.</p>			
<p>5a. The sustainability principle has not been addressed at this stage of the proposal.</p> <p>5b. The Applicant was strongly encouraged by the Panel to explore sustainability initiatives and engage the services of a sustainability consultant. A commitment to sustainability initiatives is essential to enable a successful outcome.</p>			
<p>6b. It was recommended the Applicant interrogate the acoustics on the carpark deck.</p> <p>6c. It was suggested the public toilets could be relocated.</p> <p>6d. It could be beneficial for the liquor outlet to have direct access to the street which would assist with improving amenity and street activation.</p> <p>6f. The proponent should clarify how bike parking is integrated into the proposal.</p>			
<p>7b. The Panel noted that although the legibility of the car park entries is strong, additional work could be done (under other principles) to improve the quality of these elements.</p>			
<p>10c. The Panel mentioned the Pilates studio could connect more to public realm through its formal</p>			

<p>connection to the pedestrian pathway. It is acknowledged that the proposed use does not require direct connectivity or full height glazing, but perhaps future adaptability should be considered to enable a different outcome in the future.</p> <p>10d. It was stated by the Panel clear glazing is critical for pedestrian activation.</p> <p>10e. The western half of the design requires considerable design attention for aesthetics and the applicant is encouraged to seek opportunities to improve this area generally and how it presents to the public realm.</p>			
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## Design Review Report – Item 2

Local government:	City of Stirling	
Item no.:	Item 2 - PDA24/0070 – 367 Scarborough Beach Road, Innaloo – Pre Development Application – Commercial / Retail Establishment	
Chairperson:	Philip Gresley	
Panel members:	Lisa Shine Jackson Liew Tony Blackwell (comments only)	
Local government officers:	Peter Prendergast Dean Williams Karina Bowater Shaun Wheatland Simone Palmer	Service Lead Planning Coordinator Planning Senior Planning Officer Senior Planning Officer DRP Support Officer
Observers	Vicky Dimitriou David Jack Kymba Fennessy	Senior Planning Officer Specialist Strategic Planner – City Future Project Officer - Trees
Date:	24 October 2024	Time: 2pm
Venue:	City of Stirling – Challenger Room	

### Proponent/s

Isabelle How	Planning Solutions ( <i>Applicant</i> ) ( <i>not in attendance</i> )
Greg Pearce	Windsor Knight
Tarryn Stain	Windsor Knight
Graham Taylor	Place Fabric
Stephanie Voon	Place Fabric
Prasanna Suraweera	Summation
Josh Watson	Planning Solutions
<b>Owners</b>	Deltaview Pty Ltd


### Observer/s

### Briefings

Development assessment overview	Karina Bowater	Senior Planning Officer
Technical issues	Karina Bowater	Senior Planning Officer

### Design Review

Proposed development	Item 2 – PDA24/0070 – 367 Scarborough Beach Road, Innaloo – Pre Development Application – Commercial / Retain Establishment
Property address	367 Scarborough Beach Road, Innaloo
Background	
Proposal	

Applicant or applicant's representative address to the design review panel	Graham Taylor Prasanna Suraweera	Place Fabric Summation
Key issues / recommendations	<p>The Panel is aware of the site's complex planning context and has advised that, despite the proposal's use and modest scale relative to the ambitions of relevant planning documents, it is reviewing the proposal on the basis that it is approvable.</p> <p>The Panel remains generally supportive of the proposal's design direction. The high-quality retail laneway in this location will serve the community well and is supported. The eastern half of the proposal considers the user and community member experience through the inclusion of sleeved speciality retail, good amenity for pedestrians along the north boundary, and the opening up of the supermarket to the public realm through extensive clear glazing, although some design mitigation is required to manage the removal of the deceleration lane.</p> <p>For the southeastern corner, the Panel recommended further architectural integration to reduce reliance on fencing and strengthen its urban presence. The southwestern service zone could benefit from intensified landscaping to balance the limited activation.</p> <p>The sustainability strategies presented are promising, though the Panel encouraged clearer commitments. In terms of aesthetics, the Panel advised a restrained approach to artwork and articulation to complement the architecture's sophistication.</p> <p>The Panel looks forward to seeing progress on the design at the next review.</p> <p>Refer to attached Design Quality Evaluation Report.</p>	
Chairperson signature		

<b>Design quality evaluation</b> <b>Item 2 – PDA24/0070 – 367 Scarborough Beach Road, Innaloo – Pre Development Application – Commercial / Retail Establishment</b> <b>DRP Meeting – Thursday 24 October 2024</b>		
	S	<i>Design Principle satisfied</i>
	P	<i>Design Principle pending further attention</i>
	N	<i>Design Principle not satisfied</i>
<b>Principle 1</b> <b>Context and character</b>		<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	P	<p>1a. The Panel is aware of the complex planning context for this site and advised that it's review would be, notwithstanding its use and modest scale compared to the ambition of the various relevant planning documents, based on the proposal being seen as approvable.</p> <p>1b. The Panel noted that the provided functional context analysis was successful in guiding the design response and in demonstrating how the proposal will integrate into the context, in plan.</p> <p>1c. The Panel stated the materiality, and connectivity is successful and sophisticated in relation to other commercial properties in the surrounding area.</p> <p>1d. Comment was made by the Panel the signage on the east end works well. There is opportunity to improve the signage on the western end where the signage is bolder and to find a balance. It would be beneficial for the Panel to understand the intent of the signage strategy, particularly with relation to large format signage likely proposed for the major retailer(s).</p> <p>1e. The panel recommends reviewing the appearance and visibility of the roof elements from the Ewen St hill to the west and to use this analysis to inform the design of roof and services screening. The Panel was pleased to hear that the carpark shade structures will be lit at nighttime and will provide a feature element.</p>
<b>Principle 2</b> <b>Landscape quality</b>		<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	P	<p>2a. The Applicant was commended on the mature tree transplants included in the proposal.</p> <p>2b. The Panel stated the revised selection of trees is supported with the choice of lower risk trees which are not on the Polyphagous shot-hole borer list.</p> <p>2c. Comment was made by the Panel the reduction of paving is supported and a better outcome.</p> <p>2d. Comment was made by the Panel the deep soil zone (DSZ) requirement has not been met. There was a suggestion by the Applicant that this proposal should be considered "urban" with associated reduction in DSZ. The Panel does not agree and seeks justification for this discretion being sought and or more details on how planting will be introduced to meet the requirements.</p>
<b>Principle 3</b> <b>Built form and scale</b>		<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
		<p>3a. Notwithstanding its modesty in scale, the size of this single level structure has been designed to generally optimize the built form relationship to its context, especially to the eastern half of the site.</p> <p>3b. In DRP1 the Panel commented the colonnade addressing Scarborough Beach Road, with clear glazing to reveal the inside of the supermarket, works well and provides the external pedestrian spaces with good amenity. However, the removal of the turning lane on Scarborough Beach Road has resulted in a second footpath. The Panel recommends further investigation of this new double pathway near the supermarket colonnade from an urban design perspective, as the added roadside footpath may reduce the colonnade's effectiveness. Additional landscaping could encourage users to favour the colonnade,</p>

	P	<p>enhancing its functionality and appeal.</p> <p>3c. It was suggested by the Panel there is opportunity to reduce the excess of car parking and rationalise the ramping system into one crossover with both the exit and entry combined to one ramp and move the current ramp from Scarborough Beach Road which would create additional space on the south.</p> <p>3d. Since DRP1, improvements have been made to the south-eastern corner of the development, including a feature architectural element at the southern end of the Pilates/gym tenancy. The Applicant also noted during the meeting that reducing truck size has allowed for a smaller service yard in this area. However, the Panel believes the visual impact of this corner would benefit from further refinement. While the Applicant indicated that a small tenancy (such as a “hole-in-the-wall” café) is not financially feasible, the Panel suggests enhancing the corner’s presence by integrating it more fully into the architectural form, minimizing reliance on fencing to define the space.</p> <p>3e. The Panel received additional information around the south-western service zone which now has an additional vehicle ramp further reducing the opportunity for any activation in this area. In lieu of a lack of activated uses to this area, additional and more intensive landscaping could be provided, including on verge, to benefit the community.</p>
<b>Principle 4 Functionality and build quality</b>		<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
	S	<p>4a. The introduction of street parking is supported and a great outcome.</p> <p>4b. It was noted by the Panel the supermarket is sleeved or addresses the street which is a good outcome.</p> <p>4c. Comment was made the slip lane removal is a good outcome.</p>
<b>Principle 5 Sustainability</b>		<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	P	<p>5a. The Panel thanked the Applicant for engaging a sustainability consultant.</p> <p>5b. The Panel stated the proposed sustainability strategies are encouraging but currently lack commitment. The Applicant is recommended to provide additional information and commitments.</p>
<b>Principle 6 Amenity</b>		<i>Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.</i>
	P	<p>6a. It was noted by the Panel bike parking has been integrated into the proposal and is supported.</p> <p>6b. Comment was made by the Panel the pedestrian laneway is a strong point of the design and provides excellent amenity and is well connected into the surrounding context.</p> <p>6c. The Panel noted that the open-air design of the central arcade is a positive outcome but raised concerns about wind flow and mitigation strategies. The Applicant responded in the meeting, explaining that the building’s low scale and the careful orientation of the space to manage prevailing breezes—drawing on insights from similar projects—address these concerns, which satisfied the Panel.</p> <p>6d. The Panel recommends incorporating design elements that break up the glazing along the northern façade facing the supermarket colonnade. This approach could include varied fenestration patterns, recessed sills, or alternative materials to avoid a continuous, unarticulated stretch of floor-to-ceiling glass, creating a more engaging and visually dynamic frontage whilst maintaining the high levels of visual connection.</p> <p>6e. The Panel suggests incorporating a window at the northern end of the north-south service corridor to the west of the supermarket.</p>

Principle 7 <b>Legibility</b>		<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	S	7a. The Panel is satisfied with the legibility of the proposal and stated it works well.
Principle 8 <b>Safety</b>		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	S	8a. This principle is supported on the condition the play space is not going to be formalised as a children's play space.
Principle 9 <b>Community</b>		<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
	S	9a. This project is a good outcome for the community in this location and is supported by the Panel.
Principle 10 <b>Aesthetics</b>		<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	P	<p>10a. The aesthetics of the eastern half of the proposal are progressing well including considered articulation, variation, colour, and façade treatments to enhance the local precinct generally.</p> <p>10b. The inclusion of breeze blocks is successful.</p> <p>10c. The Panel are supportive of the additional elements to the southeastern corner of the health and wellness tenancy which now provides some pedestrian activation.</p> <p>10d. The Panel suggests enhancing the south-east corner's presence by integrating it more fully into the architectural form, minimizing reliance on fencing to define the space.</p> <p>10e. The Panel suggested that the approach to artwork and articulation should be more restrained to complement the building's delicate and sophisticated architecture. Overly bold treatments may detract from the elegance of the design, whilst a lack of any treatment will deliver unwelcome blank facades.</p> <p>10f. The panel note the important opportunity for passive nighttime lighting in the proposal.</p>

**Design Review progress****Item 2 – PDA24/0070 – 367 Scarborough Beach Road, Innaloo – Pre Development Application  
– Commercial / Retail Establishment****DRP Meeting – Thursday 24 October 2024 and 18 July 2024**S *Design Principle satisfied*P *Design Principle pending further attention*N *Design Principle not satisfied*

	<b>DR1 18/7/24</b>	<b>DR2 24/10/24</b>	
Principle 1 - <b>Context and character</b>	P	P	
Principle 2 - <b>Landscape quality</b>	P	P	
Principle 3 - <b>Built form and scale</b>	P	P	
Principle 4 - <b>Functionality and build quality</b>	P	S	
Principle 5 - <b>Sustainability</b>	N	P	
Principle 6 - <b>Amenity</b>	P	P	
Principle 7 - <b>Legibility</b>	S	S	
Principle 8 - <b>Safety</b>	P	S	
Principle 9 - <b>Community</b>	S	S	
Principle 10 - <b>Aesthetics</b>	P	P	

Recommendations Summary			
Item 2 – PDA24/0070 and PDA24/0045 – 367 Scarborough Beach Road, Innaloo			
DR1 – DRP Recommendations DRP Meeting – 18/7/2024	DR2 – Applicant Response DRP Meeting – 18/7/2024	DR2 - DRP Recommendations DRP Meeting – 24/10/2024	DR2 – Applicant Response DRP Meeting –
<p>1c. The proposal will benefit from the generation of section drawings which will describe the relationship between the proposal and the public realm in more detail. These sections should also extend across roads and into various lots to show the connectivity and topographical relationship to the broader context.</p> <p>1d. The Applicant was urged to further interrogate how the design fits into the context of the location with relation to cultural and aesthetic considerations to further explore the future and existing sense of place.</p> <p>1e. The Panel commended the intent for future proofing the proposal by considering future residential development. The Panel expressed concern about the complexity of delivering this in the future and seeks additional information demonstrating how this will be, in principle, delivered. There are concerns about an array of issues including carparking numbers, legible entry spaces, escape paths, and suitable structural grids.</p> <p>1f. The Panel is generally supportive of the eastern end of the development and its integration into context but recommends reducing the extent of the service area on the south east corner and increasing activation to this corner with additional small retail</p>	<p>1. The applicant’s design team has updated the drawings pack – and this pack now includes some simple explanatory site sections.</p> <p>The updated pack also contains some photographic imagery which offers cues for both design and materiality.</p> <p>In relation to ‘future-proofing’ for residential, the design team see the prospect of the ‘health and wellness’ pod being wholly or partly demolished. The format of this portion of built form (of circa 20m ‘deep’) is such that any future residential could sit over the top of and abutting the eastern boundary, without greatly affecting the lane or the retail F+B uses.</p> <p>The loading zone can still exist at the south eastern corner to deal with the combination of uses requiring to be serviced.</p> <p>If (in, say, 15 years’ time) parking is needed for a ‘build to rent’ type offer, the retail parking deck is likely to be designed to have inbuilt capacity for a further (partial) level, where a ramp circulating up may be located on the south edge, over the (currently shown) remnant centre ‘roof area’ (alongside the proposed ‘up’ ramp).</p> <p>It would be reasonable to assume</p>	<p>1d. Comment was made by the Panel the signage on the east end works well. There is opportunity to improve the signage on the western end where the signage is bolder and to find a balance. It would be beneficial for the Panel to understand the intent of the signage strategy, particularly with relation to large format signage likely proposed for the major retailer(s).</p> <p>1e. The panel recommends reviewing the appearance and visibility of the roof elements from the Ewen St hill to the west and to use this analysis to inform the design of roof and services screening. The Panel was pleased to hear that the carpark shade structures will be lit at nighttime and will provide a feature element.</p>	

offerings.	<p>that residents (per above) could use the currently proposed VT to access to 'ground' and across the laneway to a residential lobby.</p> <p>The applicant and the design team believe that the south eastern dock should be screened/enclosed and not 'on the street'.</p>		
<p>2b. The Panel stated the selection of trees is good although the Applicant was encouraged to look for alternatives which are not on the Polyphagous shot-hole borer list.</p> <p>2c. The comment was made by the Panel there could be opportunity to improve the street trees and landscaping in this area.</p> <p>2d. The Applicant was encouraged to further consider how additional landscaping (and possibly additional large trees) can be brought to the western half of the site. It was suggested that a paving audit be conducted as there appears to be an excess of hard surface area on this side.</p>	<p>2b. Refer to the updated Landscape pack, the selection has been revised to lower risk species.</p> <p>2c. The design team has reduced the amount paving in the laneway (via various means), simplified the pedestrian ramp and added landscaped area.</p> <p>2d. In the main dock area, the compactor has been relocated and the dock capacity is reduced such that any 'space' not applied to large vehicle movements or services may be landscaped.</p>	<p>2d. Comment was made by the Panel the deep soil zone (DSZ) requirement has not been met. There was a suggestion by the Applicant that this proposal should be considered "urban" with associated reduction in DSZ. The Panel does not agree and seeks justification for this discretion being sought and or more details on how planting will be introduced to meet the requirements.</p>	
<p>3c. It was noted the screen on the north works well with the envelope and would be a good outcome to dedicate this space for signage and an art component.</p> <p>3d. The Panel suggests that additional work is required to improve the relationship of the built form of the western half of the site with the character of the area. It is noted that this area is a service area, however more design work is required to provide an appropriate level of quality to the form, material selection, landscaping, and general appearance. The opportunity for</p>	<p>3. There is intention to apply public art to areas of this south western side of the development (as shown indicatively on the drawings).</p> <p>Further, the entire layout of the major 'fresh tenant' has been rotated at 90 degrees to what had been previously envisaged.</p> <p>This has meant that all of the north facing glazing (off of Scarborough Beach Road) is now 'looking into' fresh produce.</p>	<p>3a. Notwithstanding its modesty in scale, the size of this single level structure has been designed to generally optimize the built form relationship to its context, especially to the eastern half of the site.</p> <p>3b. In DRP1 the Panel commented the colonnade addressing Scarborough Beach Road, with clear glazing to reveal the inside of the supermarket, works well and provides the external pedestrian spaces with good amenity. However, the removal of</p>	

<p>integrated public art could be considered.</p> <p>3e. There is an opportunity to bring the southern carpark ramp access inside the development to conceal it which may enable additional landscaping or other more positive treatments to this elevation.</p> <p>3f. Additional small retail tenancies along the south-eastern corner facing Ewen Street would be an excellent outcome.</p>	<p>Similarly, the checkouts are now at the south east of the tenancy and the 'movement' of customers within this zone will assist in activation of the south facing glass – ie it will not suffer from being obscured at low level.</p> <p>The design team has also 'encouraged' the major tenant to locate their staff areas to the south edge under the aforementioned car ramp – and installed glazing into this zone.</p> <p>The loading area has been redesigned (and reduced in size) and the single lane entry for the deck car park has been moved northwards. With both outcomes there is a greater amount of 'in ground' landscape.</p> <p>In conjunction with the City, the design team (including the traffic engineer) has modified generally how car and truck access and egress occurs to the north and south. How this now works will be outlined at DRP2.</p> <p>The applicant and the design team do not believe that any 'micro-tenancies' facing south (west of the café) are commercially sustainable, now or into the foreseeable future.</p>	<p>the turning lane on Scarborough Beach Road has resulted in a second footpath. The Panel recommends further investigation of this new double pathway near the supermarket colonnade from an urban design perspective, as the added roadside footpath may reduce the colonnade's effectiveness. Additional landscaping could encourage users to favour the colonnade, enhancing its functionality and appeal.</p> <p>3c. It was suggested by the Panel there is opportunity to reduce the excess of car parking and rationalise the ramping system into one crossover with both the exit and entry combined to one ramp and move the current ramp from Scarborough Beach Road which would create additional space on the south.</p> <p>3d. Since DRP1, improvements have been made to the south-eastern corner of the development, including a feature architectural element at the southern end of the Pilates/gym tenancy. The Applicant also noted during the meeting that reducing truck size has allowed for a smaller service yard in this area. However, the Panel believes the visual impact of this corner would benefit from further refinement. While the Applicant indicated that a small tenancy (such as a "hole-in-the-wall" café) is not financially feasible, the Panel suggests enhancing the corner's presence by integrating it more fully into the</p>	
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		<p>architectural form, minimizing reliance on fencing to define the space.</p> <p>3e. The Panel received additional information around the south-western service zone which now has an additional vehicle ramp further reducing the opportunity for any activation in this area. In lieu of a lack of activated uses to this area, additional and more intensive landscaping could be provided, including on verge, to benefit the community.</p>	
<p>4e. It was mentioned by the Panel the pedestrian accessway to the northern end of the laneway may be too tight. The lift and public toilet area feels congested and could be opened up.</p>	<p>4. All appropriate measures for safety and functionality within the carpark will be put in place as the design evolves.</p> <p>There is a main plant room over the 'grocery pick up' area. Refer to the updated drawings.</p> <p>The design team has relocated the access into the public amenities (and the way they are arranged) to enhance safety and legibility.</p> <p>All other aspects of the 'VT' have been determined by the design team to be 'working well'.</p>	<p>4a. The introduction of street parking is supported and a great outcome.</p> <p>4b. It was noted by the Panel the supermarket is sleeved or addresses the street which is a good outcome.</p> <p>4c. Comment was made the slip lane removal is a good outcome.</p>	
<p>5a. The sustainability principle has not been addressed at this stage of the proposal.</p> <p>5b. The Applicant was strongly encouraged by the Panel to explore sustainability initiatives and engage the services of a sustainability consultant. A commitment to sustainability initiatives is essential to enable a successful outcome.</p>	<p>5. New information on sustainability will be made available, via the applicant's sustainability consultant - Prasanna Suraweera from Summation.</p>	<p>5b. The Panel stated the proposed sustainability strategies are encouraging but currently lack commitment. The Applicant is recommended to provide additional information and commitments.</p>	

<p>6b. It was recommended the Applicant interrogate the acoustics on the carpark deck.</p> <p>6c. It was suggested the public toilets could be relocated.</p> <p>6d. It could be beneficial for the liquor outlet to have direct access to the street which would assist with improving amenity and street activation.</p> <p>6f. The proponent should clarify how bike parking is integrated into the proposal.</p>	<p>6. Information on acoustics will be offered at lodgement of a DA (by requirement).</p> <p>The public amenities have been redesigned.</p> <p>By necessity (and in accordance with their brief) the liquor store has only one access (for safety/security reasons).</p> <p>According to reliable modelling, the south western alfresco area does get both morning and afternoon sun at all times of the year.</p> <p>Refer to the drawings for bike parking.</p>	<p>6d. The Panel recommends incorporating design elements that break up the glazing along the northern façade facing the supermarket colonnade. This approach could include varied fenestration patterns, recessed sills, or alternative materials to avoid a continuous, unarticulated stretch of floor-to-ceiling glass, creating a more engaging and visually dynamic frontage whilst maintaining the high levels of visual connection.</p> <p>6e. The Panel suggests incorporating a window at the northern end of the north-south service corridor to the west of the supermarket.</p>	
<p>7b. The Panel noted that although the legibility of the car park entries is strong, additional work could be done (under other principles) to improve the quality of these elements.</p>	<p>7. The various measures for wayfinding and signage will be clarified and illustrated in the DA. The design team will ensure these are 'integrated' rather than 'applied later'.</p> <p>In conjunction with the City, the design team (including the traffic engineer) has modified how car and truck access and egress occurs. How this now works will be outlined at DRP2.</p>	<p>7a. The Panel is satisfied with the legibility of the proposal and stated it works well.</p>	
<p>10c. The Panel mentioned the Pilates studio could connect more to public realm through its formal connection to the pedestrian pathway. It is acknowledged that the proposed use does not require direct connectivity or full height glazing, but perhaps future adaptability should be considered to enable a different outcome in the future.</p>	<p>10. The design has now introduced full height glazing to the south eastern corner of the health and wellness tenancy (shown notionally as a pilates studio) to allow for future potential access.</p> <p>The design team seeks (in this proposal) to maintain a circa 1200mm cill height to this east facing glazing, given the intended function – ie to offer privacy, and to conceal</p>	<p>10d. The Panel suggests enhancing the south-east corner's presence by integrating it more fully into the architectural form, minimizing reliance on fencing to define the space.</p> <p>10e. The Panel suggested that the approach to artwork and articulation should be more restrained to complement the building's delicate and sophisticated architecture. Overly</p>	

<p>10d. It was stated by the Panel clear glazing is critical for pedestrian activation.</p> <p>10e. The western half of the design requires considerable design attention for aesthetics and the applicant is encouraged to seek opportunities to improve this area generally and how it presents to the public realm.</p>	<p>the low level furnishings or equipment that are almost inevitable as part of the fitout.</p> <p>The glazing types will be 'as required' to suit various codes (including those governing thermal performance). It is the design team's usual approach to specify glazing that is as 'see thru' as the codes allow.</p> <p>In relation to the western dock, note all of the comments above and refer to updated drawings.</p>	<p>bold treatments may detract from the elegance of the design, whilst a lack of any treatment will deliver unwelcome blank facades.</p> <p>10f. The panel note the important opportunity for passive nighttime lighting in the proposal.</p>	
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## **Appendix 3: DRP1 and DRP2 Design Packs**

# **Woodlands North**

## Design Review Panel 01

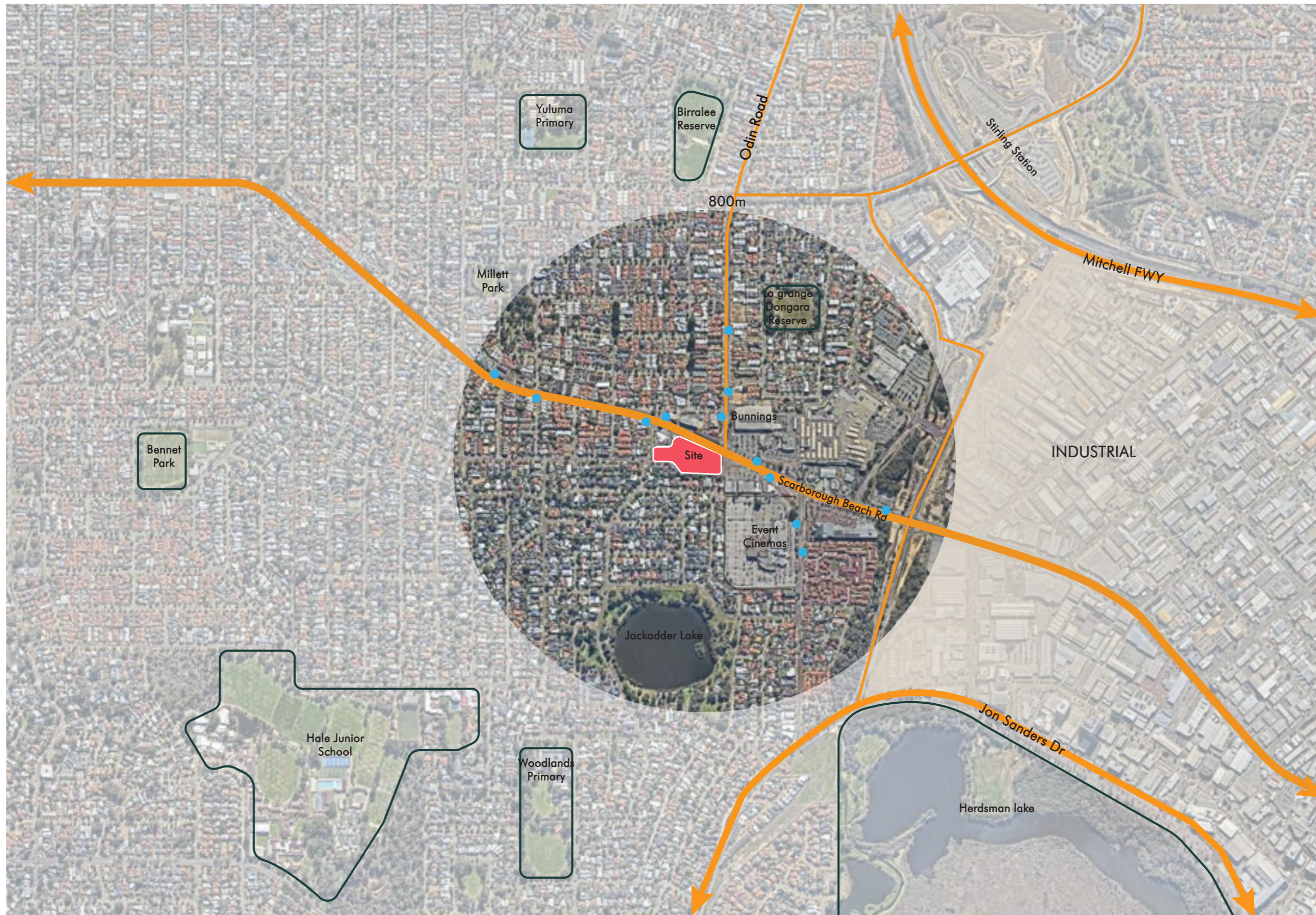
City of Stirling

**place  
fabric.**

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Rev B  
07 2024

# Broad Context Plan



## LEGEND

- Key Roads
- Bus Stops

# Existing Site Context



View A- Scarborough Beach Road



View B- Ewen Street



View C- Scarborough Beach Road



View D- Ewen Street

# Existing Site Context

Context & Character



View A- Scarborough Beach Road



View B- Ewen Street



View C- Scarborough Beach Road



View D- Ewen Street

# Existing Site Context



# Ground Plane Uses



# Proposed Built Form Scale









# Activated Frontages



# Site Legibility & Connectivity



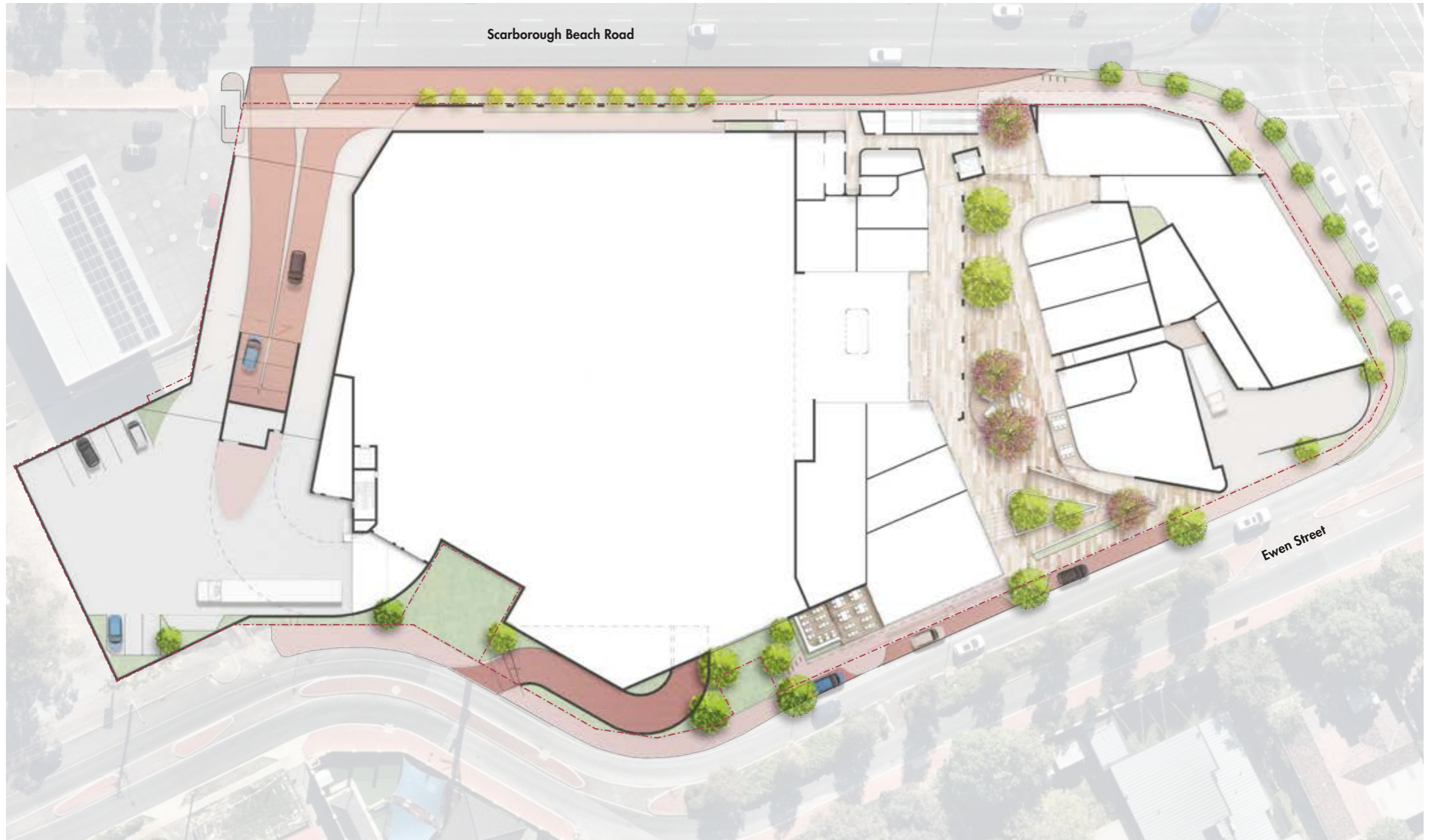
## LEGEND

-  Site Boundary
-  Bus Stop
-  Vehicle Access
-  Pedestrian Access
-  Landmark Corners
-  Limestone Wall

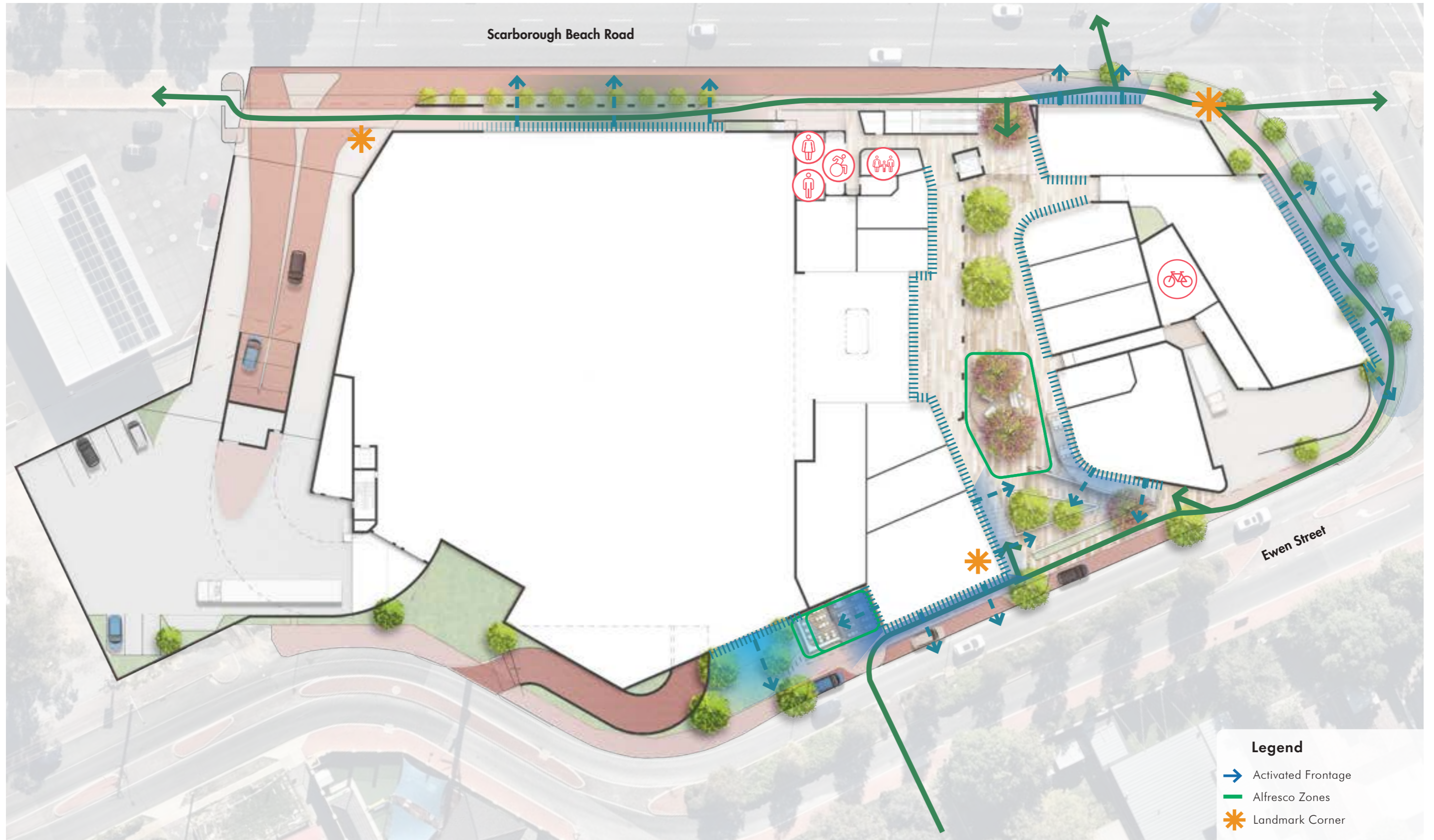


# Site Plan

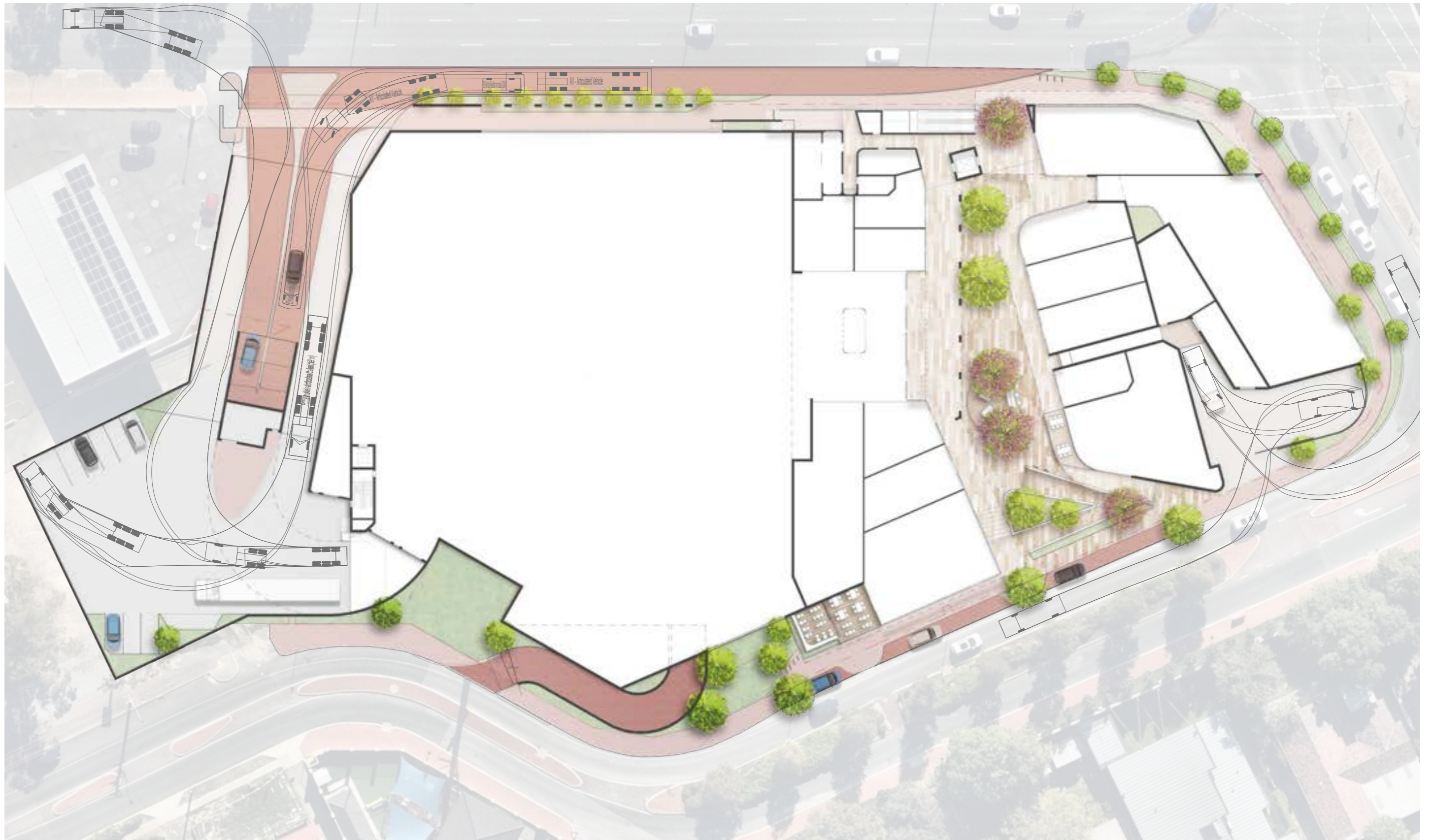
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# Ground Plane Activation



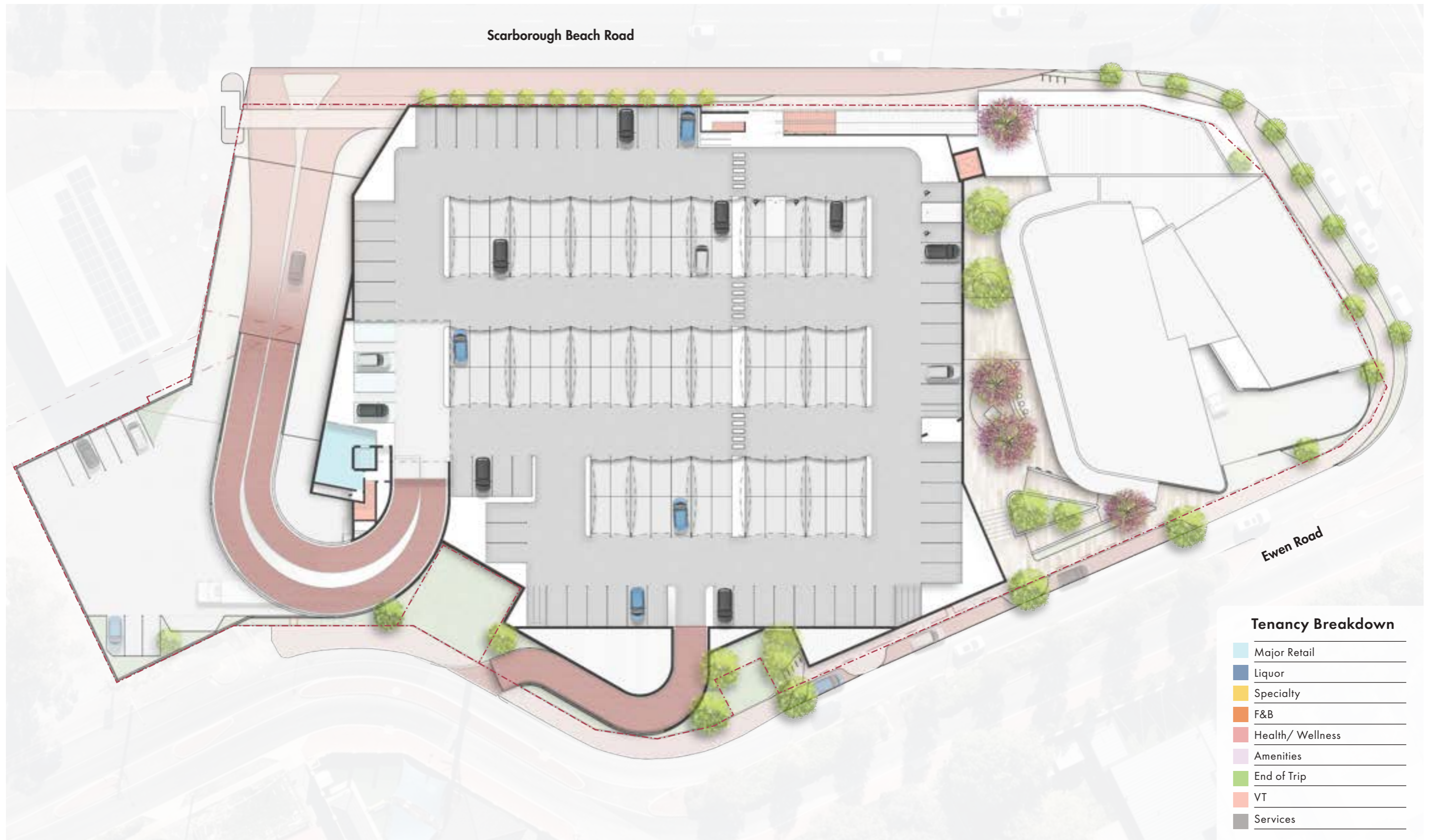
# Truck Movement- Loading Docks



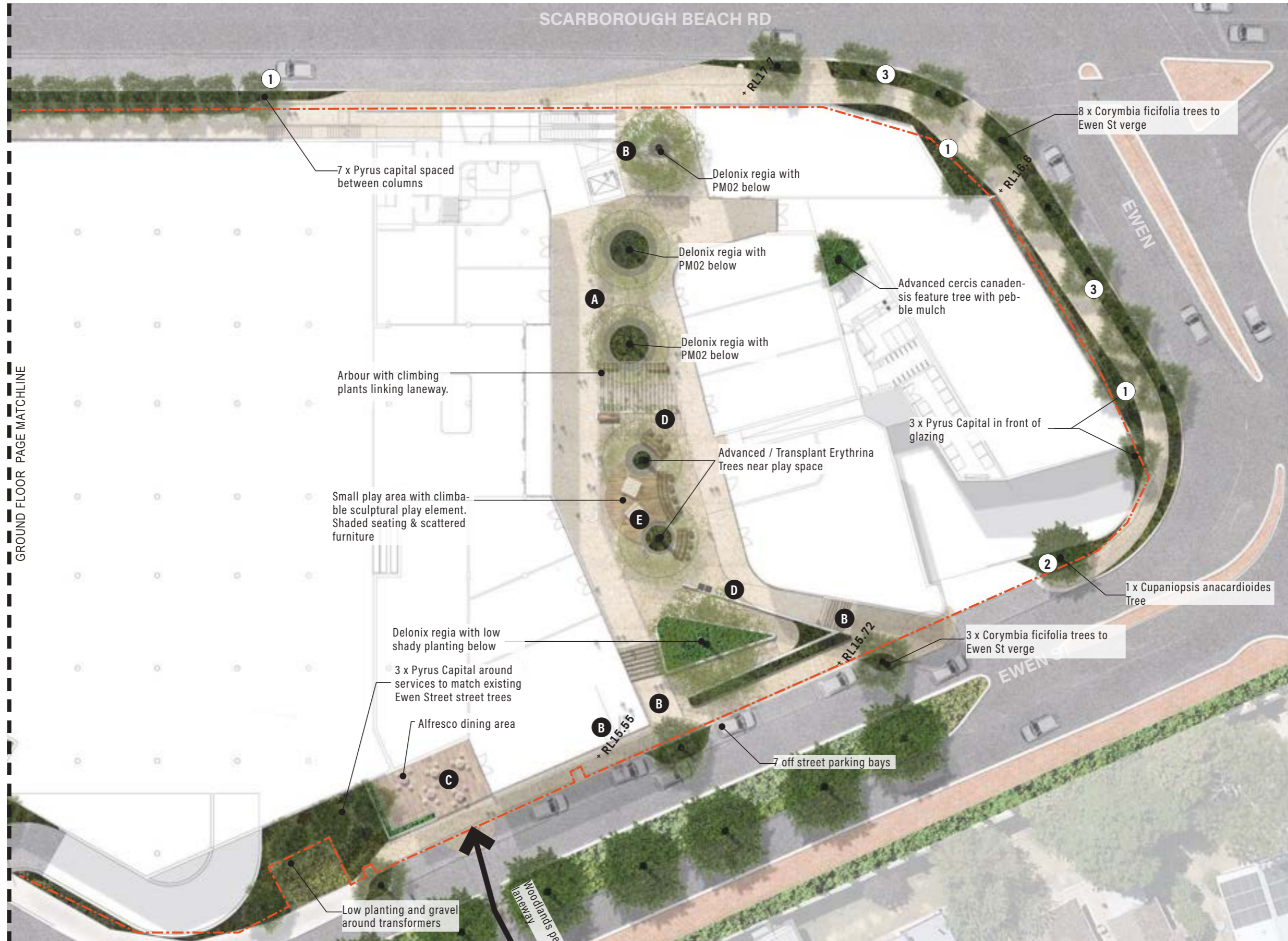
# Site Plan



# Level 1 Floor Plan



# 1.1 GROUND FLOOR PLAN



## KEY

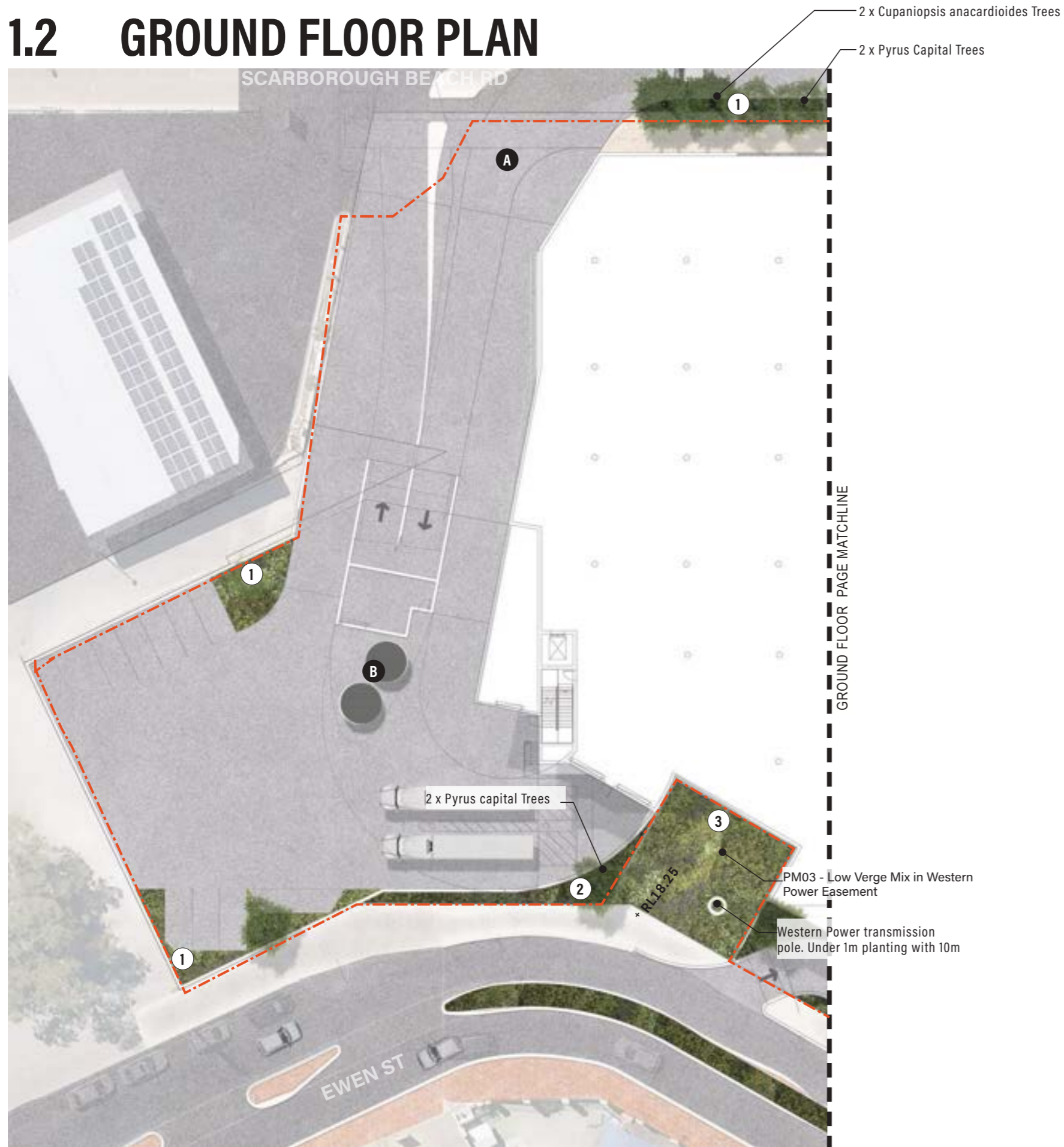
- - - Lot Boundary
- A** The Laneway
- B** Pedestrian entrance
- C** Alfresco
- D** Bike Parking
- E** informal play area with sculptural play element
- 1** Plant Mix 1. Low Sunny Feature Planting
- 2** Plant Mix 2. Low Shady Feature Planting
- 3** Plant Mix 3. Low Verge Mix

### General Notes:

- All planting is in deep soil.
- All landscape areas to be fully irrigated. Street tree irrigation may be switched off or reduced beyond the two year maintenance period.
- Tree Location indicative pending service locations and sight-line analysis.
- Suggested species list included on Pages 7-10.
- All garden beds to have 75mm depth pine bark mulch.



# 1.2 GROUND FLOOR PLAN



## KEY

- - - Lot Boundary
- A** Vehicle entry
- B** Fire tanks
- ① Plant Mix 1. Low Sunny Feature Planting
- ② Plant Mix 2. Low Shady Feature Planting
- ③ Plant Mix 3. Low Verge Mix

### General Notes:

- All planting is in deep soil.
- All landscape areas to be fully irrigated. Street tree irrigation may be switched off or reduced beyond the two year maintenance period.
- Tree Location indicative pending service locations and sight-line analysis.
- Suggested species list included on Pages 7-10.
- All garden beds to have 75mm depth pine bark mulch.

# Laneway

Community



# Laneway Sections

Community

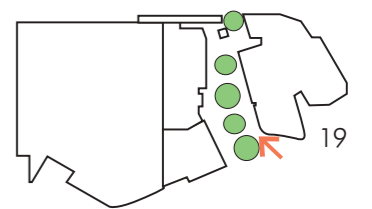


Laneway Section West

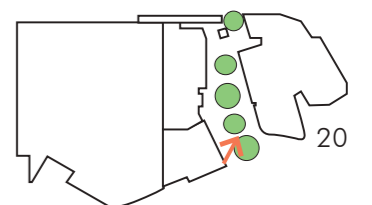


Laneway Section East

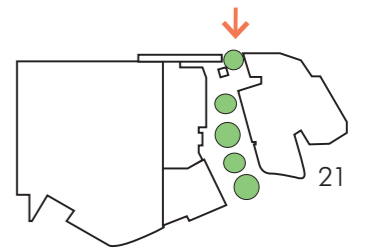
# 3D Render- Laneway



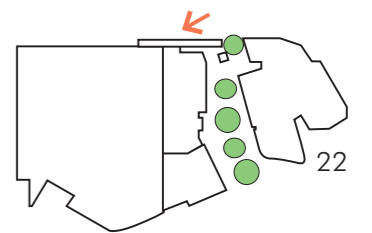
# 3D Render- Laneway



# 3D Render- Scarborough Beach Rd

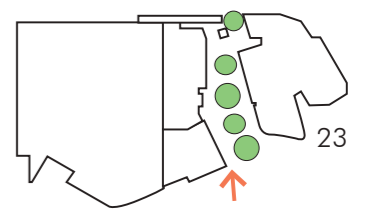


# 3D Render- Scarborough Beach Rd

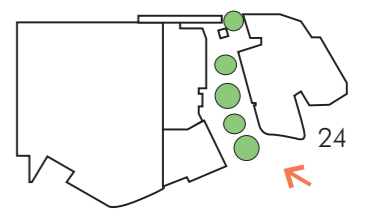


# 3D Render- Ewen Street

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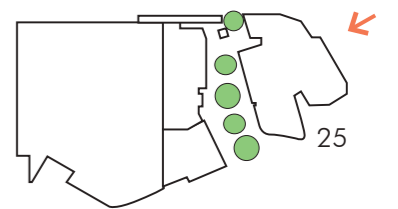


# 3D Render- Ewen Street



# 3D Render- Ewen Street

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# Sustainability Initiatives

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Low VOC's and Formaldehyde content in materials

Sustainable Living- **Bike Racks**

Future Provision for **EV Charging Bays**

Water Wise Native Plant Cultivation

**End of Trip Facilities**

Nature Play Area

LED Signage & Lighting

High Efficiency HVAC System

## **APPENDICES**

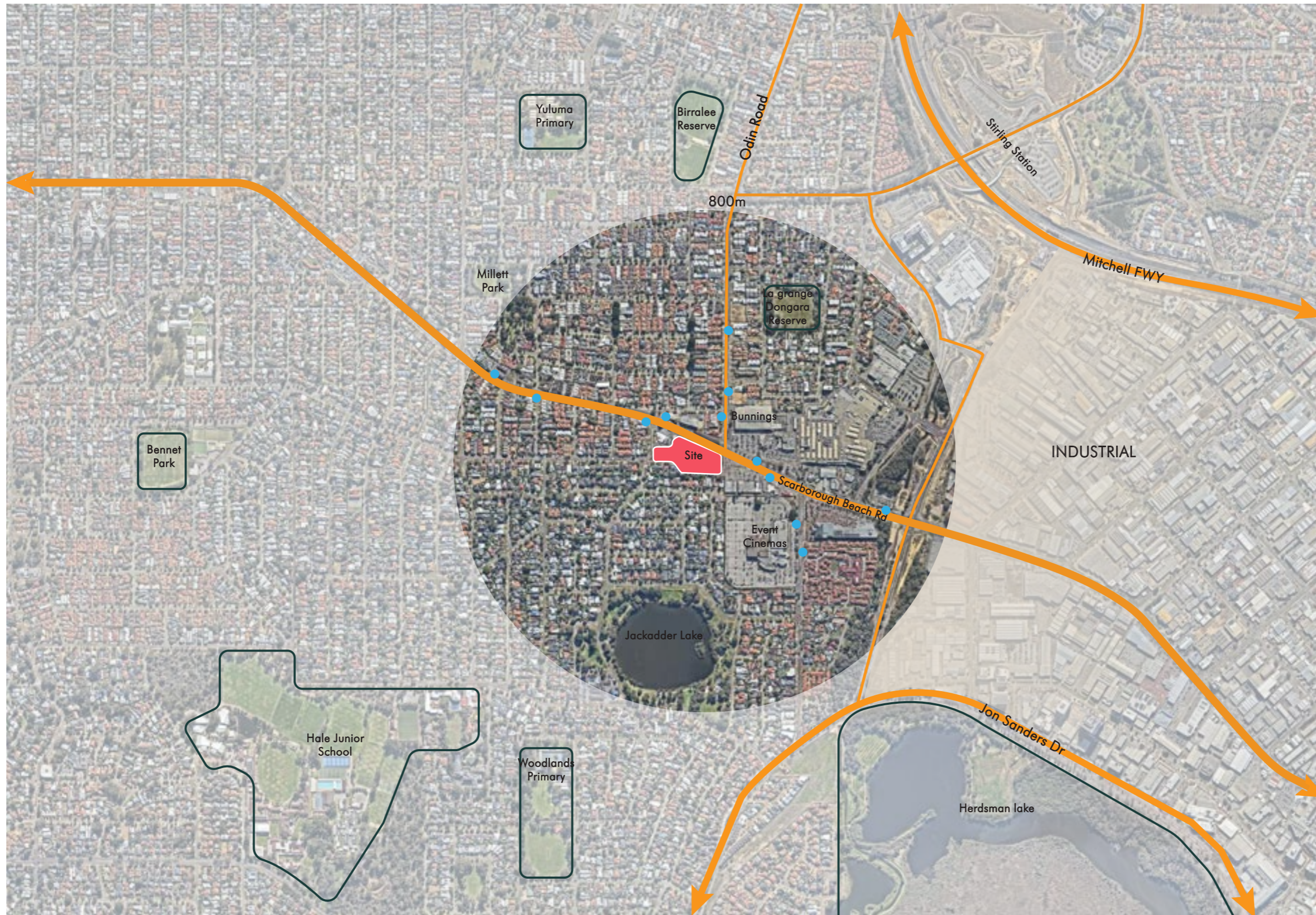
Architectural DRP 01 Report

# 01

## Context and Character

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

# Broad Context Plan



- LEGEND
- Key Roads
  - Bus Stops

# Site Opportunities & Constraints

Context & Character



## LEGEND

- Site Boundary
- Bus Stop
- Vehicle Access
- Pedestrian Access
- Landmark Corners
- Limestone Wall



# Existing Site Context

Context & Character



View A- Scarborough Beach Road



View B- Ewen Street



View C- Scarborough Beach Road



View D- Ewen Street

# Existing Site Context

Context & Character



View A- Scarborough Beach Road



View B- Ewen Street



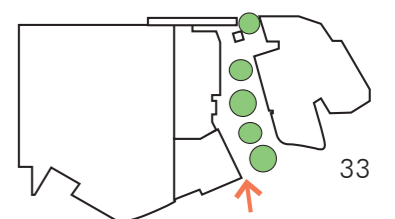
View C- Scarborough Beach Road



View D- Ewen Street

# 3D Render

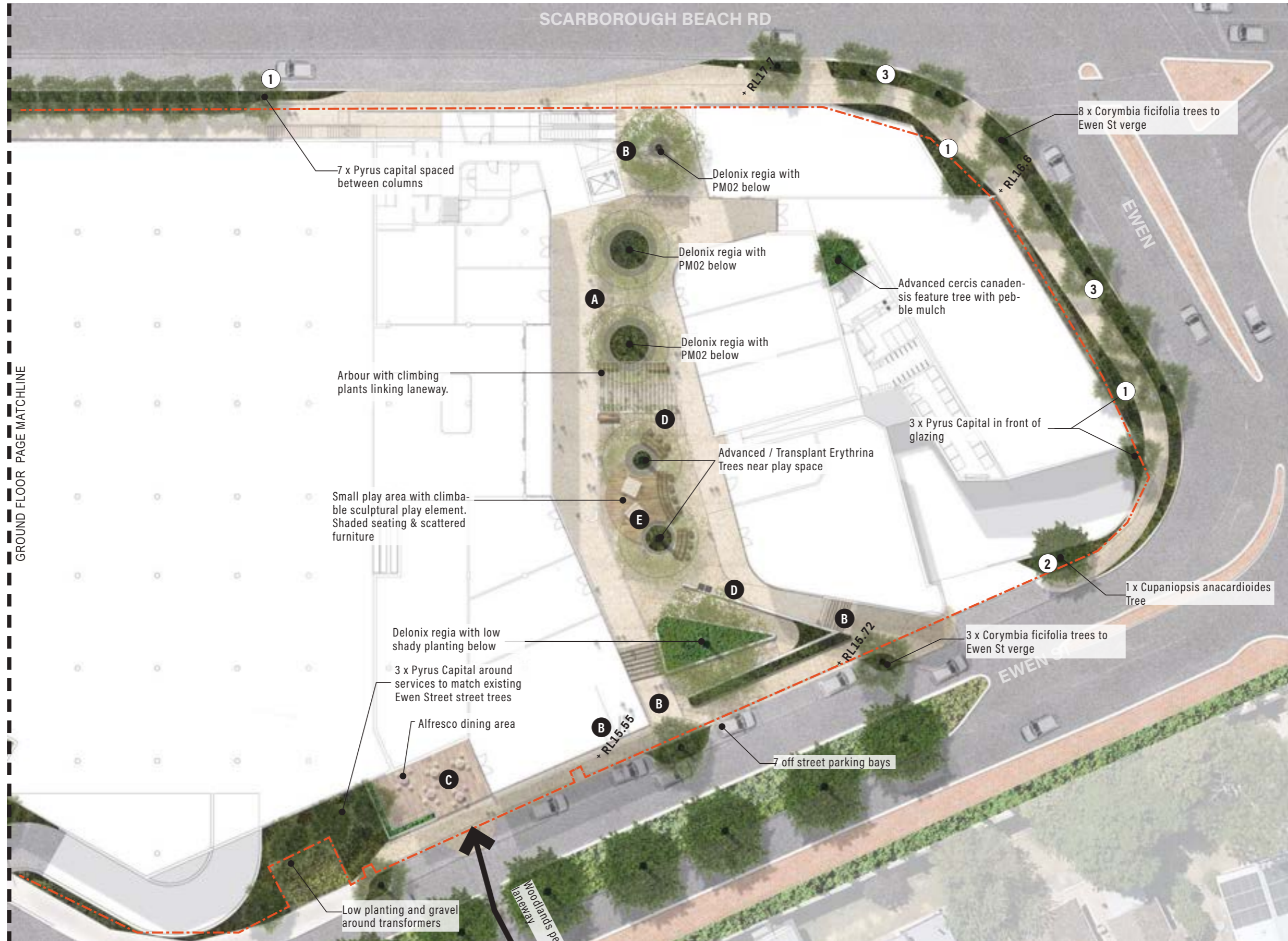
Context & Character



# 02 Landscape Quality

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context

# 1.1 GROUND FLOOR PLAN



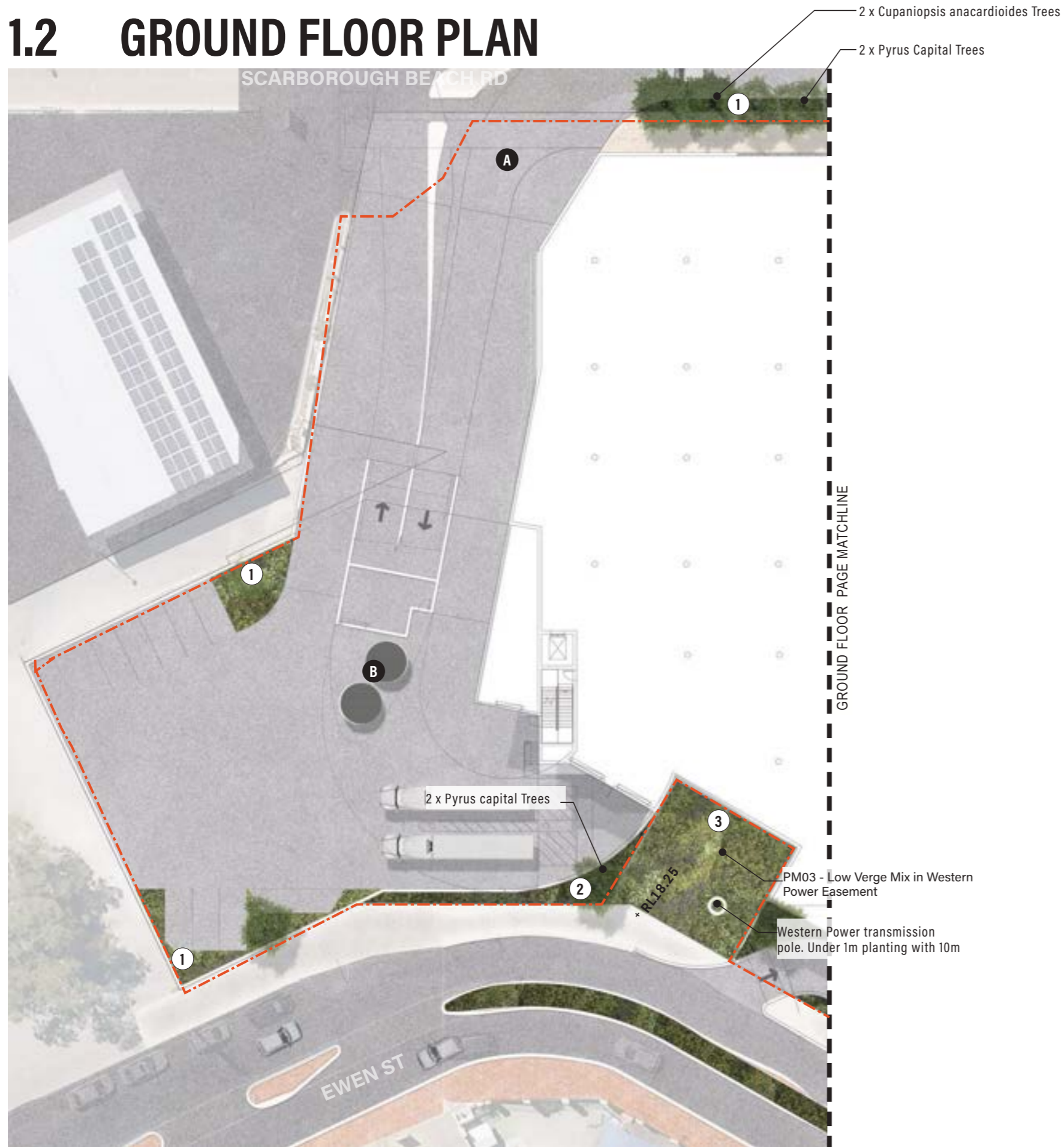
- KEY**
- - - Lot Boundary
  - A** The Laneway
  - B** Pedestrian entrance
  - C** Alfresco
  - D** Bike Parking
  - E** informal play area with sculptural play element
  - 1** Plant Mix 1. Low Sunny Feature Planting
  - 2** Plant Mix 2. Low Shady Feature Planting
  - 3** Plant Mix 3. Low Verge Mix

GROUND FLOOR PAGE MATCHLINE

**General Notes:**

- All planting is in deep soil.
- All landscape areas to be fully irrigated. Street tree irrigation may be switched off or reduced beyond the two year maintenance period.
- Tree Location indicative pending service locations and sight-line analysis.
- Suggested species list included on Pages 7-10.
- All garden beds to have 75mm depth pine bark mulch.

# 1.2 GROUND FLOOR PLAN



## KEY

- - - Lot Boundary
- A** Vehicle entry
- B** Fire tanks
- ① Plant Mix 1. Low Sunny Feature Planting
- ② Plant Mix 2. Low Shady Feature Planting
- ③ Plant Mix 3. Low Verge Mix

### General Notes:

- All planting is in deep soil.
- All landscape areas to be fully irrigated. Street tree irrigation may be switched off or reduced beyond the two year maintenance period.
- Tree Location indicative pending service locations and sight-line analysis.
- Suggested species list included on Pages 7-10.
- All garden beds to have 75mm depth pine bark mulch.

# 03

## 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

# Existing Site Context

Built Form & Scale



# Ground Plane Uses

Built Form & Scale



# Proposed Built Form Scale

Built Form & Scale



# Activated Frontages

Built Form & Scale



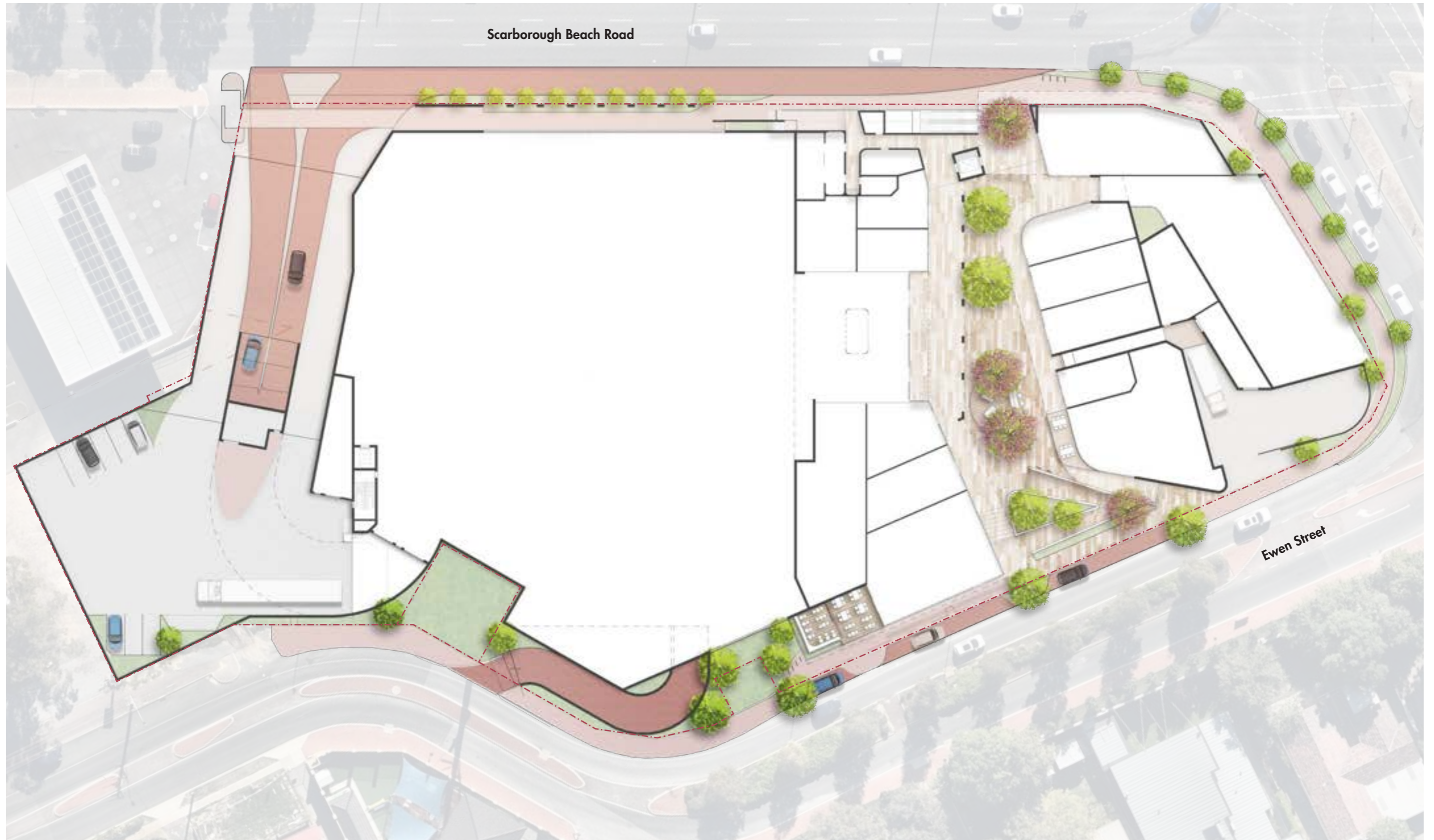
04

## 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

# Site Plan

Functionality & Build Quality



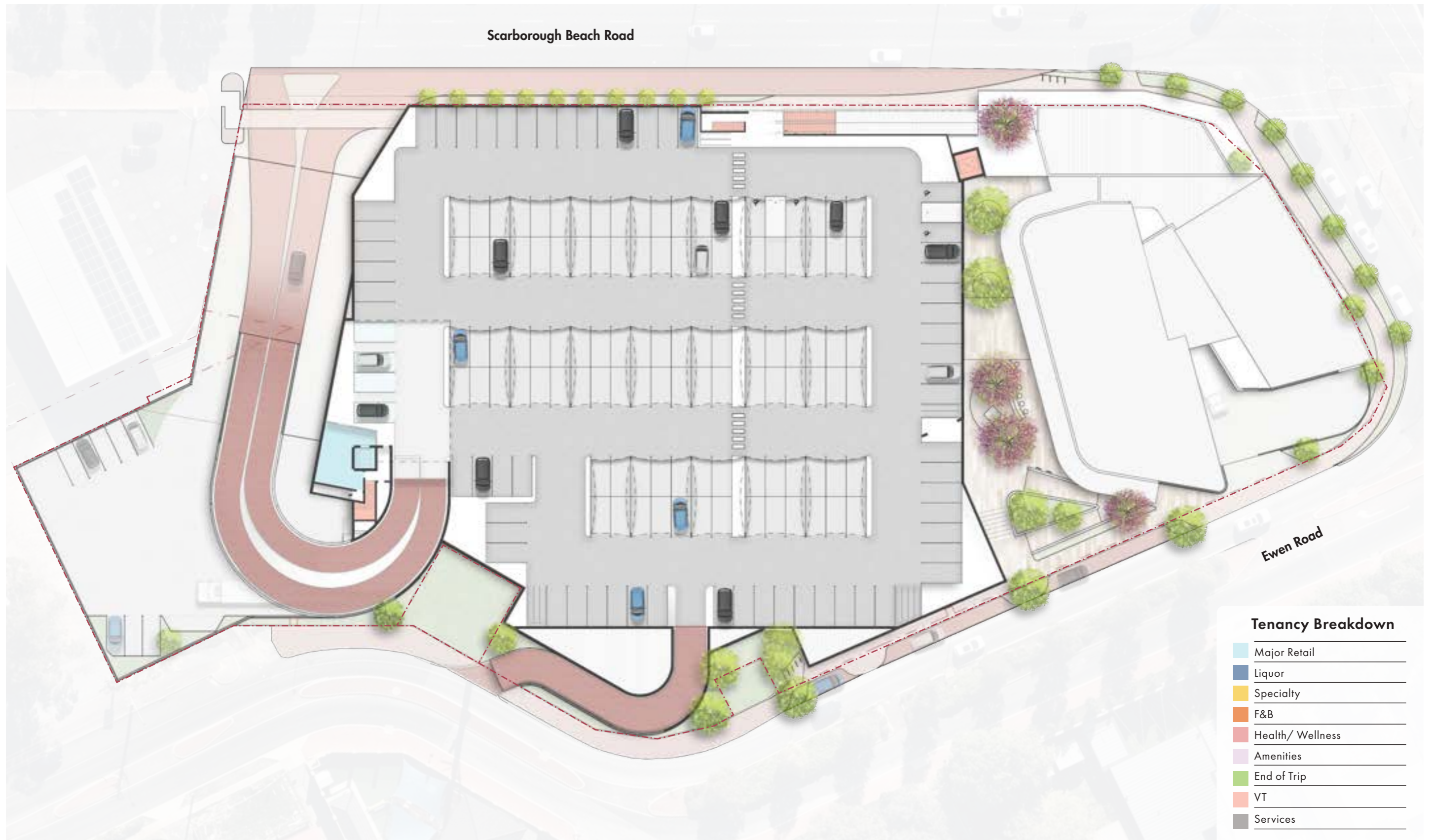
# Site Plan

Functionality & Build Quality



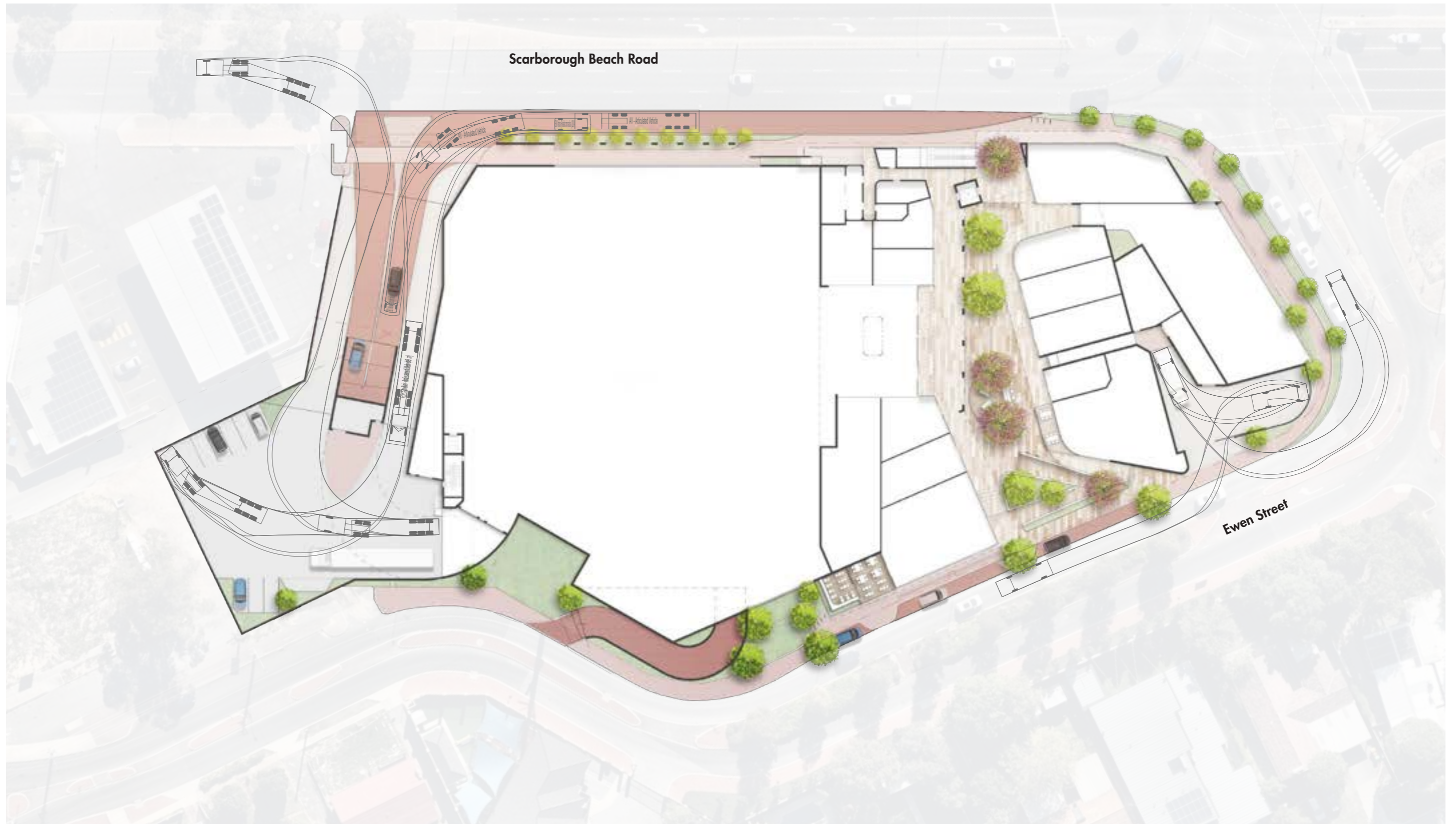
# Level 1 Floor Plan

Functionality & Build Quality



# Truck Movement- Loading Docks

Functionality & Build Quality



05

## Sustainability

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

# Sustainability Initiatives

---

Sustainability



**Low VOC's and Formaldehyde content in materials**

**Sustainable Living- [Bike Racks](#)**

**Future Provision for [EV Charging Bays](#)**

**Water Wise Native Plant Cultivation**

**[End of Trip Facilities](#)**

**Nature Play Area**

**LED Signage & Lighting**

**High Efficiency HVAC System**

# Laneway Render

Sustainability



06

## 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

# Ground Floor Connections & Uses

Amenity



# Ground Plane Activation

Amenity



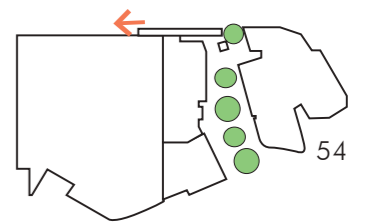
# Laneway

Amenity



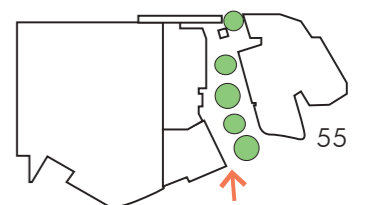
# Activation to Scarborough Beach Road

Amenity



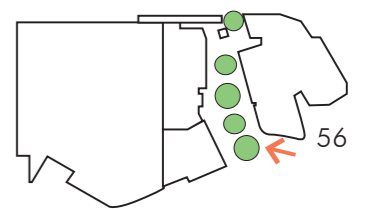
# Activation to Ewen Street

Amenity



# Laneway Render

Amenity



07

## 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.

# Site Legibility & Signage

Legibility



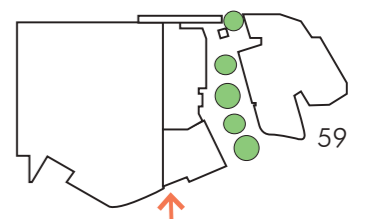
## LEGEND

-  Site Boundary
-  Bus Stop
-  Vehicle Access
-  Pedestrian Access
-  Landmark Corners
-  Limestone Wall



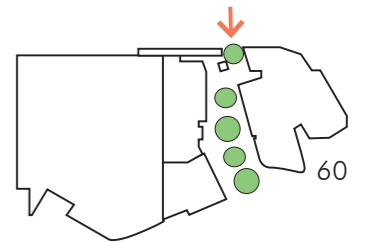
# Ewen Street- Pedestrian Entry

Legibility



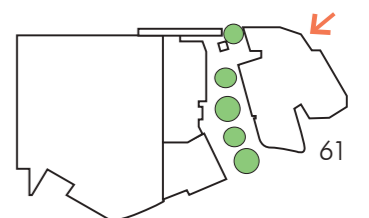
# Scarborough Beach Rd- Pedestrian Entry

Legibility



# Scarborough Beach Rd- Corner

Legibility



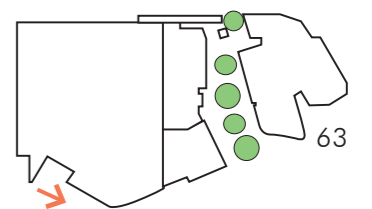
# Scarborough Beach Road- Car Entry

Legibility



# Ewen Street- Car Entry

Legibility



08

## Safety

Good design optimises safety and security,  
minimising the risk of personal harm and  
supporting safe behaviour and use.

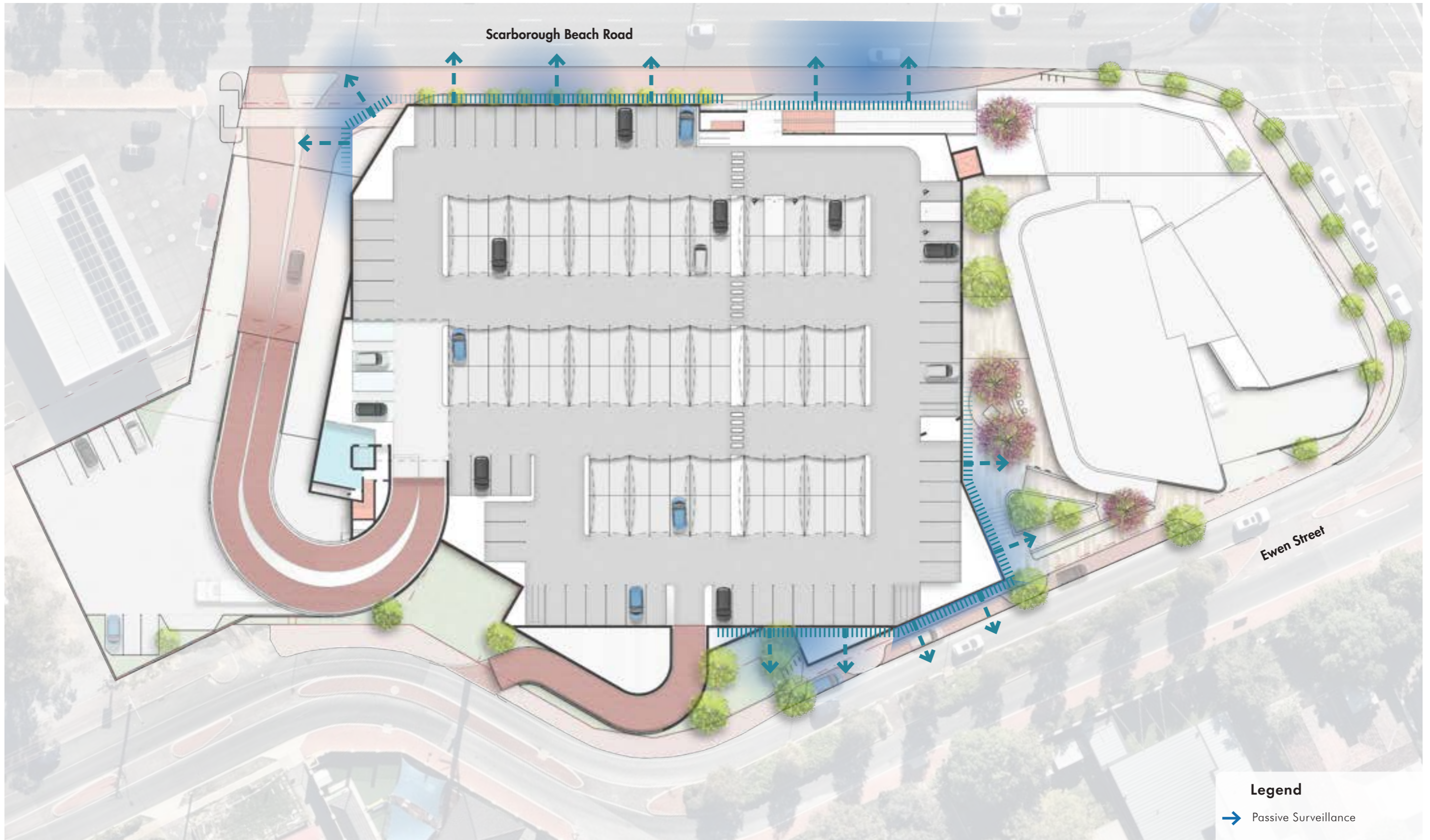
# Passive Surveillance - Ground

Safety



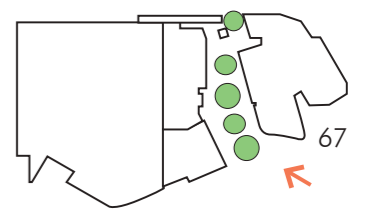
# Passive Surveillance - Level 1

Safety



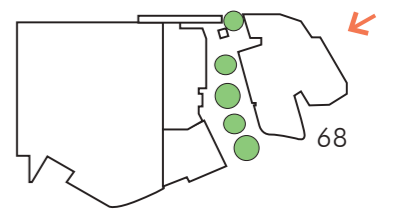
# 3D Render- Ewen Street

Safety



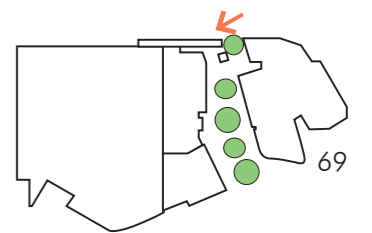
# 3D Render- Ewen Street

Safety



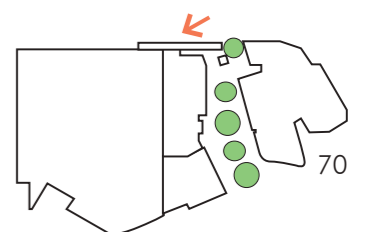
# 3D Render- Scarborough Beach Rd

Safety



# 3D Render- Scarborough Beach Rd

Safety



09

## 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.

# Laneway

Community



# Laneway Sections

Community



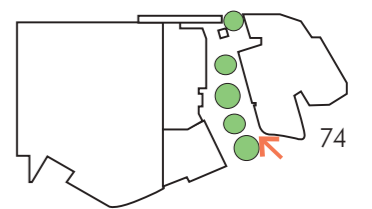
Laneway Section West



Laneway Section East

# Laneway Render

Community



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.

# Materiality

Aesthetics



# Scarborough Beach Road Elevation

Aesthetics



North Elevation - A

North Elevation - B



North Elevation - A



North Elevation - B

# Ewen Street - South Elevation

Aesthetics



South Elevation - A

South Elevation - B



South Elevation - A



South Elevation - B

# Ewen Street - East Elevation

Aesthetics



East Elevation - A

## **APPENDICES**

Landscape DRP 01 Report



# WOODLANDS NORTH LANDSCAPE DEVELOPMENT APPLICATION

# UDLA

UDLA – WOODLANDS NORTH LANDSCAPE DA

TABLE 1 EDITION DETAILS

PROJECT NAME	
<b>Title</b>	Woodlands North Landscape Development Application
<b>Production Date</b>	18th June 2024
<b>Prepared By</b>	UDLA
<b>Author</b>	Theo Valentine
<b>Status</b>	DRAFT
<b>UDLA Project Code</b>	WOODA

TABLE 2 DOCUMENT REGISTER

DOCUMENT REGISTER			
Version	Date	Amendments	Prepared By
A	18/06/24	DRAFT	TV
B	25/06/24	DRAFT	TV
C	27/06/24	DRP ISSUE	TV
D	16/07/24	DRP ISSUE 1	TV

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Prepared for: Windsor Knight / Place Fabric




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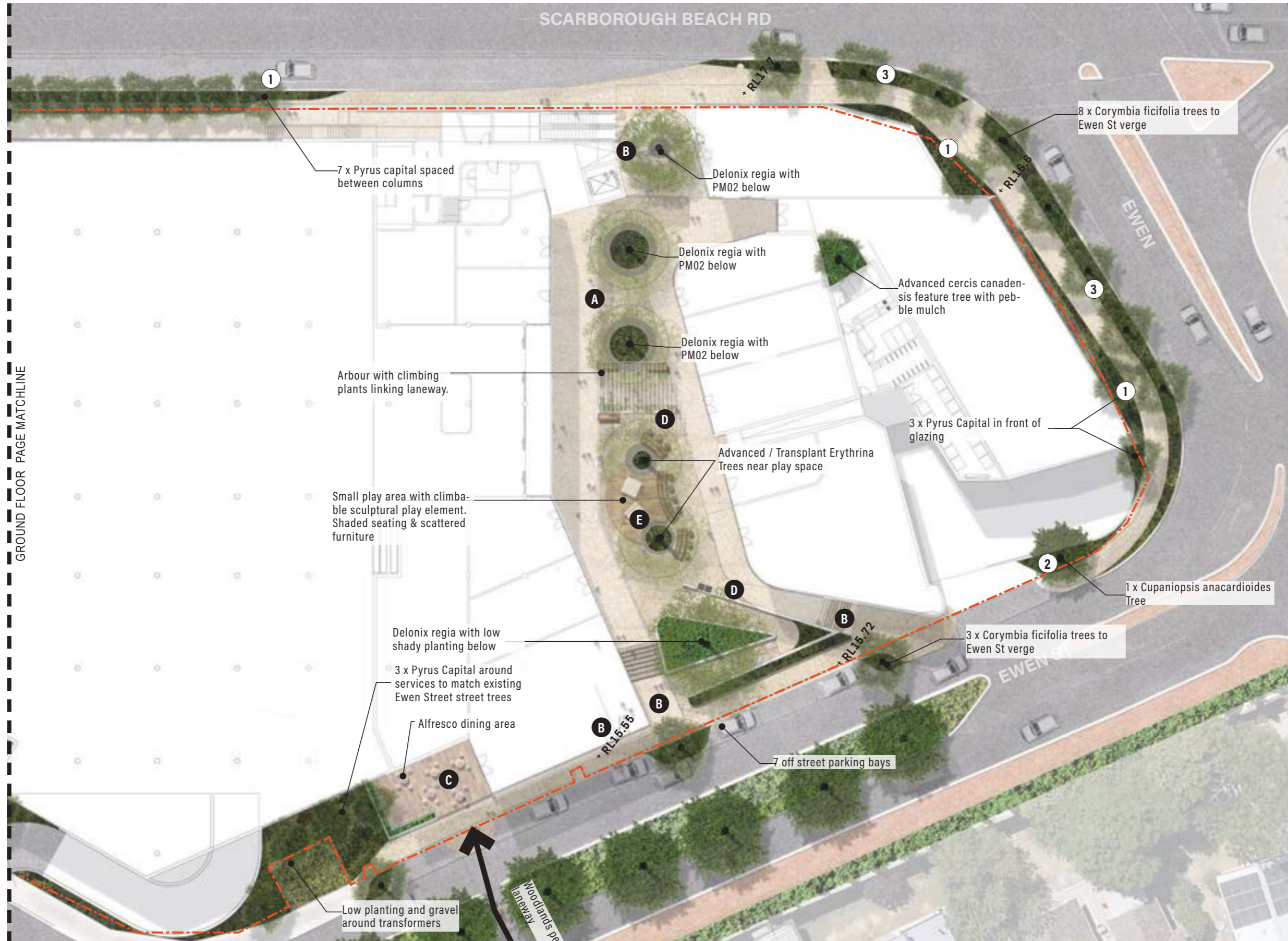
Prepared by: UDLA



**Contact: Scott Lang**  
**Position: UDLA Director**  
**Phone: (08) 9336 7577**  
**Email: scott@udla.com.au**

LEVEL 1A, 3-5 JOSEPHSON STREET  
 FREMANTLE, 6160 WA  
 HELLO@UDLA.COM.AU | (08) 9336 7577

# 1.1 GROUND FLOOR PLAN

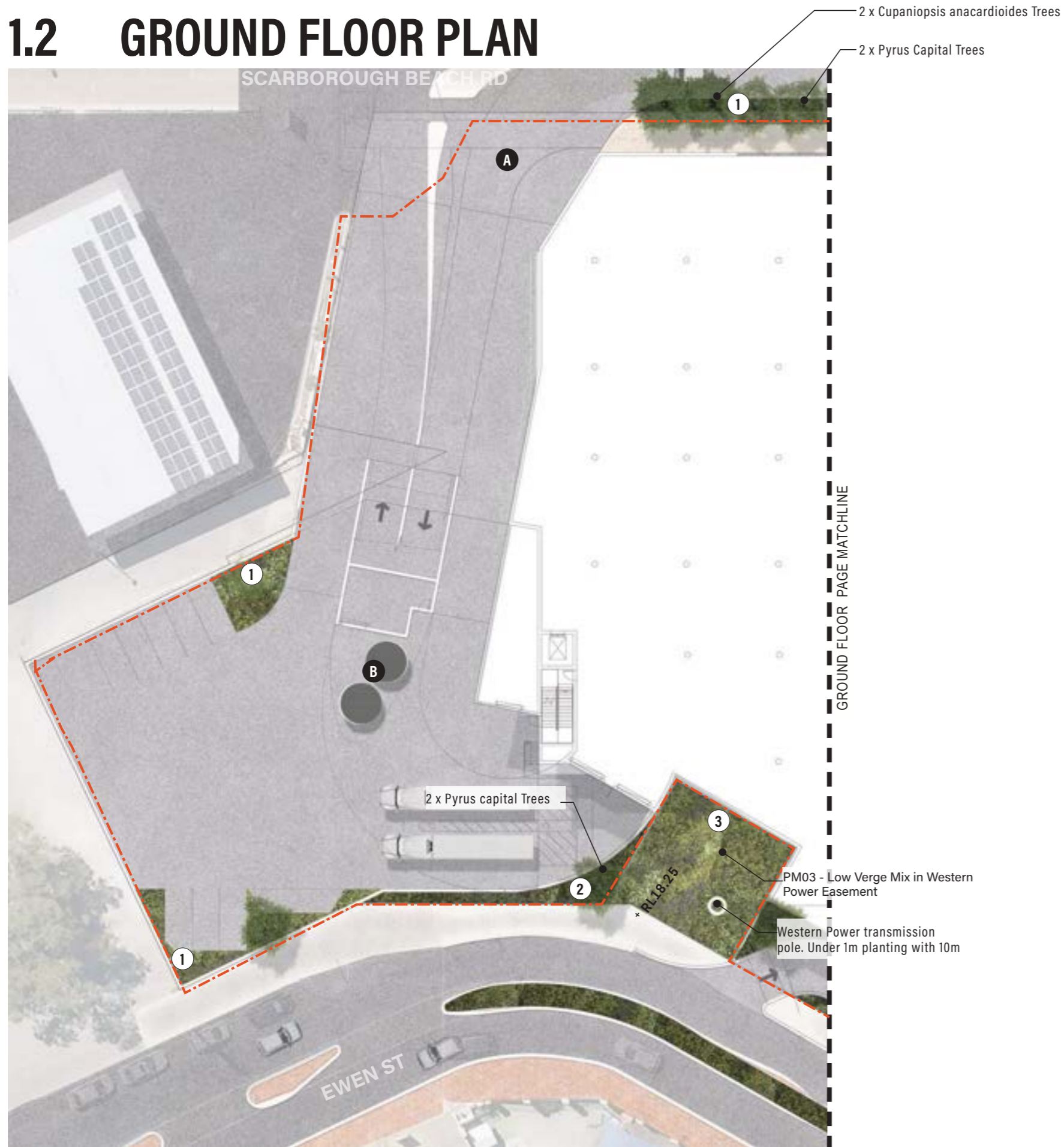


- KEY**
- - - Lot Boundary
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  - B** Pedestrian entrance
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  - 1** Plant Mix 1. Low Sunny Feature Planting
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**General Notes:**

- All planting is in deep soil.
- All landscape areas to be fully irrigated. Street tree irrigation may be switched off or reduced beyond the two year maintenance period.
- Tree Location indicative pending service locations and sight-line analysis.
- Suggested species list included on Pages 7-10.
- All garden beds to have 75mm depth pine bark mulch.

# 1.2 GROUND FLOOR PLAN



## KEY

- - - Lot Boundary
- A** Vehicle entry
- B** Fire tanks
- 1** Plant Mix 1. Low Sunny Feature Planting
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## 2.1 INDICATIVE IMAGERY



# 3.1 INDICATIVE MATERIALS LIST

## SURFACE FINISHES



URBANSTONE SHOTBLAST PAVING MIX  
GROUND FLOOR



EXPOSED AGGREGATE  
GROUND FLOOR



GRANITE SETT FEATURE PAVING

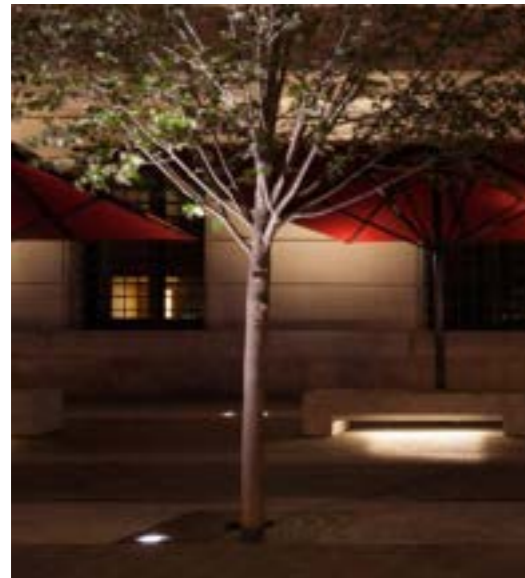


SOUTH WEST RIVER STONE - ATRIUM



CIRCULAR TREE GRATE CLASS A

## FURNITURE & FIXTURE MATERIALS



IN-GROUND UPLIGHTING



LINEA RANGE BENCH SEATING



LINEA DDA BAR TABLE



LINEA RANGE BIKE STANDS



STAINLESS STEEL ROPE WIRE TRELLIS

# 4.1 TREES

## EXISTING STREET TREES



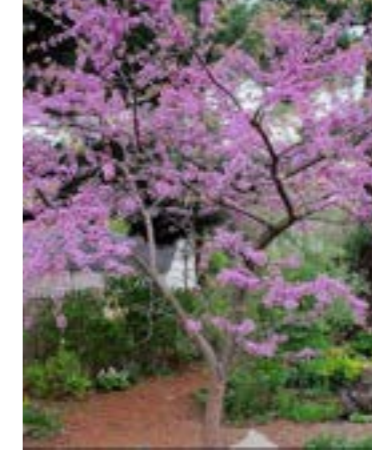
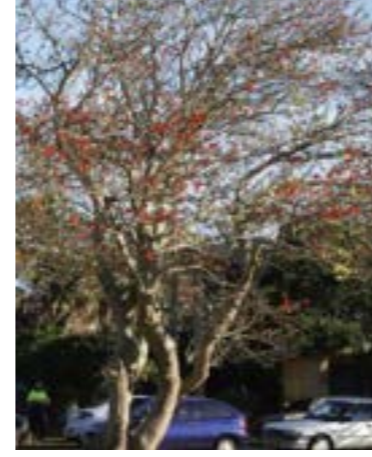
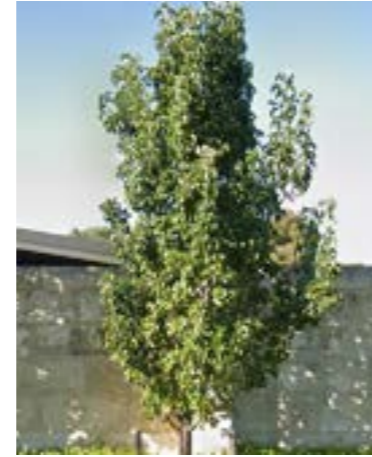
*Agonis flexuosa*  
Peppermint Tree  
Size: 15m (h) x 10m (w)  
Location: Scarborough Beach

*Lophostemon conferta*  
Queensland Box Tree  
Size: 8-12m (h) x 8m (w)  
Location: Ewen St

*Pyrus Capital*  
Ornamental Pear  
Size: 6m (h) x 3m (w)  
Location: Ewen St

*Corymbia maculata*  
Spotted Gum  
Size: 10m (h) x 5m (w)  
Location: Ewen & S. Bch Rd

## PROPOSED TREES



*Cupaniopsis anacardioides*  
Tuckeroo  
5m wide x 8m high  
Use: Feature Tree

*Corymbia ficifolia*  
Red Flowering Gum  
4m wide x 6m high  
Location: Street Tree S. Bch Rd & Ewen St

*Pyrus Capital*  
Ornamental Pear  
Size: 6m (h) x 3m (w)  
Location: Ewen St

*Erythrina indica*  
'Coral Tree'  
Mature size: 8m wide x 8m high.  
Use: Laneway Tree

*Delonix regia*  
'Royal Poinciana'  
Mature size: 7m wide x 6m high  
Use: Laneway Tree

*Cercis canadensis*  
Forest Pansy  
2m wide x 3m high  
Use: Atrium Tree

# 5.1 PLANTING PALETTE

## MIX 1. LOW SUNNY FEATURE PLANTING 3 PLANTS PER SQ M



Westringia fruticosa  
'Coastal Rosemary',  
Mature size: 0.6m x 1.2m



Hibbertia scandens  
'Snake Vine',  
Mature size: .3m x 1.5m



Lomandra longifolia  
'Tanika',  
Mature size: 0.6m x 0.6m



Rosmarinus officianalis  
'Prostrate Rosemary',  
Mature size: 0.6m x 1.2m



Euonymus japonicus  
Tom Thumb  
0.5m H x 0.4m W



Chamelaucium uncinatum  
'Wax Flower',  
Mature size: 1.5m x 2m



Olearia axillaris,  
Coastal Daisybush  
Height: 1m x Width: 1-1.5m



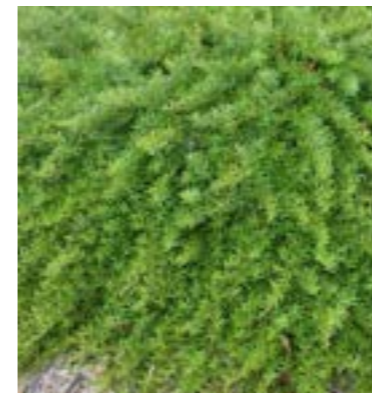
Casuarina glauca  
'Cousin It',  
Mature size: 0.3m x 1.2m



Raphiolepis indica  
Snow Maiden  
Mature size: 1m x 1m



Rosemary officianalis  
Tuscan Blue  
Mature size: 1m x 1.2m



Grevillea 'Gin Gin Gem'  
'Grevillea',  
Mature size: 0.2m x 1.2m



Hemiandra pungens  
Snake Bush  
H: 0.2m x W: 1m



Ficinia nodosa,  
Knotted Club Rush  
H: 0.8m x W: 1m



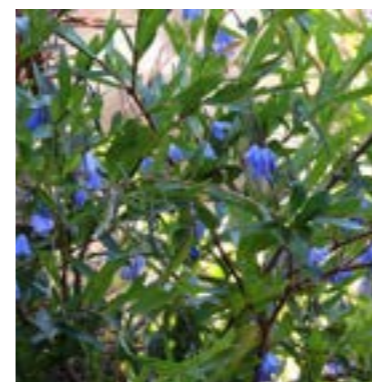
Grevillea crithmifolia,  
Grevillea  
H: 0.2m-0.6M x W: 1m



Calothamnus quadrifidus,  
One-sided Bottlebrush  
H: 0.5m x W: 1m



Carpobrotus virescens,  
Pigface  
H: 0.2m x W: 2m



Billardiera fusiformis,  
Australian Bluebell  
H: 1m x W: 0.5m



Leucophyta brownii,  
Cushion Bush  
H: 0.7m x W: 1m

# PLANTING PALETTE

## MIX 2. LOW SHADY FEATURE PLANTING 3 PLANTS PER SQ M



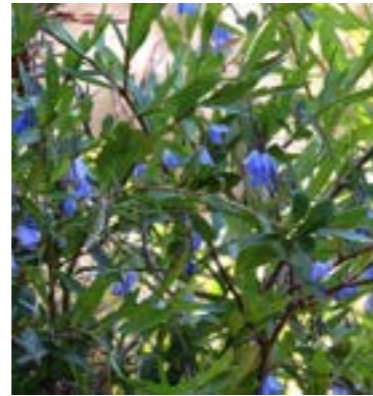
Westringia fruiticosa  
'Coastal Rosemary',  
Mature size: 0.6m x 1.2m



Liriope Muscari  
'Evergreen Giant'  
H:0.4m x W:0.5m



Hibbertia scandens  
'Snake Vine',  
Mature size: .3m x 1.5m



Billardiera fusiformis,  
Australian Bluebell  
H: 1m x W: 0.5m



Juniperus conferta  
Shore juniper  
H:.4m x W:1m



Carpobrotus virescens,  
Pigface  
H: 0.2m x W: 2m



Dichondra argentea  
Silver Falls  
H:0.5m x W:0.8m



Arthropodium cirratum  
'NZ Rock Lilly'  
H:0.6m x W:.5m



Hardenburgia comptoniana  
'White Out"  
H:0.6m x W:0.9m



Correa alba  
'White Correa',  
Mature size: 1.5m x 1.2m

## CLIMBING TRELLIS



Trachelospermum jasminoides  
'Star Jasmine'  
H:0.4m x W:0.5m



Hardenburgia comptoniana  
Native Whisteria  
H:0.4m x W:0.5m



Billardiera fusiformis,  
Australian Bluebell  
H: 1m x W: 0.5m

# PLANTING PALETTE

## MIX 3. VERGE PLANTING MIX 3 PLANTS PER SQ M



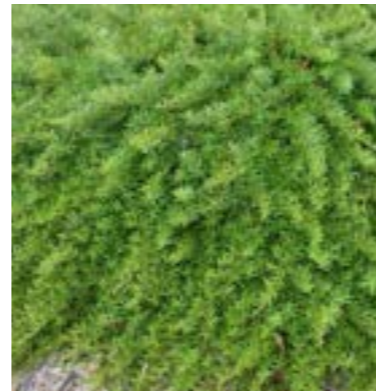
Hibbertia scandens  
'Snake Vine',  
Mature size: .3m x 1.5m



Grevillea crithmifolia,  
Grevillea  
H: 0.2m-0.6M x W: 1m



Lomandra longifolia  
'Tanika',  
Mature size: 0.6m x 0.6m



Grevillea 'Gin Gin Gem'  
'Grevillea',  
Mature size: 0.2m x 1.2m



Carpobrotus virescens,  
Pigface  
H: 0.2m x W: 2m



Eremophila glabra,  
Kalbarri Carpet  
H: 0.2m x W: 2m

# 6.1 DEEP SOIL ZONE & TREE CANOPY REQUIREMENTS

Site Area	Minimum deep soil area	Minimum Req for trees	Proposed trees
10,772m <sup>2</sup>	Minimum required DSA = 10% total area = <b>10,772m<sup>2</sup></b> This proposal provides <b>584m<sup>2</sup></b> DSA on ground	<b>2 x large trees and small and medium trees</b> to suit area.	<b>3 x large trees, 4 x medium trees and 28 x small trees</b> in deep soil

	Deep soil area (DSA) within lot	DSA Outside lot	DSA within easements	Total
Ground	584m <sup>2</sup>	195m <sup>2</sup>	175m <sup>2</sup>	954m <sup>2</sup>
<b>Total</b>	<b>584m<sup>2</sup></b>	<b>195m<sup>2</sup></b>	<b>175m<sup>2</sup></b>	<b>954m<sup>2</sup></b>

	PM01 Low Sunny Feature Planting	PM02 Low Shady Feature Planting	PM03 Verge Mix	Total
Ground	197m <sup>2</sup>	430m <sup>2</sup>	327m <sup>2</sup>	954m <sup>2</sup>
Total area	197m <sup>2</sup>	430m <sup>2</sup>	327m <sup>2</sup>	954m <sup>2</sup>
Total plant qty	591	1290	981	2862

## 6.2 PLANT SCHEDULE

Botanical Name	Common Name	Native / Exotic	Use	Stock Sizes	QTY
<b>Trees</b>					
Corymbia ficifolia	Red Flowering Gum	Native	In ground	100lt	11
Pyrus capital	Ornamental Pear	Exotic	In ground	100lt	14
Erthrina indica	Coral Tree	Native	In ground	Transplant	2
Delonix regia	Poinciana	Exotic	In ground	100lt	3
Cupaniopsis anacardioides	Tuckeroo	Native	In ground	100lt	3
Cercis canadensis	Forest Pansy	Exotic	In ground	100lt	1
Total					35

<b>PM01 - Low Sunny Feature Planting - 3 plants per sq m</b>					
Billardiera fusiformis	Australian Bluebell	Native	Rambling	140mm	37
Calothamnus quadrifidus	One-sided Bittelbrush	Native	Shrub	140mm	37
Carpobrotus virescens	Pigface	Native	Groundcover	140mm	37
Casuarina glauca	Cousin It	Native	Rambling	140mm	37
Chamelaucium uncinatum	Wax Flower	Native	Shrub	140mm	37
Euonymus japonicus	Tom Thumb	Exotic	Low Shrub	140mm	37
Ficinia nodosa	Knotted Club Rush	Native	Rush	140mm	37
Grevillea crithmifolia	Grevillea	Native	Groundcover	140mm	37
Grevillea 'Gin Gin Gem'	Gin Gin Gem'	Native	Groundcover	140mm	37
Hemiandra pungens	Snake Bush	Native	Groundcover	140mm	37
Hibbertia scandens	Snake Vine	Native	Rambling	140mm	37
Leucophyta brownii	Cushion Bush	Native	Low Shrub	140mm	37
Lomandra longifolia	Tanika	Native	Rush	140mm	37
Olearia axillaris	Coastal Daisybush	Native	Shrub	140mm	37
Raphiolepis indica	Snow Maiden	Exotic	Shrub	140mm	37
Rosmarinus officianalis	Prostrate Rosemary	Exotic	Rambling	140mm	37
Westringia fruticosa	Coastal Rosemary	Native	Shrub	140mm	37
Total					591

<b>PM02 Low Shady Feature Planting - 3 plants per sq m</b>					
Arthropodium cirratum	NZ Rock Lilly	Exotic	Rush	140mm	129
Billardiera fusiformis	Australian Bluebell	Native	Rambling	140mm	129
Carpobrotus virescens	Pigface	Native	Groundcover	140mm	129
Correa alba	White Correa	Native	Shrub	140mm	129
Dichondra argentea	Silver Falls	Exotic	Groundcover	140mm	129
Hibbertia scandens	Snake Vine	Native	Groundcover	140mm	129
Hardenburgia comptoniana	White Out	Native	Rambling	140mm	129
Juniperus conferta	Shore juniper	Exotic	Low Shrub	140mm	129
Liriope Muscari	Evergreen Giant	Exotic	Rush	140mm	129
Westringia fruticosa	Coastal Rosemary	Native	Shrub	140mm	129
Total					1290

<b>PM03 Low Verge Mix - 3 plants per sq m</b>					
Carpobrotus virescens	Pigface	Native	Groundcover	140mm	142
Eremophila glabra	Kalbarri Carpet	Exotic	Groundcover	140mm	142
Grevillea crithmifolia	Ground Cover Banksia	Native	Groundcover	140mm	142
Grevillea 'Gin Gin Gem'	Gin Gin Gem	Native	Groundcover	140mm	142
Grevillea crithmifolia	Grevillea	Exotic	Groundcover	140mm	142
Hibbertia scandens	Snake Vine	Exotic	Groundcover	140mm	142
Lomandra longifolia	Lime Tuff	Native	Shrub	140mm	142
Total					991

# **Woodlands North**

## Design Review Panel 02

City of Stirling

**place  
fabric.**

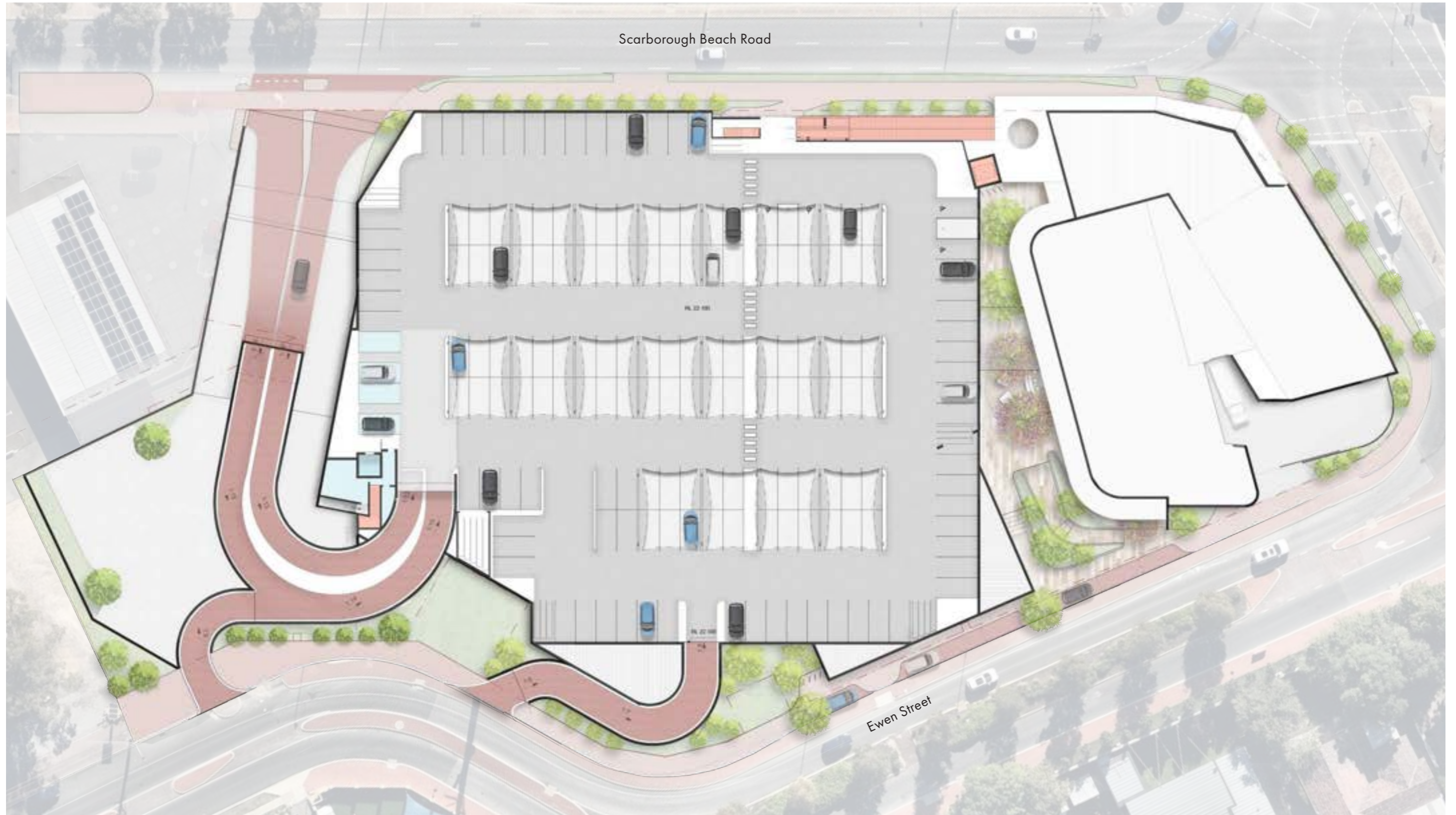
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Rev B  
10 2024

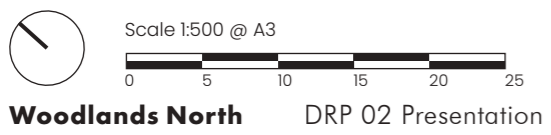




# Level One Plan

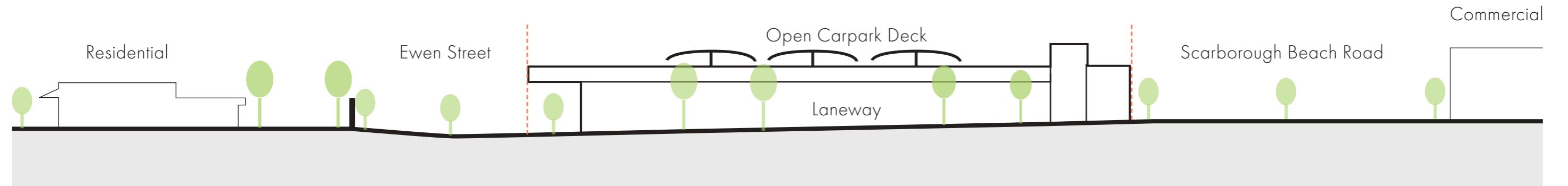


# Truck Movements

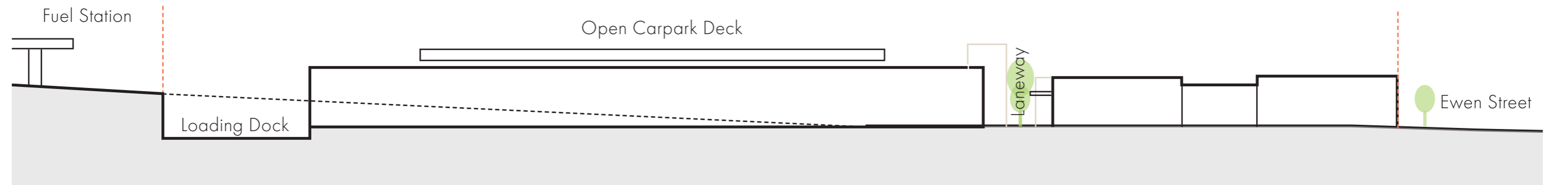


# Site Sections

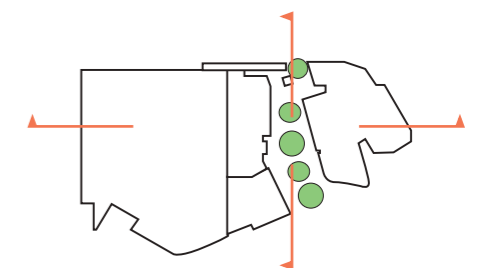
Context & Character



Indicative North-South Site Section



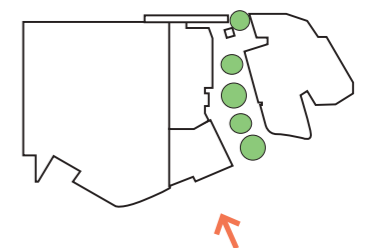
Indicative East-West Site Section



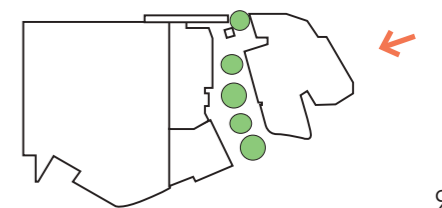
# Scarborough Beach Road Activation



# Ewen Street Southern Ramp



# Ewen & Scarborough Beach Rd



# Eastern Corner

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# Access to Amenities & Lifts

Ground Plan- DRP 01



Ground Plan- DRP 02



# Local Themes/ Characters

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# Materiality

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# North Elevation

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North Elevation - A



North Elevation - B



North Elevation - C

# South Elevation

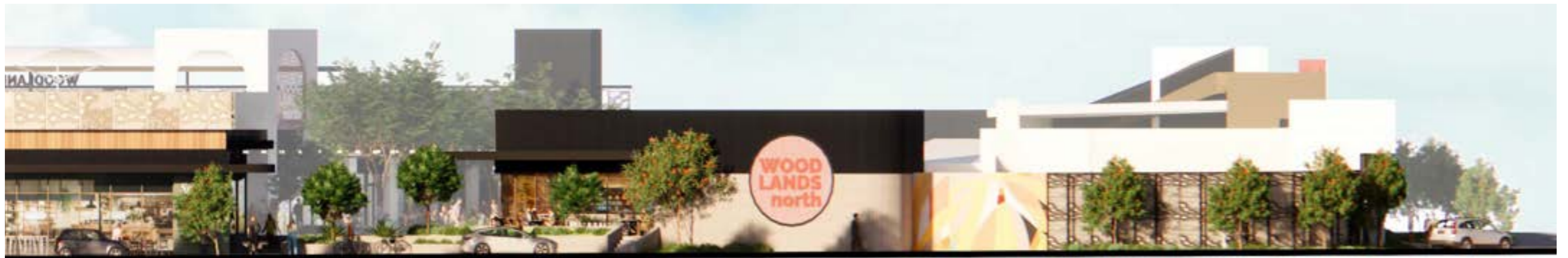
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South Elevation - A



South Elevation - B



South Elevation - C

# East Elevation

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East Elevation - A



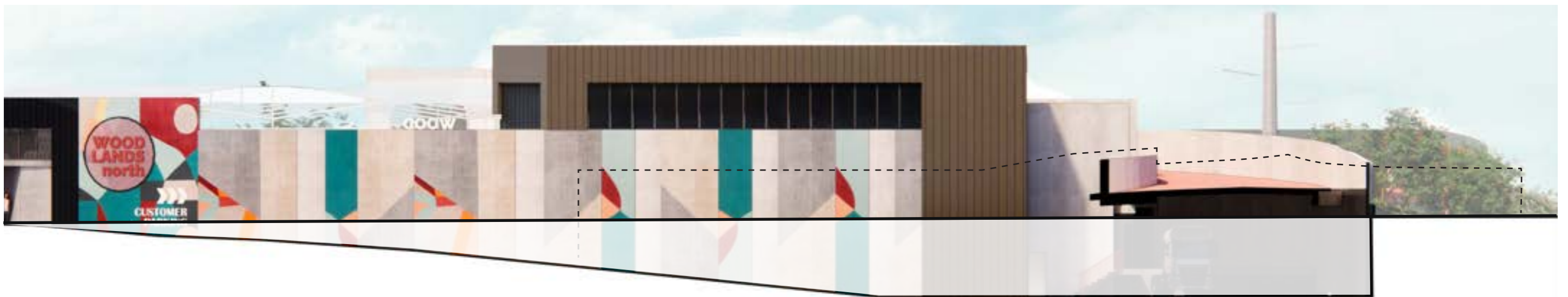
East Elevation - B

# West Elevation

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West Elevation - A



West Elevation - B

# 3D Render

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# 3D Render

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# 3D Render

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# 3D Render

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# 3D Render

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# 1.1 GROUND FLOOR PLAN



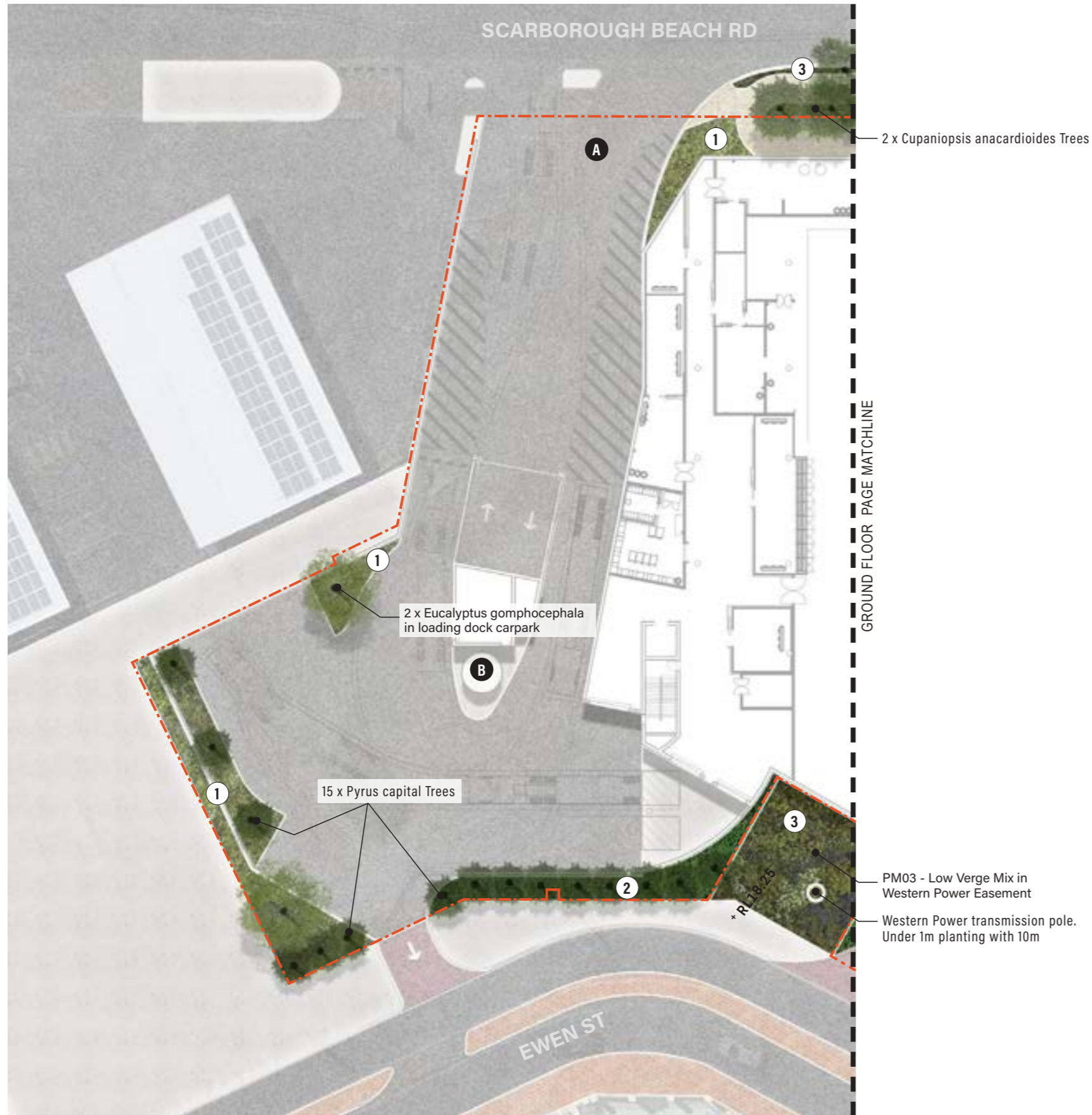
## KEY

- Lot Boundary
- A** The Laneway
- B** Pedestrian entrance
- C** Alfresco
- D** Bike Parking
- E** informal play area with sculptural play element
- 1** Plant Mix 1. Low Sunny Feature Planting
- 2** Plant Mix 2. Low Shady Feature Planting
- 3** Plant Mix 3. Low Verge Mix

**General Notes:**

- All planting is in deep soil.
- All landscape areas to be fully irrigated. Street tree irrigation may be switched off or reduced beyond the two year maintenance period.
- Tree Location indicative pending service locations and sight-line analysis.
- Suggested species list included on Pages 7-10.
- All garden beds to have 75mm depth pine bark mulch.

# 1.2 GROUND FLOOR PLAN



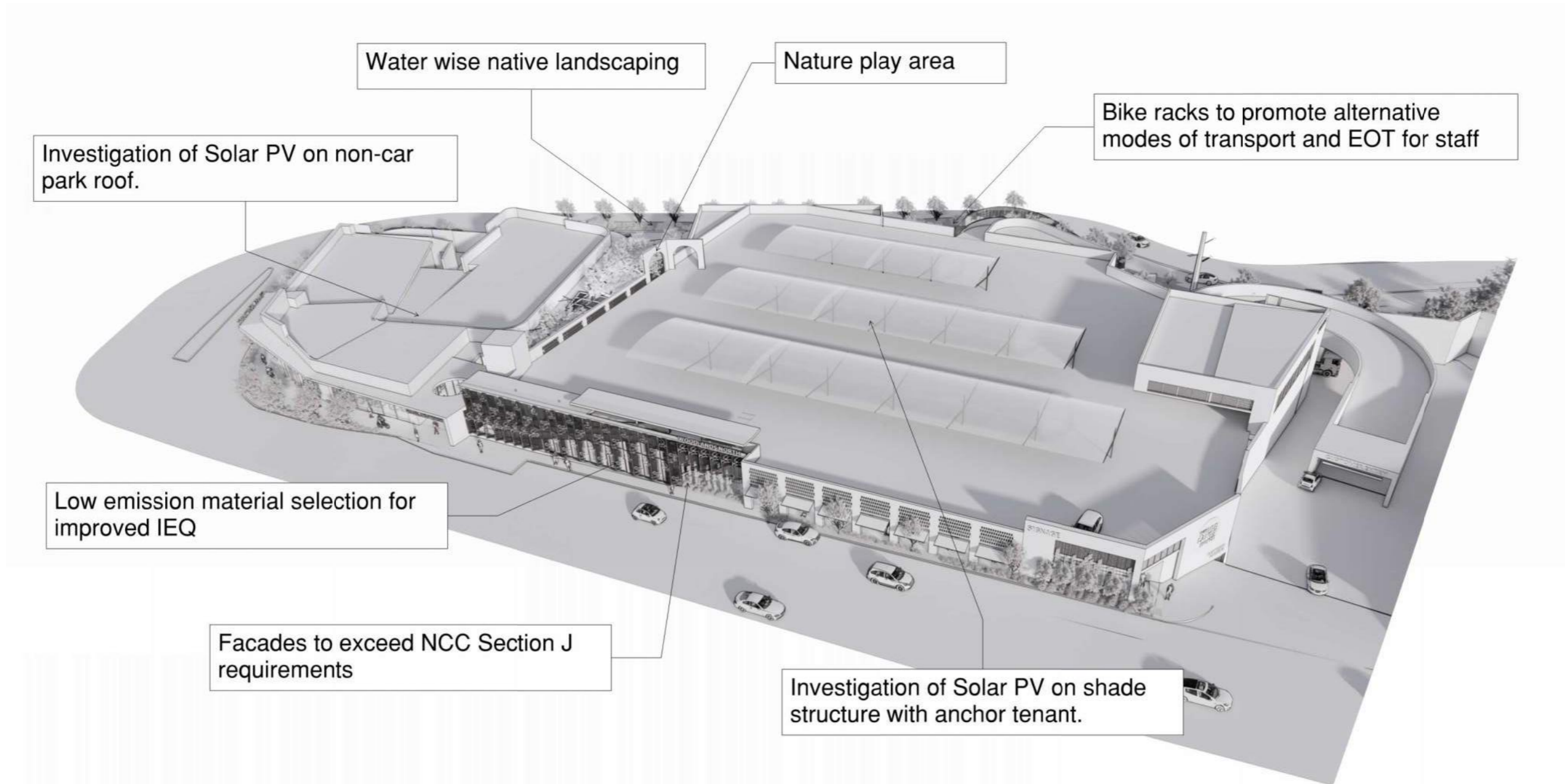
## KEY

- - - Lot Boundary
- A** Vehicle entry
- B** Fire tanks
- 1** Plant Mix 1. Low Sunny Feature Planting
- 2** Plant Mix 2. Low Shady Feature Planting
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- All planting is in deep soil.
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- Tree Location indicative pending service locations and sight-line analysis.
- Suggested species list included on Pages 7-10.
- All garden beds to have 75mm depth pine bark mulch.

# Sustainability Initiatives



Summation Pty Ltd has been engaged as the sustainability consultants for the project and will be responsible for the delivery of the sustainability outcomes.

The sustainability team for this project will be led by Prasanna Suraweera, who is a Director with Summation and a Green Star Accredited Professional with over 20 years of experience in delivery of sustainable developments.



## APPENDICIES

### Architectural DRP 01 Report

# Response to DRP Minutes

Context & Character

## DRP 01- Panel Recommendations

1a) The Panel is aware of the complex planning context for this site and advised that it's review would be, notwithstanding its use and modest scale compared to the ambition of the various relevant planning documents, based on the proposal being seen as approvable.

1b) The Panel noted that the provided functional context analysis was successful in guiding the design response and in demonstrating how the proposal will integrate into the context, in plan.

1c) The proposal will benefit from the generation of section drawings which will describe the relationship between the proposal and the public realm in more detail. These sections should also extend across roads and into various lots to show the connectivity and topographical relationship to the broader context.

1d) The Applicant was urged to further interrogate how the design fits into the context of the location with relation to cultural and aesthetic considerations to further explore the future and existing sense of place.

## Design Team Responses

Noted

Noted

Noted- refer to the simple explanatory site sections included in this pack.

The updated pack also contains some photographic imagery (from the local area) which offers cues for both design and materiality.

# Response to DRP Minutes

Context & Character

## DRP 01- Panel Recommendations

1e) The Panel commended the intent for future proofing the proposal by considering future residential development. The Panel expressed concern about the complexity of delivering this in the future and seeks additional information demonstrating how this will be, in principle, delivered. There are concerns about an array of issues including carparking numbers, legible entry spaces, escape paths, and suitable structural grids.

1f) The Panel is generally supportive of the eastern end of the development and its integration into context but recommends reducing the extent of the service area on the south east corner and increasing activation to this corner with additional small retail offerings.

## Design Team Responses

In relation to 'future-proofing' for residential, the design team see the prospect of the 'health and wellness' pod being wholly or partly demolished. The format of this portion of built form (of circa 20m 'deep') is such that any future residential could sit over the top of and abutting the eastern boundary, without greatly affecting the lane or the retail F+B uses.

The loading zone can still exist at the SE corner to deal with the combination of uses requiring to be serviced.

If (in, say, 15 years' time) parking is needed for a 'build to rent' type offer, the retail parking deck is likely to be designed to have inbuilt capacity for a further (partial) level, where a ramp circulating up may be located on the south edge over the (currently shown) remnant centre 'roof area' (alongside the proposed 'up' ramp).

It would be reasonable to assume that residents (per above) could use the currently proposed VT to access to 'ground' and across the laneway to a residential lobby.

The applicant and the design team believe that the south eastern dock should be screened/enclosed and not 'on the street'.

# Site Photos- Eastern Portion

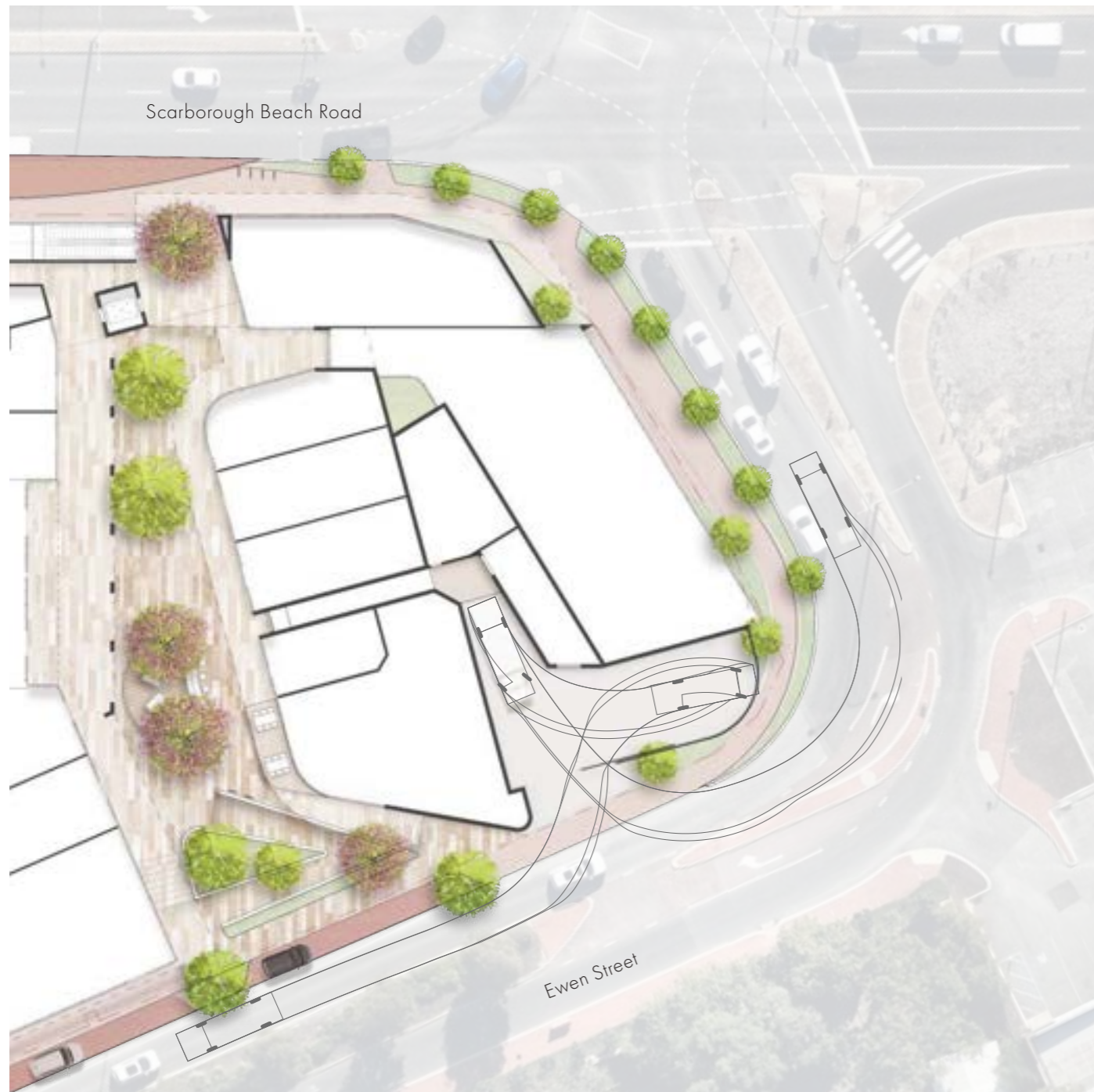
Context & Character



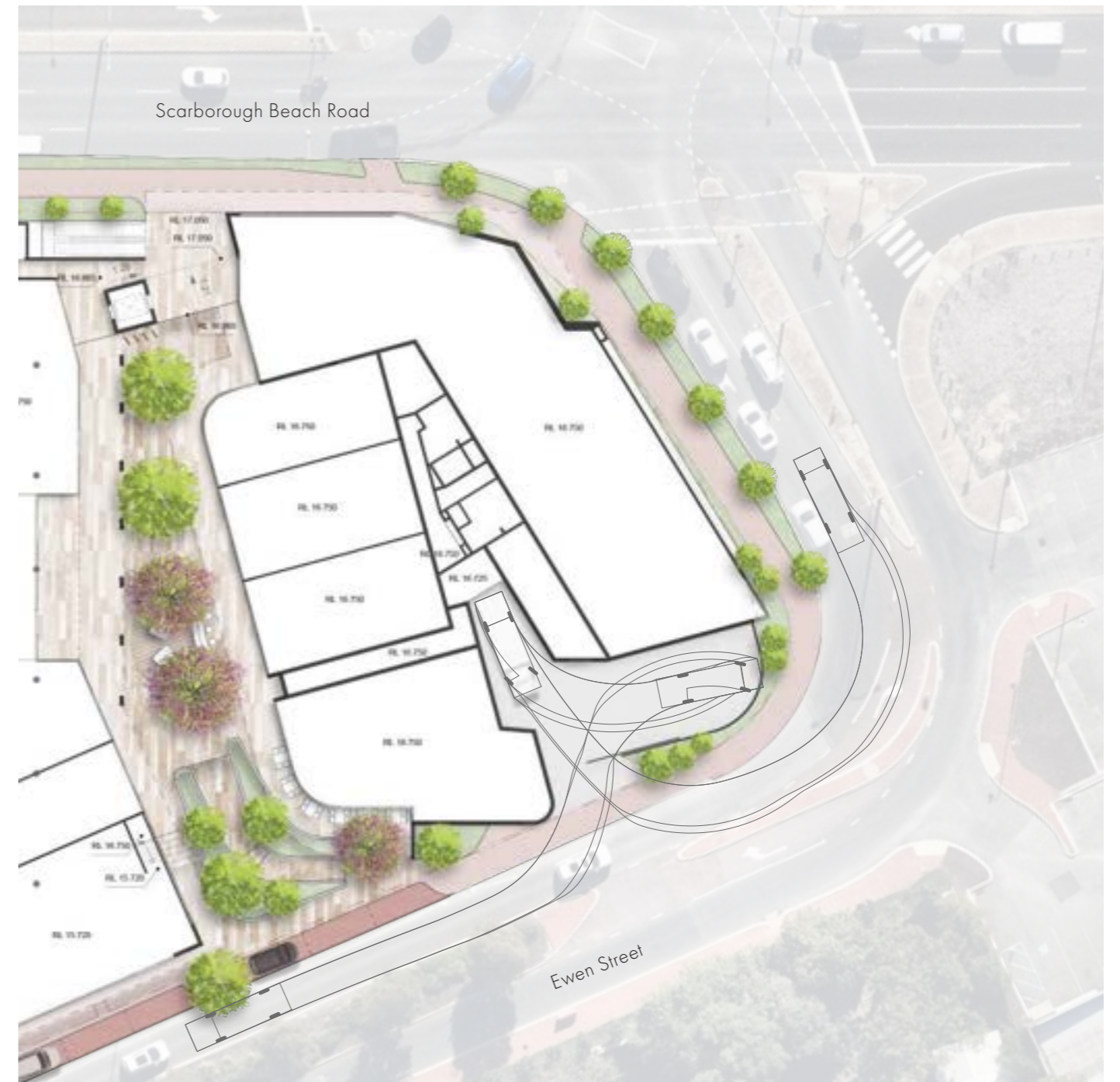
# Eastern Loading Dock

Context & Character

## Ground Plan- DRP 01

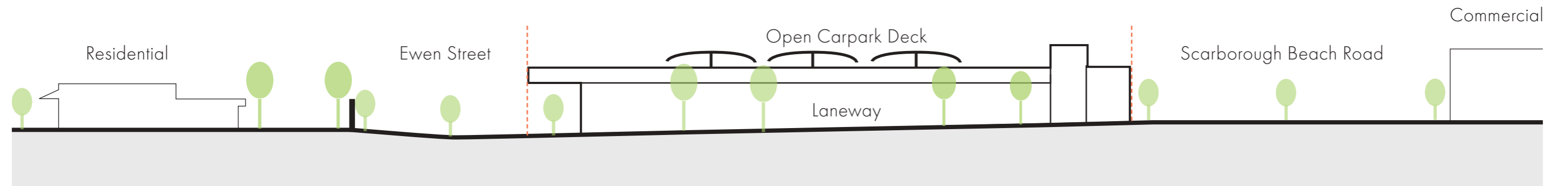


## Ground Plan- DRP 02

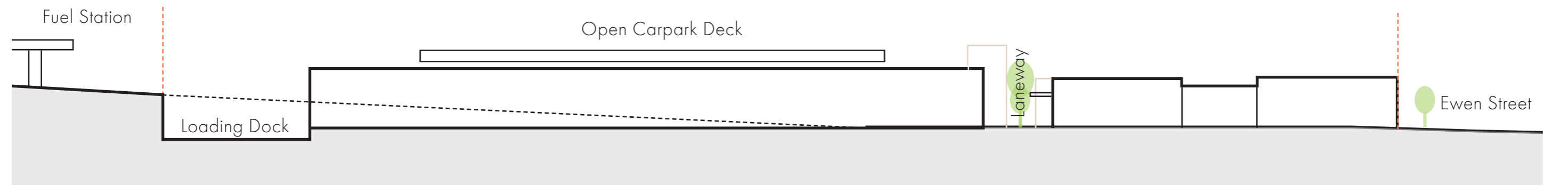


# Site Sections

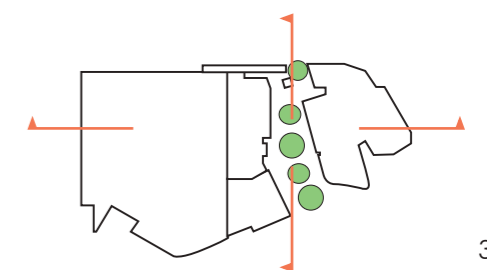
Context & Character



Indicative North-South Site Section



Indicative East-West Site Section



# Eastern Corner

Context & Character



# Response to DRP Minutes

## Landscape

### DRP 01- Panel Recommendations

- 1) The Applicant was commended on the mature tree transplants included in the proposal.
- 2) The Panel stated the selection of trees is good although the Applicant was encouraged to look for alternatives which are not on the Polyphagous shot-hole borer list.
- 3) The comment was made by the Panel there could be opportunity to improve the street trees and landscaping in this area.
- 4) The Applicant was encouraged to further consider how additional landscaping (and possibly additional large trees) can be brought to the western half of the site. It was suggested that a paving audit be conducted as there appears to be an excess of hard surface area on this side.

### Design Team Responses

- Noted
- Refer to the updated Landscape pack, the selection has been revised to lower risk species.
- The design team has reduced the amount paving in the laneway (via various means), simplified the pedestrian ramp and added landscaped area. Additional street trees have been added to both streets.
- In the main dock area, the compactor has been relocated and the dock capacity is reduced such that any 'space' not applied to large vehicle movements or services has been landscaped.

# 1.1 GROUND FLOOR PLAN

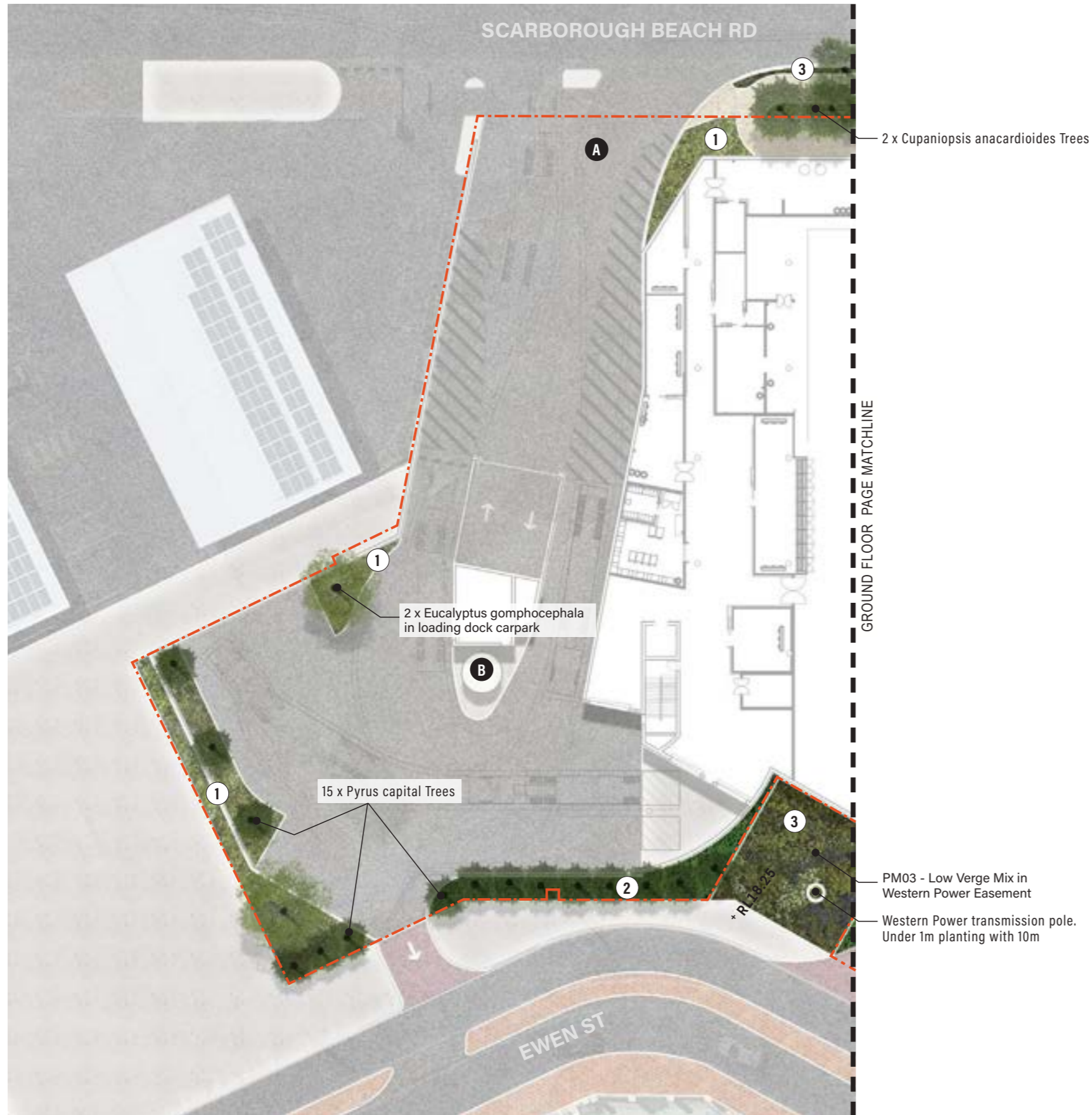


## KEY

- Lot Boundary
- A** The Laneway
- B** Pedestrian entrance
- C** Alfresco
- D** Bike Parking
- E** informal play area with sculptural play element
- 1** Plant Mix 1. Low Sunny Feature Planting
- 2** Plant Mix 2. Low Shady Feature Planting
- 3** Plant Mix 3. Low Verge Mix

**General Notes:**  
 All planting is in deep soil.  
 All landscape areas to be fully irrigated. Street tree irrigation may be switched off or reduced beyond the two year maintenance period.  
 Tree Location indicative pending service locations and sight-line analysis.  
 Suggested species list included on Pages 7-10.  
 All garden beds to have 75mm depth pine bark mulch.

# 1.2 GROUND FLOOR PLAN



## KEY

- - - Lot Boundary
- A** Vehicle entry
- B** Fire tanks
- 1** Plant Mix 1. Low Sunny Feature Planting
- 2** Plant Mix 2. Low Shady Feature Planting
- 3** Plant Mix 3. Low Verge Mix

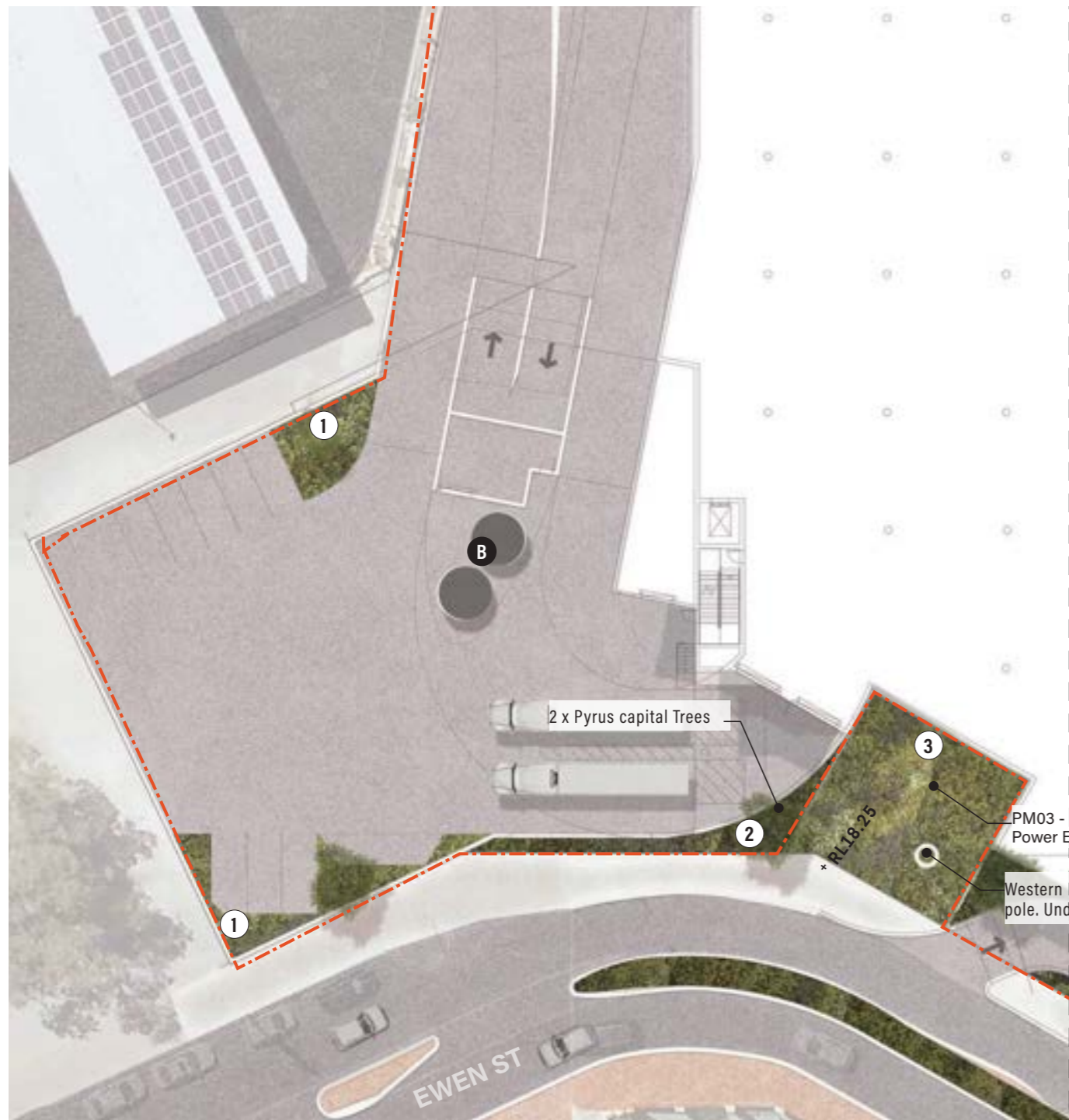
### General Notes:

- All planting is in deep soil.
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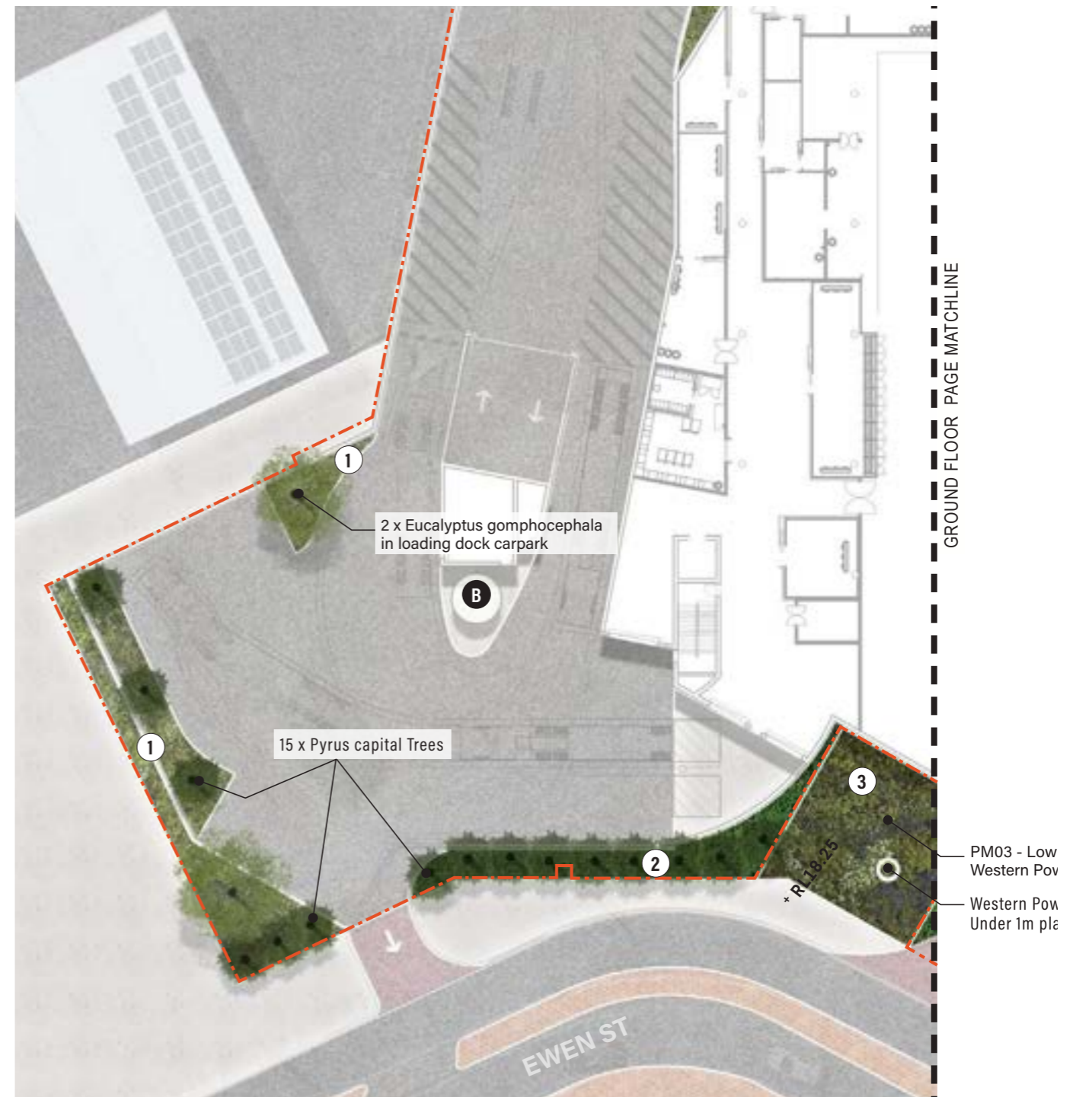
# West Loading Dock

Landscape

## Ground Plan- DRP 01



## Ground Plan- DRP 02



## 2.1 INDICATIVE IMAGERY



# 3.1 INDICATIVE MATERIALS LIST

## SURFACE FINISHES



URBANSTONE SHOTBLAST PAVING MIX  
GROUND FLOOR



EXPOSED AGGREGATE  
GROUND FLOOR



GRANITE SETT FEATURE PAVING

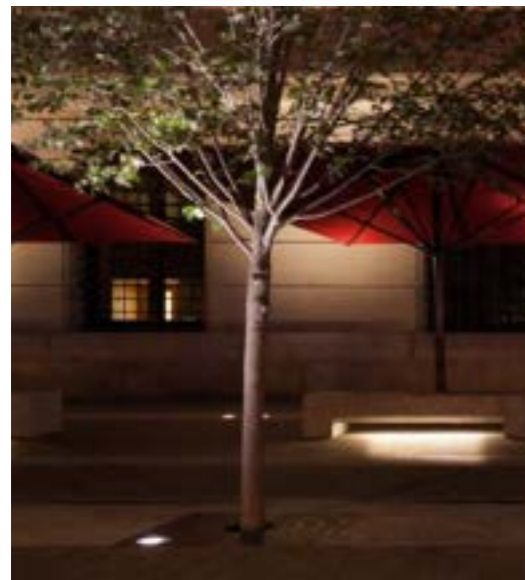


SOUTH WEST RIVER STONE - ATRIUM



CIRCULAR TREE GRATE CLASS A

## FURNITURE & FIXTURE MATERIALS



IN-GROUND UPLIGHTING



LINEA RANGE BENCH SEATING



LINEA DDA BAR TABLE



LINEA RANGE BIKE STANDS



STAINLESS STEEL ROPE WIRE TRELLIS

# 4.1 TREES

## EXISTING STREET TREES



*Agonis flexuosa*  
Peppermint Tree  
Size: 15m (h) x 10m (w)  
Location: Scarborough Beach

*Lophostemon conferta*  
Queensland Box Tree  
Size: 8-12m (h) x 8m (w)  
Location: Ewen St

*Pyrus Capital*  
Ornamental Pear  
Size: 6m (h) x 3m (w)  
Location: Ewen St

*Corymbia maculata*  
Spotted Gum  
Size: 10m (h) x 5m (w)  
Location: Ewen & S. Bch Rd

## PROPOSED TREES



*Cupaniopsis anacardioides*  
Tuckeroo  
5m wide x 8m high  
Use: Feature Tree

*Corymbia ficifolia*  
Red Flowering Gum  
4m wide x 6m high  
Location: Street Tree S. Bch Rd & Ewen St

*Pyrus Capital*  
Ornamental Pear  
Size: 6m (h) x 3m (w)  
Location: Ewen St

*Brachychiton acerfolius*  
'Illawarra Flame Tree'  
Mature size: 8m wide x 8m high.  
Use: Laneway Tree

# 5.1 PLANTING PALETTE

## MIX 1. LOW SUNNY FEATURE PLANTING 3 PLANTS PER SQ M



Westringia fruticosa  
'Coastal Rosemary',  
Mature size: 0.6m x 1.2m



Hibbertia scandens  
'Snake Vine',  
Mature size: .3m x 1.5m



Lomandra longifolia  
'Tanika',  
Mature size: 0.6m x 0.6m



Rosmarinus officianalis  
'Prostrate Rosemary',  
Mature size: 0.6m x 1.2m



Euonymus japonicus  
Tom Thumb  
0.5m H x 0.4m W



Chamelaucium uncinatum  
'Wax Flower',  
Mature size: 1.5m x 2m



Olearia axillaris,  
Coastal Daisybush  
Height: 1m x Width: 1-1.5m



Casuarina glauca  
'Cousin It',  
Mature size: 0.3m x 1.2m



Raphiolepis indica  
Snow Maiden  
Mature size: 1m x 1m



Rosemary officianalis  
Tuscan Blue  
Mature size: 1m x 1.2m



Grevillea 'Gin Gin Gem'  
'Grevillea',  
Mature size: 0.2m x 1.2m



Hemiandra pungens  
Snake Bush  
H: 0.2m x W: 1m



Ficinia nodosa,  
Knotted Club Rush  
H: 0.8m x W: 1m



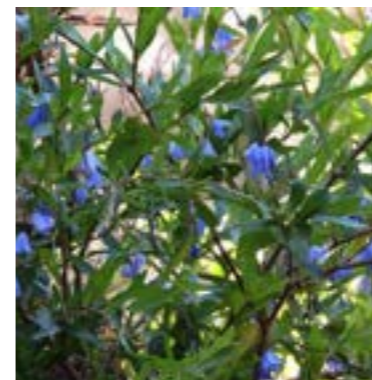
Grevillea crithmifolia,  
Grevillea  
H: 0.2m-0.6M x W: 1m



Calothamnus quadrifidus,  
One-sided Bottelbrush  
H: 0.5m x W: 1m



Carpobrotus virescens,  
Pigface  
H: 0.2m x W: 2m



Billardiera fusiformis,  
Australian Bluebell  
H: 1m x W: 0.5m



Leucophyta brownii,  
Cushion Bush  
H: 0.7m x W: 1m

# PLANTING PALETTE

## MIX 2. LOW SHADY FEATURE PLANTING 3 PLANTS PER SQ M



Westringia fruticosa  
'Coastal Rosemary',  
Mature size: 0.6m x 1.2m



Liriope Muscari  
'Evergreen Giant'  
H:0.4m x W:0.5m



Hibbertia scandens  
'Snake Vine',  
Mature size: .3m x 1.5m



Billardiera fusiformis,  
Australian Bluebell  
H: 1m x W: 0.5m



Juniperus conferta  
Shore juniper  
H:.4m x W:1m



Carpobrotus virescens,  
Pigface  
H: 0.2m x W: 2m



Dichondra argentea  
Silver Falls  
H:0.5m x W:0.8m



Arthropodium cirratum  
'NZ Rock Lilly'  
H:0.6m x W:.5m



Hardenburgia comptoniana  
'White Out"  
H:0.6m x W:0.9m



Correa alba  
'White Correa',  
Mature size: 1.5m x 1.2m

## CLIMBING TRELLIS



Trachelospermum jasminoides  
'Star Jasmine'  
H:0.4m x W:0.5m



Hardenburgia comptoniana  
Native Whisteria  
H:0.4m x W:0.5m



Billardiera fusiformis,  
Australian Bluebell  
H: 1m x W: 0.5m

# PLANTING PALETTE

## MIX 3. VERGE PLANTING MIX 3 PLANTS PER SQ M



Hibbertia scandens  
'Snake Vine',  
Mature size: .3m x 1.5m



Grevillea crithmifolia,  
Grevillea  
H: 0.2m-0.6M x W: 1m



Lomandra longifolia  
'Tanika',  
Mature size: 0.6m x 0.6m



Grevillea 'Gin Gin Gem'  
'Grevillea',  
Mature size: 0.2m x 1.2m



Carpobrotus virescens,  
Pigface  
H: 0.2m x W: 2m



Eremophila glabra,  
Kalbarri Carpet  
H: 0.2m x W: 2m

# 6.1 DEEP SOIL ZONE & TREE CANOPY REQUIREMENTS

Site Area	Minimum deep soil area	Minimum Req for trees	Proposed trees
10,772m <sup>2</sup>	Minimum required DSA = 10% total area = <b>10,772m<sup>2</sup></b> This proposal provides <b>681m<sup>2</sup></b> DSA on ground	<b>2 x large trees and small and medium trees</b> to suit area.	<b>2 x large trees, 2 x medium trees and 67 x small trees</b> in deep soil

	Deep soil area (DSA) within lot	DSA Outside lot	DSA within easements	Total
Ground	681m <sup>2</sup>	265m <sup>2</sup>	175m <sup>2</sup>	1145m <sup>2</sup>
<b>Total</b>	<b>681m<sup>2</sup></b>	<b>265m<sup>2</sup></b>	<b>175m<sup>2</sup></b>	<b>1145m<sup>2</sup></b>

	PM01 Low Sunny Feature Planting	PM02 Low Shady Feature Planting	PM03 Verge Mix	Total
Ground	379m <sup>2</sup>	414m <sup>2</sup>	348m <sup>2</sup>	1145m <sup>2</sup>
<b>Total area</b>	<b>379m<sup>2</sup></b>	<b>414m<sup>2</sup></b>	<b>348m<sup>2</sup></b>	<b>1145m<sup>2</sup></b>
Total plant qty	1137	1242	1044	3435

## 6.2 PLANT SCHEDULE

Botanical Name	Common Name	Native / Exotic	Use	Stock Sizes	QTY
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Trees					
Corymbia ficifolia	Red Flowering Gum	Native	In ground	100lt	18
Pyrus capital	Ornamental Pear	Exotic	In ground	100lt	42
Brachychiton acerfolius	Illawarra Flame Tree	Native	In ground	Transplant	2
Cupaniopsis anacardioides	Tuckeroo	Native	In ground	100lt	7
Eucalyptus gomphocephala	Tuart	Native	In ground	200lt	2
Total					71

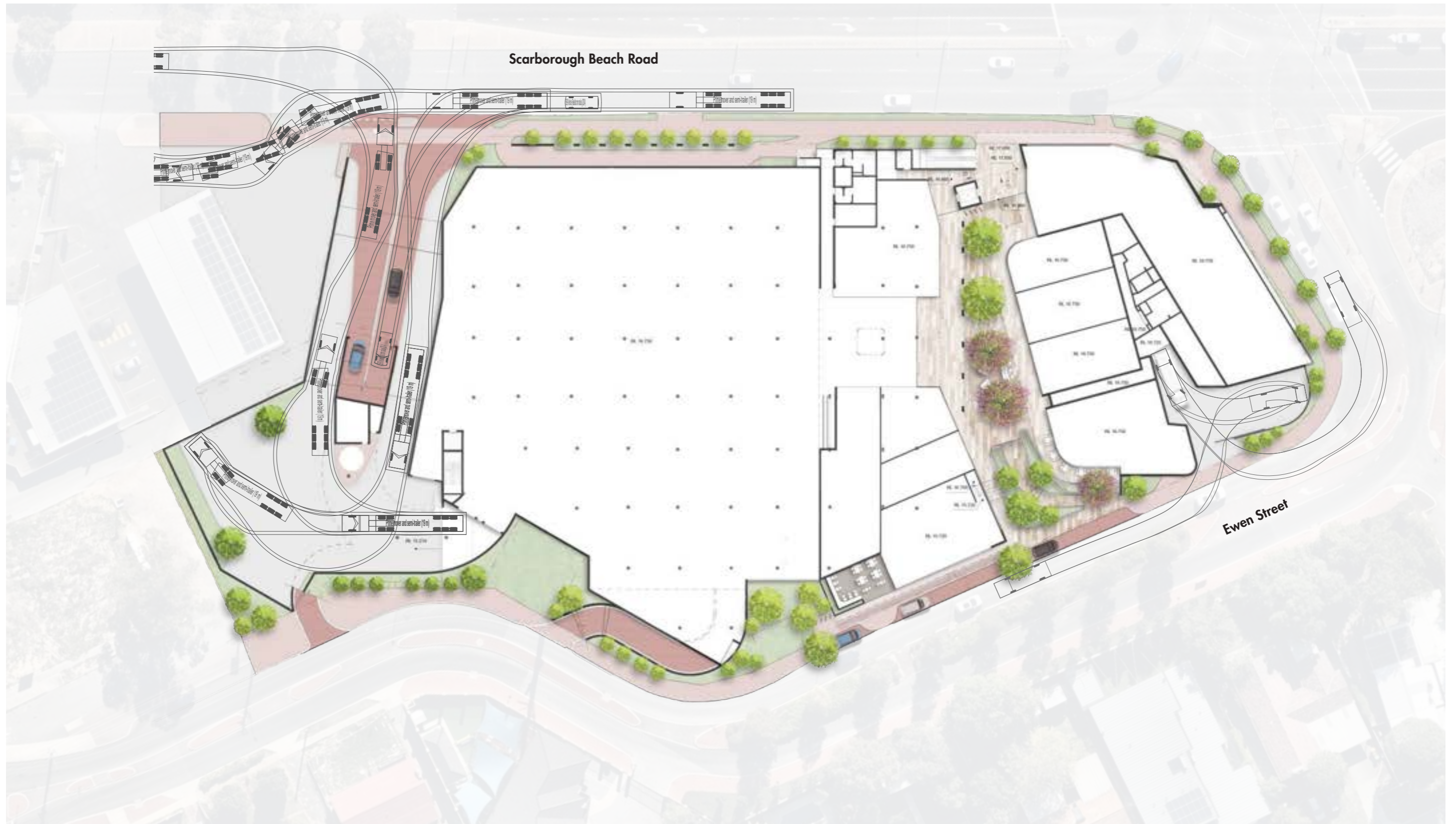
PM01 - Low Sunny Feature Planting - 3 plants per sq m					
Billardiera fusiformis	Australian Bluebell	Native	Rambling	140mm	66
Calothamnus quadrifidus	One-sided Bottlebrush	Native	Shrub	140mm	66
Carpobrotus virescens	Pigface	Native	Groundcover	140mm	66
Casuarina glauca	Cousin It	Native	Rambling	140mm	66
Chamelaucium uncinatum	Wax Flower	Native	Shrub	140mm	66
Euonymus japonicus	Tom Thumb	Exotic	Low Shrub	140mm	66
Ficinia nodosa	Knotted Club Rush	Native	Rush	140mm	66
Grevillea crithmifolia	Grevillea	Native	Groundcover	140mm	66
Grevillea 'Gin Gin Gem'	Gin Gin Gem'	Native	Groundcover	140mm	66
Hemiandra pungens	Snake Bush	Native	Groundcover	140mm	66
Hibbertia scandens	Snake Vine	Native	Rambling	140mm	66
Leucophyta brownii	Cushion Bush	Native	Low Shrub	140mm	66
Lomandra longifolia	Tanika	Native	Rush	140mm	66
Olearia axillaris	Coastal Daisybush	Native	Shrub	140mm	66
Raphiolepis indica	Snow Maiden	Exotic	Shrub	140mm	66
Rosmarinus officianalis	Prostrate Rosemary	Exotic	Rambling	140mm	66
Westringia fruticosa	Coastal Rosemary	Native	Shrub	140mm	66
Total					1137

PM02 Low Shady Feature Planting - 3 plants per sq m					
Arthropodium cirratum	NZ Rock Lilly	Exotic	Rush	140mm	124
Billardiera fusiformis	Australian Bluebell	Native	Rambling	140mm	124
Carpobrotus virescens	Pigface	Native	Groundcover	140mm	124
Correa alba	White Correa	Native	Shrub	140mm	124
Dichondra argentea	Silver Falls	Exotic	Groundcover	140mm	124
Hibbertia scandens	Snake Vine	Native	Groundcover	140mm	124
Hardenburgia comptoniana	White Out	Native	Rambling	140mm	124
Juniperus conferta	Shore juniper	Exotic	Low Shrub	140mm	124
Liriope Muscari	Evergreen Giant	Exotic	Rush	140mm	124
Westringia fruticosa	Coastal Rosemary	Native	Shrub	140mm	124
Total					1242

PM03 Low Verge Mix - 3 plants per sq m					
Carpobrotus virescens	Pigface	Native	Groundcover	140mm	149
Eremophila glabra	Kalbarri Carpet	Exotic	Groundcover	140mm	149
Grevillea crithmifolia	Ground Cover Banksia	Native	Groundcover	140mm	149
Grevillea 'Gin Gin Gem'	Gin Gin Gem	Native	Groundcover	140mm	149
Grevillea crithmifolia	Grevillea	Exotic	Groundcover	140mm	149
Hibbertia scandens	Snake Vine	Exotic	Groundcover	140mm	149
Lomandra longifolia	Lime Tuff	Native	Shrub	140mm	149

# West Loading Dock- Turn Templates

Landscape



# Response to DRP Minutes

Built Form & Scale

## DRP 01- Panel Recommendations

1) Notwithstanding its modesty in scale, the size of this single level structure has been designed to generally optimize the built form relationship to its context, especially to the eastern half of the site.

2) The Panel commented the colonnade addressing Scarborough Beach Road, with clear glazing to reveal the inside of the supermarket, works well and provides the external pedestrian spaces with good amenity.

3) It was noted the screen on the north works well with the envelope and would be a good outcome to dedicate this space for signage and an art component.

## Design Team Responses

Noted

The entire layout of the major 'fresh tenant' has been rotated at 90 degrees to what had been previously envisaged.

This has meant that all of the north facing glazing (off of Scarborough Beach Road) is now 'looking into' fresh produce.

Similarly, the checkouts are now at the south east of the tenancy and the 'movement' of customers within this zone will assist in activation of the south facing glass – ie it will not suffer from being obscured at low level.

There is intention to apply public art to areas of this south western side of the development (as shown indicatively on the drawings).

# Response to DRP Minutes

---

Built Form & Scale

## DRP 01- Panel Recommendations

4) The Panel suggests that additional work is required to improve the relationship of the built form of the western half of the site with the character of the area. It is noted that this area is a service area, however more design work is required to provide an appropriate level of quality to the form, material selection, landscaping, and general appearance. The opportunity for integrated public art could be considered.

## Design Team Responses

The loading area has been redesigned (and reduced in size) and the single lane entry for the deck car park has been moved northwards. With both outcomes there is a greater amount of 'in ground' landscape.

In conjunction with the City, the design team (including the traffic engineer) has modified generally how car and truck access and egress occurs to the north and south. How this now works will be outlined at DRP2.

There is intention to apply public art to areas of this south western side of the development (as shown indicatively on the drawings).

Further, the entire layout of the major 'fresh tenant' has been rotated at 90 degrees to what had been previously envisaged. This has meant that all of the north facing glazing is now 'looking into' fresh produce.

# Response to DRP Minutes

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Built Form & Scale

## DRP 01- Panel Recommendations

5) There is an opportunity to bring the southern carpark ramp access inside the development to conceal it which may enable additional landscaping or other more positive treatments to this elevation.

6) Additional small retail tenancies along the south-eastern corner facing Ewen Street would be an excellent outcome.

## Design Team Responses

We have made efforts to reshape the ramp and moved it further north, extending it back into the major 'fresh tenant' tenancy to create more space for landscaping in front of the ramp.

The design team has also 'encouraged' the tenant to locate their staff areas to the south edge under the aforementioned car ramp – and installed glazing into this zone.

The applicant and the design team do not believe that any 'micro-tenancies' facing south (west of the café) are commercially sustainable, now or into the foreseeable future.

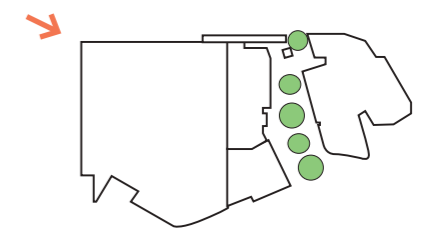
# Scarborough Beach Road Activation

Built Form & Scale



# Public Art Integration

Built Form & Scale



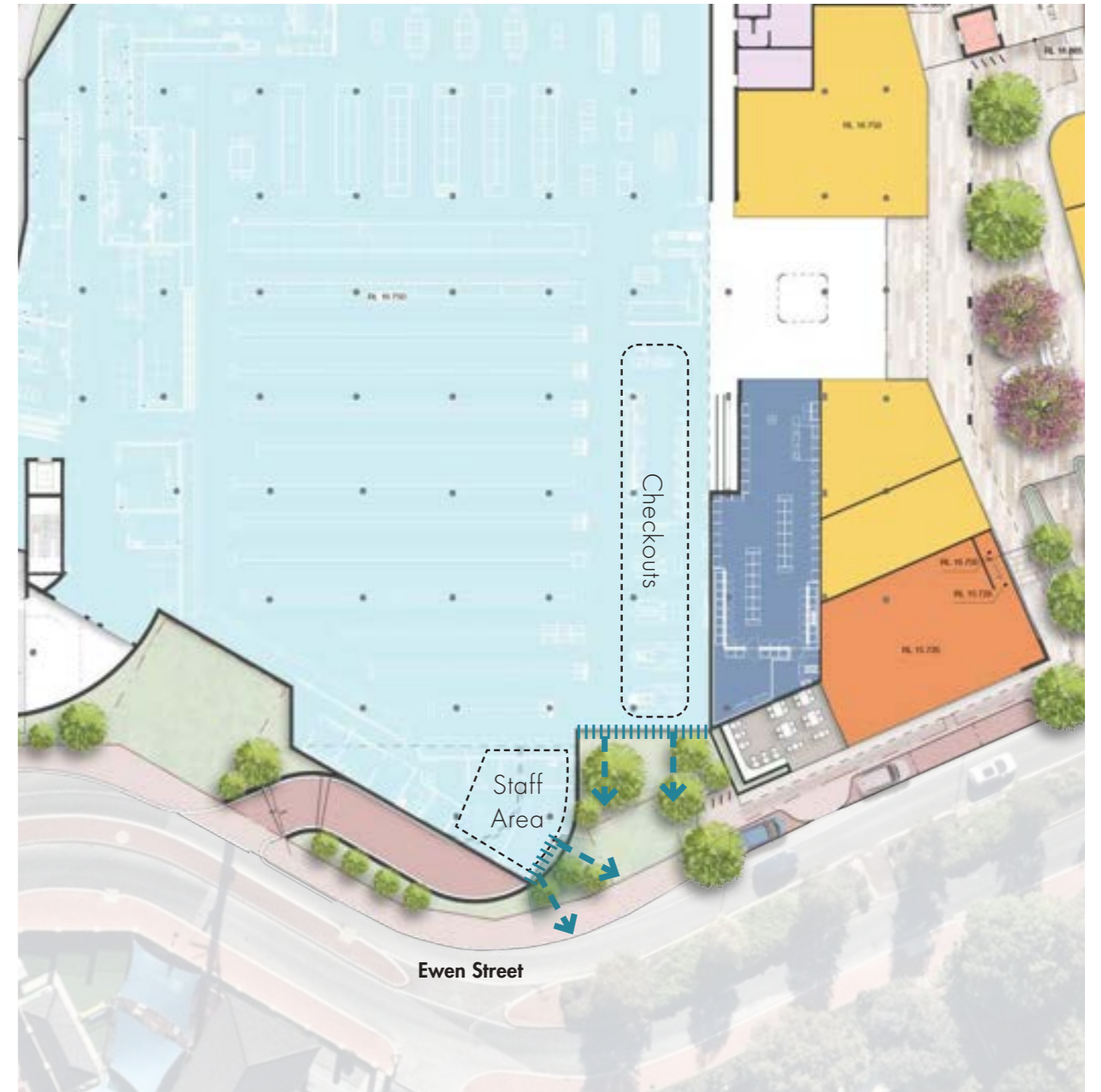
# Ewen Street Southern Ramp

Built Form & Scale

## Ground Plan- DRP 01

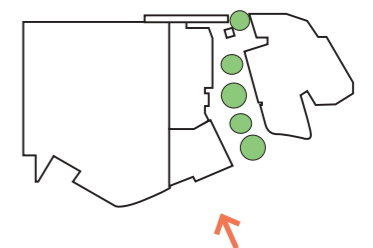


## Ground Plan- DRP 02



# Ewen Street Southern Ramp

Built Form & Scale



# Response to DRP Minutes

Functionality & Build Quality

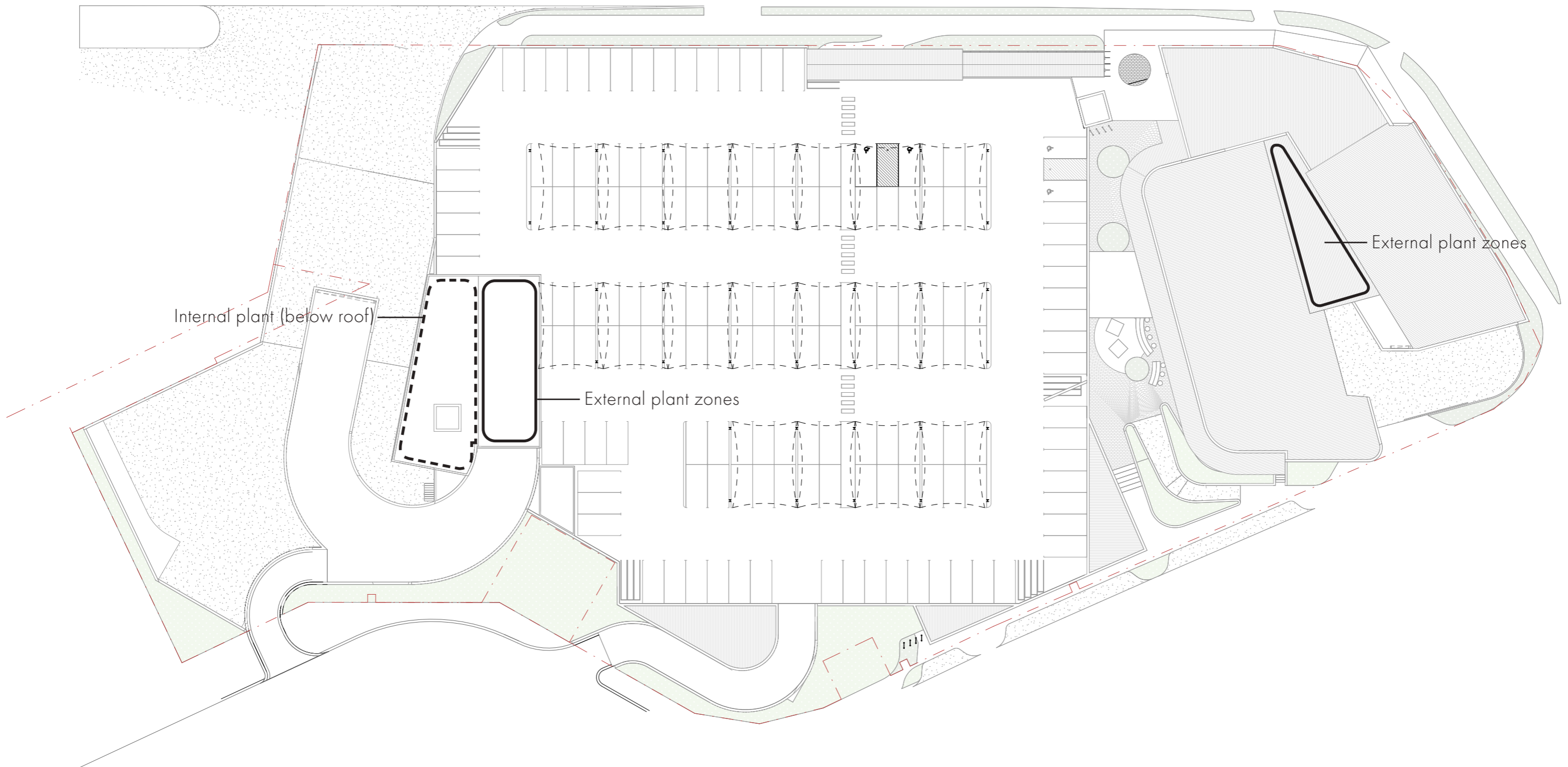
## DRP 01- Panel Recommendations

## Design Team Responses

1) The introduction of street parking is supported and a great outcome.	Noted
2) It was noted by the Panel the supermarket is sleeved or addresses the street which is a good outcome.	Noted
3) There was some concern about carpark layouts and whether vehicular barrier protection and wheel stops have been considered.	All appropriate measures for safety and functionality within the carpark will be put in place as the design evolves.
4) The Panel queried the location and functional methodologies for mechanical (and other) servicing elements such as A/C and refrigeration.	There is a main plant room over the 'grocery pickup' area. Refer to the updated drawings.
5) It was mentioned by the Panel the pedestrian accessway to the northern end of the laneway may be too tight. The lift and public toilet area feels congested and could be opened up.	The design team has relocated the access into the public amenities (and the way they are arranged) to enhance safety and legibility. All other aspects of the 'VT' have been determined by the design team to be 'working well'.

# Roof Plan- Mechanical Plant

Functionality & Build Quality



# Access to Amenities & Lifts

Functionality & Build Quality

## Ground Plan- DRP 01



## Ground Plan- DRP 02



# Response to DRP Minutes

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Sustainability

## DRP 01- Panel Recommendations

1) The sustainability principle has not been addressed at this stage of the proposal.

2) The Applicant was strongly encouraged by the Panel to explore sustainability initiatives and engage the services of a sustainability consultant. A commitment to sustainability initiatives is essential to enable a successful outcome.

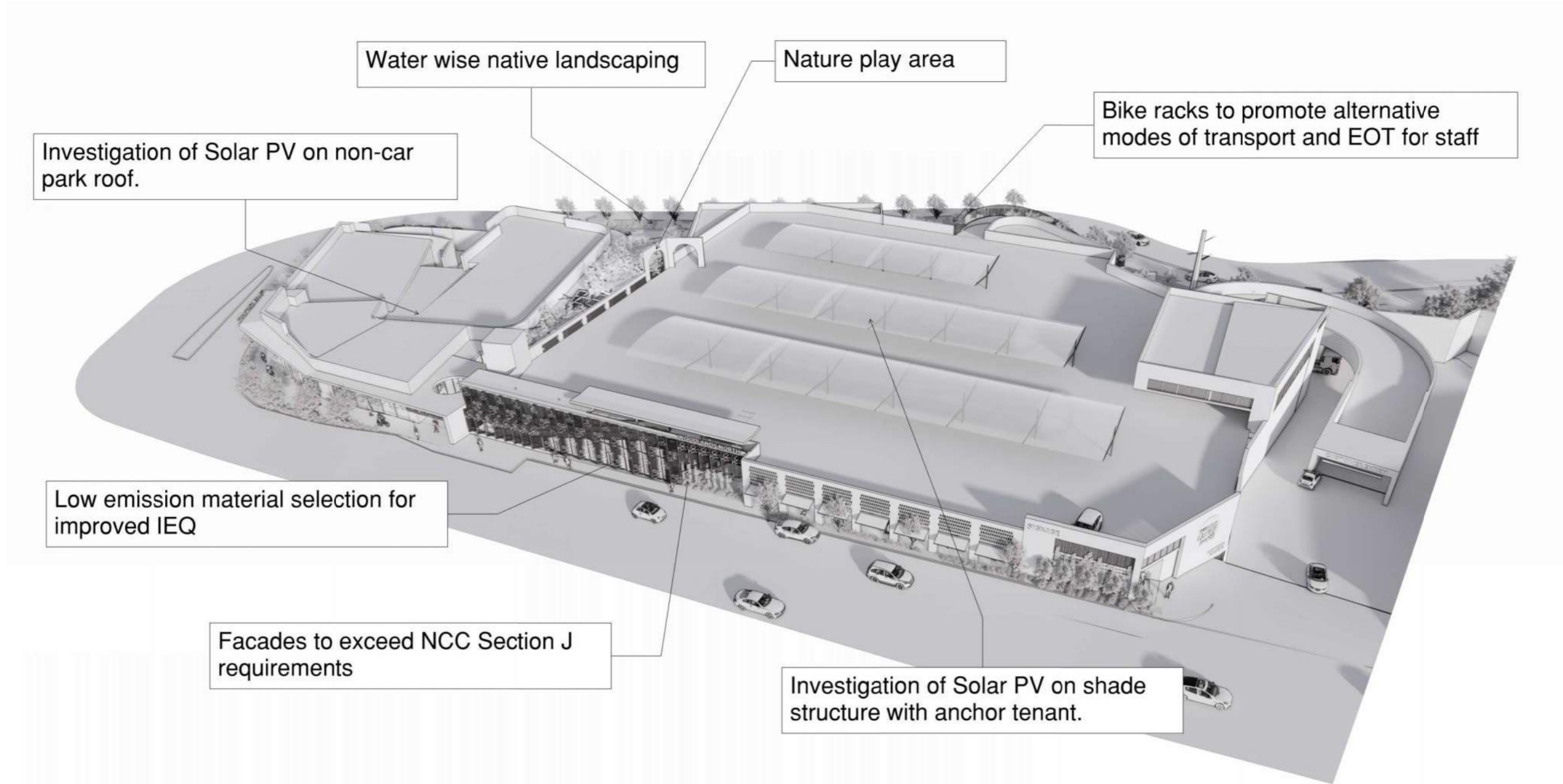
## Design Team Responses

Noted- please see below for the slide provided by our sustainability consultant.

The project team has engaged Prasanna Suraweera from Summation to be our sustainability consultant. Please see below for the project sustainability initiatives.

# Sustainability Initiatives

Sustainability



Summation Pty Ltd has been engaged as the sustainability consultants for the project and will be responsible for the delivery of the sustainability outcomes.

The sustainability team for this project will be led by Prasanna Suraweera, who is a Director with Summation and a Green Star Accredited Professional with over 20 years of experience in delivery of sustainable developments.



# Response to DRP Minutes

Amenity

## DRP 01- Panel Recommendations

- 1) Comment was made by the Panel the pedestrian laneway is a strong point of the design and provides excellent amenity and is well connected into the surrounding context.
- 2) It was recommended the Applicant interrogate the acoustics on the carpark deck.
- 3) It was suggested the public toilets could be relocated.
- 4) It could be beneficial for the liquor outlet to have direct access to the street which would assist with improving amenity and street activation.
- 5) The Panel expressed some concern about the south facing alfresco area and the lack of winter sunlight.
- 6) The proponent should clarify how bike parking is integrated into the proposal.

## Design Team Responses

- Noted
- Information on acoustics will be offered at lodgement of the DA (as required).
- The public amenities have been redesigned, refer to the updated architectural drawings.
- By necessity (and in accordance with their brief) the liquor store has only one access (for safety/security reasons).
- According to reliable modelling, the south western alfresco area does get both morning and afternoon sun at all times of the year.
- Refer to the drawings for bike parking.

# Public Toilet Location

Amenity

## Ground Plan- DRP 01



## Ground Plan- DRP 02



# Bike Parking

Amenity



# Responses to DRP Minutes

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Legibility

## DRP 01- Panel Recommendations

1) The Panel is satisfied with the legibility of the proposal and stated it works well.

2) The Panel noted that although the legibility of the car park entries is strong, additional work could be done (under other principles) to improve the quality of these elements.

## Design Team Responses

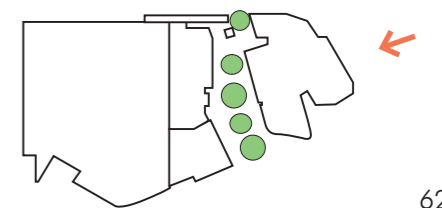
Noted

The various measures for wayfinding and signage will be clarified and illustrated in the DA. The design team will ensure these are 'integrated' rather than 'applied later'.

In conjunction with the City, the design team (including the traffic engineer) has modified how car and truck access and egress occurs. How this now works will be outlined at the DRP02 meeting.

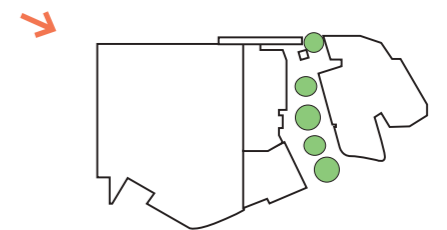
# Ewen & Scarborough Beach Rd

Legibility



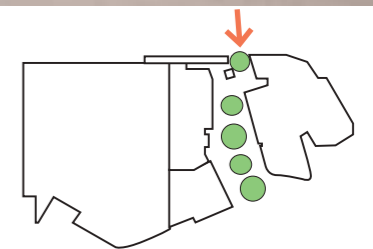
# Scaborough Beach Rd Street Signage

Legibility



# Scaborough Beach Rd Street Signage

Legibility



# Response to DRP Minutes

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Safety

## DRP 01- Panel Recommendations

1) Some concern about children's safety around the play areas was noted.

## Design Team Responses

The playable space will be designed and audited in accordance with convention and regulation.

# Response to DRP Minutes

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Community

## DRP 01- Panel Recommendations

1) This project is a good outcome for the community in this location and is supported by the Panel.

## Design Team Responses

Noted

# Response to DRP Minutes

Aesthetics

## DRP 01- Panel Recommendations

- 1) The aesthetics of the eastern half of the proposal are progressing well including considered articulation, variation, colour, and façade treatments to enhance the local precinct generally.
- 2) The inclusion of breeze blocks is successful.
- 3) The Panel mentioned the Pilates studio could connect more to public realm through its formal connection to the pedestrian pathway. It is acknowledged that the proposed use does not require direct connectivity or full height glazing, but perhaps future adaptability should be considered to enable a different outcome in the future.
- 4) It was stated by the Panel clear glazing is critical for pedestrian activation.
- 5) The western half of the design requires considerable design attention for aesthetics and the applicant is encouraged to seek opportunities to improve this area generally and how it presents to the public realm.

## Design Team Responses

Noted

Noted

The design has now introduced full height glazing to the south eastern corner of the health and wellness tenancy (shown notionally as a pilates studio) to allow for future potential access.

The design team seeks (in this proposal) to maintain a circa 1200mm cill height to this east facing glazing, given the intended function – ie to offer privacy, and to conceal the low level furnishings or equipment that are almost inevitable as part of the fitout.

The glazing types will be 'as required' to suit various codes (including those governing thermal performance). It is the design team's usual approach to specify glazing that is as 'see thru' as the codes allow.

In relation to the western dock, note all of the comments above and refer to updated drawings.

# Ewen Street Connectivity

Aesthetics

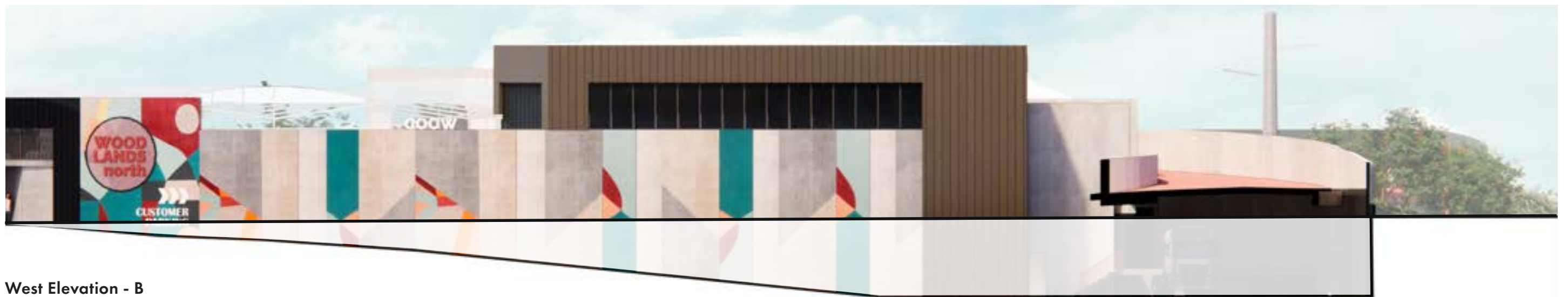


# Western Elevation

Aesthetics



West Elevation - A



West Elevation - B

# Carpark Entry

Aesthetics



# Elevations

Aesthetics



North Elevation - A

North Elevation - B

North Elevation - C



South Elevation - A

South Elevation - B

South Elevation - C



East Elevation - A

East Elevation - B



West Elevation - A

West Elevation - B

# North Elevation

Aesthetics



North Elevation - A



North Elevation - B



North Elevation - C

# South Elevation

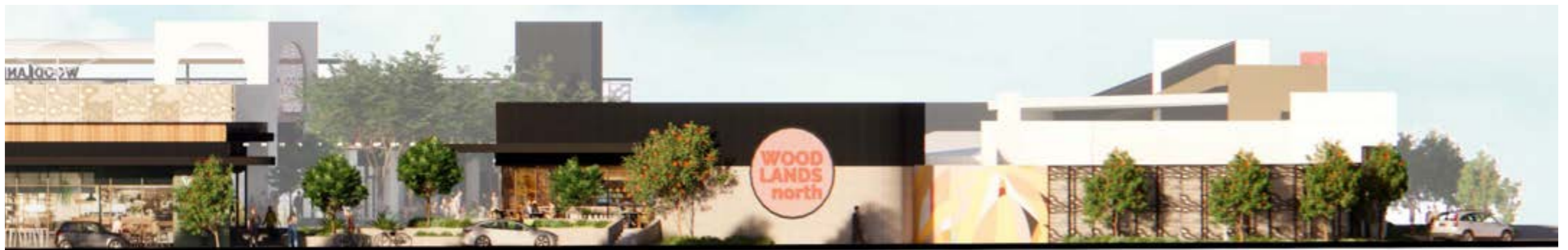
Aesthetics



South Elevation - A



South Elevation - B



South Elevation - C

# East Elevation

Aesthetics



East Elevation - A



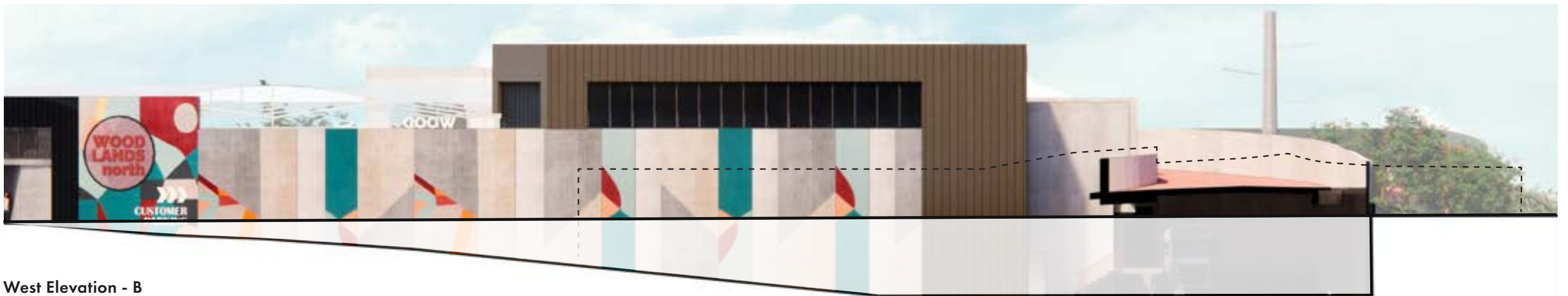
East Elevation - B

# West Elevation

Aesthetics



West Elevation - A



West Elevation - B