City of Stirling

Ordinary Meeting of the 42nd Council

20 October 2026

Minutes

To: The Mayor and Councillors

Here within the Minutes of the Ordinary Meeting of Council of the City of Stirling held Tuesday 20 October 2026 in the City of Stirling Council Chamber, 25 Cedric Street, Stirling.

Stevan Rodic | Chief Executive Officer

Our Vision, Mission and Values

Vision

A sustainable City with a local focus.

Mission

To serve our community by delivering efficient, responsive, safe and sustainable service.

Values

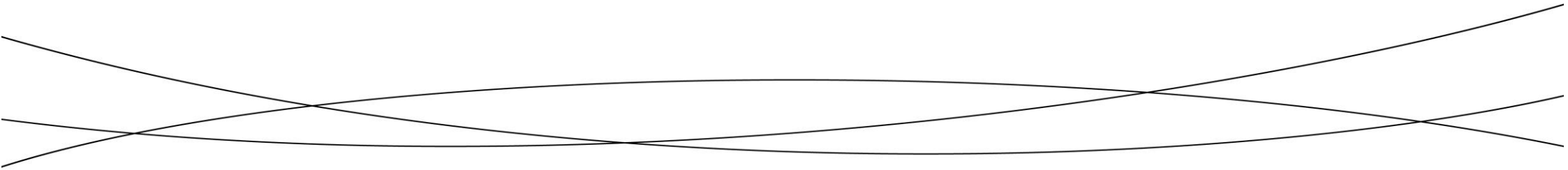
The City of Stirling's core values are:

- Approachable
- Responsive
- Transparent
- Innovative.

Disclaimer

Members of the public should note that in any discussion regarding any planning or other application that any statement or intimation of approval made by any member or officer of the City during the course of any meeting is not intended to be and is not to be taken as notice of approval from the City. No action should be taken on any item discussed at a Council meeting prior to written advice on the resolution of the Council being received.

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The following evacuation procedures are to be followed in the event that an emergency occurs.

- When the emergency alarm sounds, please remain calm.
- Comply with any instructions given by emergency personnel, including the City's Fire Warden.
- The Fire Warden will assess the immediate area for danger.
- If required, the Fire Warden will instruct all in attendance to evacuate – please follow their directions promptly and calmly. Proceed, as directed to the Assembly Area (evacuation point).
- If you have impaired mobility, the Fire Warden can assist with your safe evacuation.
- Do not re-enter the building until authorised to do so.

The Assembly Area is located on the grassed area near the entrance to the basement carpark from Puccini Court. The Fire Warden will direct you to the correct location in the event of an emergency.

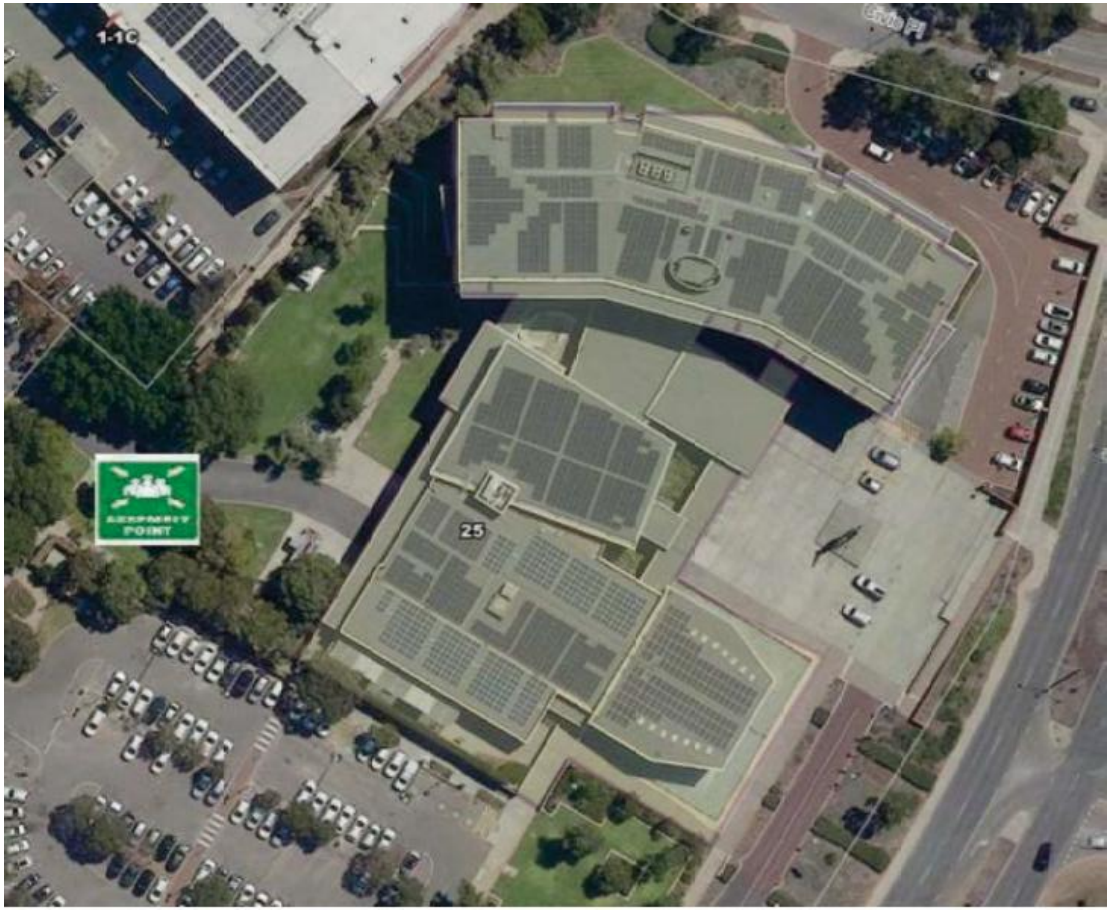

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MINUTES OF THE ORDINARY MEETING OF COUNCIL OF TUESDAY 20 OCTOBER 2026 HELD IN CITY OF STIRLING COUNCIL CHAMBER, 25 CEDRIC STREET, STIRLING

1. OFFICIAL OPENING

The Presiding Member declared the Ordinary Meeting of Council open at 6.30pm.

2. ATTENDANCE AND APOLOGIES

ATTENDANCE

Mayor	Mark Irwin AM
Councillors	Councillor Andrea Creado Councillor Michael Dudek Councillor Damien Giudici (from 6.31pm) Councillor Chris Hatton Councillor Daniela Ion Councillor Tony Krsticevic Councillor Suzanne Migdale Councillor Teresa Olow Councillor Rob Paparde Councillor Karlo Perkov Councillor Stephanie Proud JP Councillor Elizabeth Re (until 9.18pm) Councillor Lisa Thornton

Employees	Chief Executive Officer - Stevan Rodic Director Community Development - Michael Quirk Director Corporate Services - Jason Lyon Director Infrastructure - Andrew Murphy Acting Director Planning and Development - Giovanna Lumbaca Manager City Future - James Fletcher Manager Community Safety - Peter Mullins Manager Development Services - Joseph Rowe-Martin Manager Facilities, Projects and Assets - Paul Kellick Manager Parks and Environment - Dion Johnson Acting Manager Commercial Portfolio - Alice Kavanagh Acting Manager Governance - Toni Fry Head Community Engagement - James Murphy Service Lead Community Safety Strategy and Support - Susanna Panaia Coordinator Schemes, Policies and Heritage - Neil Maull Infrastructure Sustainability Lead - Clayton Chipper Lead Governance Officer - Regan Clyde Senior Governance Officer - Leanne Prior Senior Governance Officer - Casey Taylor Senior Media Advisor - Liam Croy Elected Member Services Officer - Stephen Hyland
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APOLOGIES

Councillor Joe Ferrante
Director Planning and Development - Amanda Sheers

3. APPROVED LEAVE OF ABSENCE

Nil.

Councillor Damien Giudici arrived at the meeting at 6.31pm during consideration of Item 4.

4. DISCLOSURES OF INTEREST

Where a member has disclosed a financial or proximity interest in an item, they must leave the Chamber for consideration of that item.

Where a member has disclosed an impartiality interest in an item, they may remain in the Chamber. The member is required to bring an independent mind to the item and decide impartially on behalf of the City of Stirling and its community.

Planning and Development Committee - 13 October 2026

Councillor Tony Krsticevic disclosed an Impartial Interest in Item 12.1/PCS1 as he has met the owners on a couple of occasions over the years in a private setting.

Councillor Karlo Perkov disclosed an Impartial Interest in Item 12.1/PCS1 as the owners of 2 Virgil Avenue are known to him.

Council - 20 October 2026

Councillor Chris Hatton disclosed a Financial Interest in Item 12.1/PCS1 as he has a family member who is the applicant for the Right of Way.

Councillor Michael Dudek disclosed an Impartial Interest in Item 13.2 as he owns a property in Mount Lawley.

Councillor Daniela Ion disclosed an Impartial Interest in Item 13.2 as she is a member of the Mount Lawley Society.

Councillor Elizabeth Re disclosed an Impartial Interest in Item 13.2 as she is a member of the Mount Lawley Society.

5. PETITIONS

5.1 PETITION - REQUEST FOR PARKING SIGNAGE - NOONGAH STREET, NOLLAMARA

The following petition containing eight verified signatures has been received by the City:

"We, the undersigned, do respectfully request that the Council put up signs along our street being Noongah Street and especially near the T Junction of Noongah Place and Sylvia Street advising road users not to park along the kerbside. Everyday we see vehicles parked on both sides of the road leaving just enough room for one car to fit through, making the driving conditions along these streets particularly dangerous. We have included some photos taken of the conditions. With the addition of "No Parking" or "No Standing" signs put up along our street, we are sure that the traffic conditions will improve and be less dangerous for everyone."

Following Council's resolution, the petition will be forwarded to the Engineering Services Business Unit for consideration and appropriate action.

5.2 PETITION - UPGRADES TO THE MONTCLAIR RISE RESERVE PLAYGROUND

The following petition containing 32 verified signatures has been received by the City:

"We, the undersigned, do respectfully request that the Council: considers an upgrade to the playground facilities at Montclair Reserve. In particular, we propose the addition of further play equipment, including a slide and other suitable features for young children.

Having recently moved into the area, I have observed that there are many families with children living nearby who would benefit from improved recreational amenities. As a parent of a young child myself, I believe that enhancing the playground would provide greater opportunities for safe and engaging outdoor play.

At present, the playground is equipped with only a climbing frame, two swings, and a single rotating seat. While these are appreciated, the limited variety restricts the overall use and enjoyment of the space. An upgrade to the playground would encourage greater community use, attract more families, and contribute positively to the wellbeing of local residents. We kindly request that the Council consider installing additional equipment, as described above, to better meet the needs of the community."

Following Council's resolution, the ePetition will be forwarded to the Parks & Environment Business Unit for consideration and appropriate action.

Council Resolution

1026/001

Moved Councillor Re, seconded Councillor Thornton

That Council RECEIVES the petitions tabled at the Council meeting held Tuesday, 20 October 2026 and the petitions be REFERRED to the Chief Executive Officer for the appropriate action.

The motion was put and declared CARRIED (14/0).

For: Councillors Creado, Dudek, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud, Re, Thornton and Mayor Irwin.
Against: Nil.

All petitions will have an update available in due course on the Petition Status Update page of the City's website which can be accessed here.

6. RESPONSES TO PREVIOUS QUESTIONS FROM MEMBERS OF THE PUBLIC TAKEN ON NOTICE

All Public Question Time responses from the previous Council meeting were published in the minutes of that meeting.

Nil.

7. PUBLIC QUESTION TIME

Public Question Time is included in the live stream. Members of the public are only required to state their name and suburb when addressing the meeting.

Members of the public who wish to ask question/s at the Council meeting are requested to submit these through the City's online Public Question Time submission form (click here).

Councillor Michael Dudek left the meeting at 7.23pm during Item 7, and returned at 7.25pm.

Councillor Suzanne Migdale left the meeting at 7.25pm during Item 7.

7.1 PUBLIC QUESTION TIME - N TAN

The following questions were submitted by N Tan, Stirling 6021, at the Council Meeting held Tuesday, 20 October 2026.

Q1. *"At the last Council meeting held on 22 September 2026, I asked some questions relating to the collapse of Mayor Irwin's previous business, Selby's Gym. These questions were not ruled out of order and the Mayor provided clear verbal responses to my questions. Upon reading the published Minutes from this meeting, Mayor Irwin's verbal responses were curiously absent, with a generic notation that the question would be taken on notice and a written response provided. I found this rather befuddling, as my questions were included in the Minutes word for word.*

Since raising this issue with both the Executive Team and Governance, there have been multiple refusals to amend the Minutes to include these verbal responses, which I believe is blatant falsification of official Council records. It is made very clear in section 5.22 of the Local Government Act 1995 that Council has a strict statutory obligation to ensure that minutes are prepared and confirmed only as a correct record of what has been said at a Council meeting.

Mayor Irwin, why has City Governance omitted key details in the verbal response, changing the intent of the responses that were actually provided to me by the Presiding Member?"

A1. The Chief Executive Officer advised that the recording of Public Question Time is governed by regulation 11(e) of the Local Government (Administration) Regulations 1996, which requires the minutes to include a summary of each question raised by members of the public at the meeting and a summary of the response to the question. This means that the minutes are not required to record questions and responses verbatim and may instead provide a summary of the matters raised and responses given.

Q2. *Following the previous Council meeting on 22 September 2026, I received a letter from the Acting Chief Executive Officer, Ms Amanda Sheers, threatening me with, amongst many things, potential criminal charges as a result of my previous questions and alleged intimidating conduct. I believe that threatening ratepayers with bans and potential criminal prosecution simply for asking legitimate, if not possibly uncomfortable, questions are unsettling and morally questionable.*

Was this threatening letter solely Ms Sheers' own initiative and does she accept full responsibility for it, or was she subject to influence and pressure from other City departments to prepare and send it?"

A2. The Chief Executive Officer advised that the letter was sent as a result of Ms Sheers' decision as the Acting Chief Executive Officer. The Chief Executive Officer further advised that he had reviewed the decision and agreed with the comments made to Mr Tan.

Q3 *"My final question relates specifically to the response provided to the questions I asked during Public Question Time at the Ordinary Council Meeting held 22 September 2026. I believe this matter is highly relevant to local government, as the response was provided during Council proceedings within the Chambers. My question relates to the City's administrative processes, procedural fairness and the accuracy of statements made by the Presiding Member at the Council meeting on that date.*

For context, the response - which related to the collapse of Mayor Irwin's previous business, Selby's Gym - included 'I certainly can't understand why you wouldn't have gotten a refund at the time, everyone else did. And yes, it was very public, I committed at the time, and everyone was paid back.' Since this meeting, I have been approached by several ratepayers who watched the live stream and heard the response that was provided to me. Unanimously, the feedback I have received, which is verified by multiple statutory declarations and communications from the Department of Consumer Protection, is that members were not repaid at any stage.

Mayor Irwin, given there are inconsistencies between your response to my questions on 22 September 2026 and the information provided by other ratepayers and the Department of Consumer Protection, can you please set the record straight as to whether people were in fact repaid, as this relates to Council integrity, governance and record keeping?"

A3. The Chief Executive Officer advised that under regulation 7(4)(a) of the Local Government (Administration) Regulations 1996, a local government is not required to answer a question that does not relate to a matter affecting the local government. The Chief Executive Officer acknowledged that Mr Tan held a different view; however, this is the legislation within which the City and its Governance team operate.

Additional Information

A1. Regulation 11(e) of the Local Government (Administration) Regulations 1996 requires a summary of each question raised by members of the public at the meeting and a summary of the response to the question. If a question is taken on notice, further information will be provided in the minutes. However, if the question asked does not relate to a matter affecting the local government the City is not required to provide a response in accordance with regulation 7(4)(a) of the Local Government Administration Regulations 1996 and the minutes will note that.

A2. The letter referenced in Q2 was not issued in response to Mr Tan asking questions, nor did it threaten criminal prosecution for doing so. It was issued in response to concerns regarding Mr Tan's conduct at the Council meeting held 22 September 2026, which the Acting CEO considered inappropriate, intimidating and inconsistent with expected standards of behaviour at Council meetings in accordance with the City of Stirling Meeting Procedures Local Law 2021. The reference to the *Criminal Code Act Compilation Act 1913* related to the potential prohibition of entry to City premises should unacceptable conduct occur in the future. In addressing such matters, the CEO must also consider the City's responsibility to provide a safe environment for employees, Elected Members and others, including appropriately managing psychosocial hazards and risks to psychological health and safety.

7.2 PUBLIC QUESTION TIME - W MONKS

The following questions were submitted by W Monks, Wembley Downs 6019, at the Council Meeting held Tuesday, 20 October 2026.

Q1. *"Mr Mayor and Chair of WALGA, the City has been culpable and complicit in the reckless and ruthless destruction of the overhead tree canopy throughout the City for decades, and many people have had enough. When are you going to introduce local planning laws, such as the Local Planning Policy prepared under Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015 WALGA Template Policy that was released in August 2026, and stop this ceaseless destruction, as the urban tree canopy in the City is around 11% to 12% and this situation is not business as usual?"*

A1 The Manager City Future advised that in September 2024, the WALGA Model Policy was considered by Council amongst a suite of other tree and urban canopy documents; however, the WALGA policy was not adopted at that time. Council instead supported a trial of proactive compliance for tree retention and planting in development applications through the approvals process, which is now part of business as usual.

Under the City's current Local Planning Scheme, there is no scheduled review of adopting the WALGA policy. However, the City's draft Local Planning Scheme No.4 is currently with the Minister for Planning in the final stages before gazettal. As part of the planning for Local Planning Scheme No.4, City officers are in the process of scheduling a policy review, which could include a further review of adopting the WALGA policy. There are no specific plans at this point in time.

Q2. *"Mr Mayor and Chair of WALGA, which introduced the Local Planning Policy above in August 2026, the State Government, with its Urban Greening Strategy, plans to target 30% urban canopy coverage by 2040. Why would you and the Councillors not move a motion supporting the noted policy, as the City of Stirling tree canopy on private and public land is expected to be only between 14% to 18% by 2040?"*

A2. The Manager City Future clarified that the Perth and Peel Urban Greening Strategy does not itself regulate or prohibit the removal of trees. Rather, it establishes a strategic framework for increasing urban canopy and supports the use of existing and future planning mechanisms, incentives and programs that encourage tree retention, including the existing development framework for residential developments through the Residential Design Codes and other State planning policies.

The City acknowledges that, with urban growth, the retention of green spaces throughout the City is becoming increasingly challenging. Through its development application process, the City offers a free pre-lodgement service to assist proponents at the early, pre-development stage to retain trees as much as possible through residential design.

In addition, larger developments are subject to a design review process, which requires proposals to address the relevant State planning policy on built form and design, which explicitly covers landscaping. Tree retention is therefore well considered throughout the design process; however, the Strategy itself is not a mechanism for retaining or preserving vegetation.

Q3. *"Mr Mayor and Chair of WALGA, the City did not substantiate why a tree at 9 Buxton Road was intended to be removed and did not provide evidence that aligned with your decision. Where is the transparency and good governance, and why did you continue deliberating and making top-down decisions that fail to take into account the broader community interests and values, and fail to discuss these matters, when a site meeting was requested by me? Also, who foots the bill for the police attending?"*

A3 The Manager Parks & Environment advised that the City has publicly explained that the tree's root system has impacted private infrastructure, and that retaining the tree would present an ongoing risk of further damage with the potential to impact the personal safety and wellbeing of the residents. This outcome was carefully considered through the review process and the decision was not made lightly. Unfortunately, no reasonable alternative solution was available.

A site meeting was not required for the City to make an operational decision based on the technical advice available.

7.3 PUBLIC QUESTION TIME - R BARRETT

The following questions were submitted by R Barrett, Karrinyup 6018, at the Council Meeting held Tuesday, 20 October 2026.

Q1. "At the 23 March 2026 Electors' Meeting, in response to my questions, Council officers outlined work on three environmental issues: reducing waste fleet emissions, assessing policies to protect trees on private land, and improving waste diversion from landfill. Seven months later, what specific actions have been completed, what measurable outcomes have been achieved and what are the next steps and timelines for each? Please also include the expected contribution to waste diversion targets from the September Council decision relating to waste-to-energy."

A1 The Director Infrastructure advised that there is a significant amount of work occurring in this space. The key highlight is that the City has now signed a waste-to-energy contract and is diverting waste to the waste-to-energy plant in Kwinana, which will increase the City's diversion rate from 48% to 83%. The City is also still investigating options for waste trucks; while there is nothing commercially available at this stage, there are some options being considered.

The Director Infrastructure further advised that the question would be taken on notice and a written response provided.

Q2. "The 2024/25 Annual Report refers to consultation on Council's Climate Change Adaptation Plan through Future Stirling last October, but residents were not invited to examine the Plan itself. Could Council advise:

(a) When explicit consultation on the Plan will occur;
(b) How residents and community groups will participate in its implementation; and
(c) The annual expenditure on Plan actions over the past five years and budgeted for 2026/27, distinguishing dedicated adaptation spending from broader programs?"

A2. The Infrastructure Sustainability Lead advised that the 2024/25 Annual Report did not refer to community consultation on the Climate Change Adaptation Plan itself, as the City is not developing a new Climate Change Adaptation Plan. Rather, it noted that community consultation would occur as part of the Strategic Community Plan review, so that the City could better understand which climate change aspects were important to the community.

As part of that review, the City undertook community consultation on strategic long-term challenges and opportunities. Through this process, the community identified climate action and adaptation priorities, including climate resilience, heat mitigation and cooling, increasing tree canopy, protecting biodiversity and supporting sustainable development. These priorities were reinforced in phase two of the consultation, where conservation and biodiversity were the highest-ranked focus area among workshop participants. These findings are now informing the City's broader strategic approach to climate adaptation and relevant programs and services. No further broad consultation on climate change adaptation is planned at this stage.

In relation to part (b), residents and community groups can participate in sustainability and climate resilience initiatives hosted by the City and can learn about these opportunities via the City's Living Green webpage and Living Green e-newsletter.

In relation to part (c), the City does not maintain a standalone climate adaptation budget, as adaptation activities are delivered through a range of operational and capital programs. Consequently, dedicated adaptation expenditure over the past five years and the 2026/27 budget is not readily available as a separate figure and would require a detailed review of expenditure across multiple programs. One example of broader expenditure supporting climate resilience, approximately $750,000 is allocated annually towards Coastal Hazard Management works.

Q3. *"At the 7 July 2026 meeting, Council advised that Karrinyup Library redevelopment options would go to an August workshop. Could Council advise:*

(a) Whether that occurred, what options and directions resulted, and whether the entire Cultural Centre precinct is being considered;

(b) Whether a land sale or shopping centre lease is proposed, and how long-term costs and community benefits compare; and

(c) When residents will see and comment on all options before a preferred option is selected?"

A3 The Director Community Development confirmed that redevelopment opportunities for the City's landholding on Davenport Street, which includes the Karrinyup Library and Community Centre, were discussed at an Elected Member Workshop in August 2026. Based on those discussions, additional information was requested by Elected Members, and a follow-up workshop will be held later this year.

It is anticipated that a report will be formally presented to Council in 2027, which will include much of the information sought in the question. That report will guide decision-making by Council and will also include intended consultation in accordance with the City's Community Engagement Policy.

Additional Information

A1. Since the Special Electors' Meeting on 23 March 2026, the City has progressed work on reducing fleet emissions and improving waste diversion from landfill.

Waste Fleet Emissions

The City has developed a staged Battery Electric Vehicle (BEV) transition plan targeting approximately 44% of the passenger fleet being electric by 2028/29.

While passenger vehicle electrification continues to advance, suitable electric waste collection and other heavy operational vehicles remain limited within the Australian market. The City continues to monitor developments in heavy vehicle technology and will assess opportunities to transition these assets as fit-for-purpose solutions become commercially available.

Improving Waste Diversion from Landfill

The City has continued to pursue resource recovery initiatives. The 24-week Coolbinia FOGO Trial concludes on 29 October 2026 and is currently being evaluated, with outcomes and recommendations to be reported to a future Council meeting.

With the diversion of 46,000 tonnes of domestic red-lid waste to Kwinana Energy Recovery, the City's landfill diversion rate is expected to increase from approximately 48% to around 83%. In addition, the City's overall material recovery rate is expected to increase from approximately 47% to around 57%, supporting progress towards the Sustainable Environment Action Plan target of a 75% material recovery rate by 2030.

Assessing Policies to Protect Trees on Private Land

Council has considered this issue extensively. The work arose from a number of Council and Electors' Meeting resolutions about the continuing loss of trees on private land, and was also informed by the City's Urban Forest analysis, which showed that gains being made on City land were effectively being offset by losses on residential land.

In September 2024, Council considered a range of possible responses, including the WALGA Model Tree Retention Policy and a City local law. Ultimately, Council did not adopt either of those regulatory approaches. Instead, it supported trialling a proactive compliance approach to tree retention and planting through development approvals, with the results to be reported back, and asked that incentive-based approaches for retaining and growing large trees on private land be considered through the following budget process.

Since then, that work has continued through a dedicated Project Officer Trees, proactively checking whether tree retention and planting requirements imposed through development approvals are being met. The City has also continued initiatives including priority assessment where significant trees are retained, the Significant Tree Register, subsidised arborist assistance and the review of its planning framework.

The compliance work is now an ongoing program and, as at September 2026, 2,344 development sites had been identified for investigation.

At 6.53 pm in accordance with Clause 5.2(14) of the City of Stirling's Meeting Procedures Local Law 2021, Mayor Mark Irwin ruled that Public Question Time be EXTENDED.

7.4 PUBLIC QUESTION TIME - A BEVILAQUA

The following questions were submitted by A Bevilaqua, Wembley Downs 6019, at the Council Meeting held Tuesday, 20 October 2026.

Q1. *"Regarding the recent removal of the tree at 36 Dover Crescent, the Mayor cited on the ABC the 'incredible risk to private property' and 'future damage to house slabs' as justification for its immediate destruction. Given that the existing dwelling does not appear to be built on a concrete slab, can the City confirm that this tree was not removed to make space for future property development, and clarify if removing mature trees for speculative future insurance claims is consistent with the City's tree management Policy?"*

A1. The Manager Parks & Environment advised that the tree was not removed to facilitate any known current or future property development. The decision was based on site-specific technical and risk assessments, including independent arboricultural advice and advice from the City's insurer, which identified impacts to private infrastructure and an ongoing risk to the City.

Q2. *"Could Council please provide the tree assessment report and supporting documentation for the verge tree removed last week at 36 Dover Crescent, or specify the exact legal or policy grounds under which these documents are deemed confidential in their entirety?"*

A2. The Manager Parks & Environment advised that the assessment and supporting documentation contain information concerning private property, technical risk considerations and advice obtained by the City in confidence.

The City will release a summarised version of the report.

Q3. *"Given that WALGA's Tree Retention Model Local Planning Policy was released to local governments in 2024, well in advance of the upcoming changes to the State R-Codes, will the City formally adopt this policy to prevent further canopy loss resulting from private property development? I acknowledge that this question was answered previously, but I ask whether the incentives are working well enough under the development application process."*

A3 The Mayor advised that the WALGA Model Tree Policy dates back a couple of years and was considered by Council, which opted for an incentive-based model. The Mayor further advised that he was confident Council would reconsider the policy in the future.

The Mayor noted that he had met with Minister Carey earlier that day regarding concerns about future R-Code changes and had advised that the biggest effect of blanket R-Code changes would be canopy loss in backyards, which is a concern felt by the community that Council hears.

Additional Information

A2. The summarised version of the report will be released prior to the next available Ordinary Meeting of Council on the City's website.

7.5 PUBLIC QUESTION TIME - D LIM

The following questions were submitted by D Lim, Daglish 6008, at the Council Meeting held Tuesday, 20 October 2026.

Q1. *"Since the installation of the Hamersley Book Nook, what has been the patronage by library users per financial year? During what periods, if any, has the patronage been oversubscribed, which may have resulted in delayed retrievals and returns?"*

A1 The Director Community Development advised that the Hamersley Book Nook was launched in March 2025. In that financial year, it recorded 3,539 loans and 5,262 returns. In the first part of 2026/27, there have been a further 1,152 loans and 1,673 returns.

There are occasional periods where demand for the Book Nook exceeds available locker capacity. This often occurs on Mondays as a result of higher volumes being requested over the weekend, and higher demand can also occur over public holidays. Where capacity is reached, customers are offered the opportunity to collect their items from a nearby library, although most customers choose to wait for collection from the Book Nook.

Q2. *"What staffing is required to maintain the Book Nook at Hamersley Community Hub in terms of number of staff, frequency of maintenance, and travel time and mileage accumulated?"*

A2. The Director Community Development advised that there are three main elements. The City's courier attends the site every day as part of the existing visit to the leisure centre on the same site, so no additional mileage is incurred. One staff member from Karrinyup Library attends the Book Nook daily for approximately one hour to distribute loans and manage returns, and staff at Karrinyup Library also spend approximately two to three hours per week responding to customer enquiries. One staff member at Mirrabooka Library also spends up to two hours per day remotely allocating lockers and managing holds, which includes contacting customers regarding any issues they may be experiencing.

The Director Community Development further advised that additional detail would be provided in writing.

Q3. *"How successful has the Book Nook been in connecting the community and optimising the use of resources of its library service?"*

A3. The Director Community Development advised that the City is very pleased with the success of the Book Nook, which was the first of its type in the Perth metropolitan area. It has extended community access to the library collection for residents beyond the traditional branch library approach and provides a convenient collection and return point for library members. Library staff remain available by telephone or email to provide support. Overall, the City considers that the Book Nook has been a great success for the community.

Additional Information

A2. More specifically, the Book Nook requires the following ongoing staffing support:

- City courier: Daily service as part of the existing courier visit to Hamersley Leisure Centre, with no additional mileage incurred.
- Karrinyup Library: One staff member attends daily for approximately one hour to service the Book Nook, distribute loans and manage returns. Staff also spend approximately two to three hours per week responding to customer enquiries and resolving collection issues.
- Mirrabooka Library: One staff member spends up to two hours per day remotely allocating lockers and managing holds, including contacting customers regarding any issues or queries.

7.6 PUBLIC QUESTION TIME - J HELLIWELL

The following questions were submitted by J Helliwell, Nollamara 6061, at the Council Meeting held Tuesday, 20 October 2026.

Q1. *"Mr Mayor, I think it is fair to say that the people of Balga Ward have been taken on quite a journey over these past few months and years regarding the prospect of a verge collections trial. Look no further than our Ward's Elected Members, who have talked about the issue a lot in that time. In the case of Councillor Dudek, the photo of him with a couch on a Nollamara verge has been shared regularly and discussed a lot through both social media and local media, and there is no doubt that the people of Balga Ward continue to expect action on verge furniture.*

Last year, Councillor Creado put up a post on 27 September 2025, which is still live on social media, claiming to have delivered the verge collections trial when no such delivery has occurred in my street or the Balga Ward. A couple of months ago, when I asked for an update on the progress of the tender process after the first process was unsuccessful, I was told that Council had full confidence in the second process delivering a 2026/27 trial start time of around now.

Mr Mayor, don't you think it's time for Council to be fair dinkum with the people of the Balga Ward regarding the realistic chances of a trial occurring anytime soon, and to stop with the endless promises and misguided optimism on the issue?"

A1. The Mayor advised that the two Ward Councillors have been fierce advocates for the Ward and have put forward the motions that have come to Council. The delays are a result of the market not responding, with the second tender being unresponsive. The matter is now before Council, having been held over, and will return to Council in the next meeting cycle.

Q2. *"From Council's perspective, what are the realistic chances that, in the 2026/27 financial year, we will see any action on a verge collections trial?"*

A2. The Mayor advised that the matter is entirely before Council and he could not predict what Council would decide. The Mayor invited Mr Helliwell to attend the Community and Resources Committee meeting and the next Council meeting.

Q3. *"My third question is on a separate topic regarding an issue that was previously discussed a couple of months ago, being the three backyard modulars on Slindon Street, Nollamara. I noticed that the three modulars are still there and still being actively used. Could Council please provide an update on the investigation into these backyard modulars?"*

A3. The Acting Director Planning and Development advised that the investigation is ongoing, so any update the City can provide at this time is limited. Investigations related to land use and development can be complicated and must be carried out in accordance with the City's statutory obligations. The City is aware of the concerns related to the development and is working through the investigation.

7.7 PUBLIC QUESTION TIME - R MITCHELL

The following questions were submitted by R Mitchell, Karrinyup 6018, at the Council Meeting held Tuesday, 20 October 2026.

Q1. *"Why can a ratepayer not be given details of the risk insurer selected by the Western Australian Local Government Association insurance brokerage department, the Western Australian Local Government Insurance Scheme, which is contracted to carry out the tendering and selection of the insurer mutually for local government councils?*

The Minutes of last month's Council meeting, under the item relating to the Provision of Cleaning Services (pages 120 to 125), give complete details of who the successful tenderer was, who the other tenderers were and the tender amount. Over the last four or five months, I have been attempting to find out who the risk insurer is for the City of Stirling. I have been told that it is a mutual arrangement with the Western Australian Local Government Association, which is done with every council by contract. Every council is expected to obtain the results of this process, including the name of the person or business that holds the insurance for the City of Stirling, and whether there is only one risk insurer or several. As a public utility, that information should be made available, but I seem to be stonewalled from everywhere. I found out from the Administration that the figure is currently around $3.4 million, but that could also rise. What is going on with this?"

A1. The Mayor advised that, in 1995, 139 local governments (and 145 entities in total) formed Local Government Insurance Services (LGIS) through WALGA. LGIS is not insurance; it is a mutual indemnity scheme through which all local government entities effectively self-insure. LGIS then seeks cover for the uninsurable components through international markets and operates under Australian Prudential Regulation Authority conditions. Different risk components, such as workplace health and safety and psychosocial safety, are reinsured through international markets, with the benefit of being a mutual provided back to local governments.

Q2. *"Mr Mayor, this is a considerable amount of money, between $100 million and $200 million, and it is done without ratepayers being made any wiser. We want to know whether the process carried out by WALGA is correct, and to be able to look at what has been done to make sure that it is appropriate. I saw your email prior to the meeting, but it does not explain who the insurer is. We are receiving invoices and paying them without knowing what is going on."*

A2. The Mayor advised that the reinsurance through the scheme is managed by the scheme manager, JLT Marsh.

7.8 PUBLIC QUESTION TIME - R JOYCE

The following question was submitted by R Joyce, Wembley Downs 6019, at the Council Meeting held Tuesday, 20 October 2026.

Q1. "How is the City tracking towards its tree canopy cover target for 2040, given that the City has lost over 1.3 million m^2 of tree canopy over the last decade, and what specific adjustments are being made to the Local Planning Scheme to prevent canopy loss on private land?"

A1. The Manager Parks & Environment advised that he did not have the official figures available and noted that there are many challenges in achieving canopy outcomes in an urban environment, with development being one of those challenges.

The Manager Parks & Environment further advised that the question would be taken on notice and a written response provided.

Additional Information

A1. Officers are currently analysing 2026 canopy data, therefore the following data is as of 2025. Since 2022, canopy on public land has increased from 18.92% to 19.67% with a total canopy percentage including both private and public land at 12.43%.

Council endorsed a separate, achievable target of 30% canopy on City-managed land by 2040 on 4 March 2025. Canopy cover on City-managed land is currently 19.67% meaning the City is currently tracking in line with the target trajectory. The pathway to 30% includes planting approximately 96,000 trees over 16 years, maintaining annual planting at around 6,000 trees.

Impacting the overall percentage are issues including development, environmental challenges through rainfall reduction, storm events and heat stress, and pest and disease - primarily including Polyphagous shot hole borer.

In response, officers are implementing methods to increase the overall canopy, such as improving the quality of care and maintenance; species selection to be more resilient; and evolving tree planting practices to support strong establishment.

Council will be asked to consider a Notice of Motion from Councillor Lisa Thornton at a subsequent Council meeting regarding the introduction of a draft Local Planning Policy for Tree Retention on Private Land, informed by WALGA's revised August 2026 Model Local Planning Policy for Tree Retention.

7.9 PUBLIC QUESTION TIME - P COLLINS

The following questions were submitted by P Collins, Dianella 6059, at the Council Meeting held Tuesday, 20 October 2026.

Q1. *"I refer to Item 13.2 on the agenda, a revocation motion to stop community consultation on changes to building height limits on Beaufort Street, Inglewood. This is not the revocation of a final decision, Mr Mayor, but the revocation of a decision allowing the community, particularly the Inglewood community, to have their say. That decision was made six weeks ago, and rather than receiving a report on that consultation, we are dealing with a revocation motion to stop that community consultation from happening altogether. I am struggling to understand why. Is it because:*

(a) The five Councillors supporting the revocation motion are fundamentally opposed to seeking community feedback on changes to address resident concerns regarding height, bulk and scale;

(b) The five Councillors supporting the revocation motion have formed the view that the less community consultation at the City of Stirling, the better;

(c) The five Councillors supporting the revocation motion were not elected by Inglewood Ward and, therefore, what is important to the residents of Inglewood is not important to them; or

(d) The five Councillors supporting the revocation motion fear that the Inglewood community might actually have an opinion and be able to add something to their knowledge?

Is it (a), (b), (c) or (d), Mr Mayor?"

A1. The Mayor advised that it is important to note that the matter has already been out for consultation. The planning policy was heavily consulted on with the community before it came back to Council for a decision, at which point it was changed, meaning it would need to be readvertised. Since then, a revocation motion has been lodged, which is a matter for Council to decide during the meeting.

Q2. *"Of the 165 submissions originally received, 94.5% opposed the Local Planning Policy. The City worked to address a large part of their concerns, but height was the main concern, and Inglewood experienced a greater increase in height than Mount Lawley. Councillor Giudici sought to keep the Inglewood town centre at four storeys and match the heights north of that centre with the current Scheme's three storeys, as a measure to address the community's concerns.*

Mr Mayor, what is fundamentally wrong with the community, particularly in Inglewood, having a say on that outcome?"

A2. The Mayor advised that there is nothing fundamentally wrong with consultation or with the community having a say, and that Council would take that into account, together with officer comments, and make its decision accordingly during the meeting.

Q3. "Mr Mayor, we know the property market is in decline and values are falling. One might reasonably form the opinion that a Councillor may have been asked to stop this consultation from proceeding. If Council supports this revocation motion and stops the community consultation for these important changes in Inglewood from going ahead, whose interests are being served?"

A3. The Mayor advised that this is a matter for Council to decide during the meeting.

7.10 PUBLIC QUESTION TIME - M FOX

The following question was submitted by M Fox, Mount Lawley 6050, at the Council Meeting held Tuesday, 20 October 2026.

Q1. *"I feel somewhat abandoned in terms of Council representation on the Local Planning Policies, particularly when the public response has been so consistent and clear in supporting lower height and scale in the heritage area. Everywhere around us, including Vincent, Bayswater and Morley, has done so, and we are asking for about 2km of Beaufort Street. It was refreshing and inspirational to see Councillor Giudici stand up not only for the people of his area, but also for a better aesthetic result in years to come.*

Given the public consultation has been so clear, why is the City not listening? Why are they moving to revoke the public's ability to have a further say in Inglewood, and who are they representing on this issue, if not the people who elected them?"

A1. The Mayor advised that the matter is an item for Council to consider during the meeting. The Mayor further advised that Council is also very proud of Councillor Giudici.

7.11 PUBLIC QUESTION TIME - M MASIELLO

The following questions were submitted by M Masiello, Trigg 6029 at the Council Meeting held Tuesday, 20 October 2026.

Q1. *"The estimate for the Stage 1 boardwalk concept designs was $150,000. For this spend, the City is required to obtain three quotes in accordance with the City's Procurement Policy. Can the City please confirm the names of all contractors that submitted a quotation for the proposed coastal boardwalk concept designs issued on 10 March 2025, and provide an electronic copy of the City's RFQ evaluation documentation for these quotes?"*

A1. The Chief Executive Officer advised that the question would be taken on notice and a written response provided, to the extent that the information is able to be released.

Q2. *"In the quote submitted by UDLA for the RFQ for the proposed coastal boardwalk concept designs issued on 10 March 2025, UDLA listed Natural Area Management (NAM) as the subcontractor it would use for the environmental survey to inform the concept design. NAM is well known to the City. Between July 2022 and March 2026, prior to being engaged as an independent environmental advisor for the proposed boardwalk, the City used NAM 1,087 times, with $5.5 million in payments over these three and a half years. Specifically, in the 2025 financial year, this equated to 55% of the City's entire budget on environmental management services.*

The City's Procurement Policy defines a conflict of interest as 'an interest, whether financial or otherwise, that could affect or could reasonably be perceived to affect the respondent's capability to supply goods or services fairly and independently'.

Mr Mayor, would you say that NAM has a financial interest with the City of Stirling that may impact its ability to supply services fairly and independently? If not, why not?"

A2. The Chief Executive Officer advised that the City takes any conflict of interest very seriously and has procedures in place for officers to declare conflicts through tender and other procurement processes.

The Chief Executive Officer further advised that the question would be taken on notice and a written response provided.

Q3. *"I refer to the City's written response, provided via the Minutes, to the questions I asked on this topic on 11 August 2026 regarding the City's management of this conflict of interest between the subcontractor NAM and the City. The response provided was that the City did not engage NAM and therefore was not responsible for the appointment of that sub-consultant, and that management of any consultant and sub-consultant procurement requirements formed part of UDLA's contractual responsibilities.*

However, clause 3.6, subclause 4, of the RFQ for the proposed coastal boardwalk concept designs, which respondents are required to read prior to submitting a quotation, states that the City will conduct its own investigations and reviews in relation to any conflict of interest that exists or may reasonably arise in relation to the quotation. Essentially, the City does need to perform its own due diligence.

Please explain why the City has not conducted its own investigations and reviews in relation to the financial conflict of interest that existed between the City and NAM, who was subcontracted via UDLA."

A3. The Chief Executive Officer advised that the question would be taken on notice and a written response provided.

Additional Information

A1 The procurement process for the Coastal Boardwalk Concept Design was undertaken through the Western Australian Local Government Association (WALGA) Preferred Supplier Program, rather than through a standard request for three quotations. This provides local governments with access to pre-qualified suppliers through an established procurement framework.

The City's use of the WALGA Preferred Supplier Program is consistent with its Procurement Policy and relevant procurement requirements. Suppliers on WALGA panels have already been subject to a competitive prequalification process undertaken by WALGA.

In this instance, UDLA was the only supplier that submitted a quotation. Evaluation documentation forms part of the City's confidential procurement records. The release of this information is subject to considerations including commercial confidentiality, probity requirements, contractual obligations and the *Freedom of Information Act 1992*.

A2 Natural Area Management was not directly engaged by the City to undertake the vegetation assessment associated with the Coastal Boardwalk Feasibility Study. As previously advised, Natural Area Management was engaged by UDLA as a specialist sub-consultant to support the feasibility investigations being undertaken for the project.

The City acknowledges that Natural Area Management has undertaken environmental management and restoration works for the City over a number of years, as it has for a range of other local government and public sector organisations. The existence of a commercial relationship between an organisation and the City does not, of itself, constitute a conflict of interest or demonstrate an inability to provide professional services independently.

The City expects all consultants and sub-consultants engaged on projects to comply with relevant professional, ethical and contractual obligations. The City remains satisfied that the vegetation assessment prepared as part of the feasibility investigations was undertaken by suitably qualified professionals and forms one component of a broader suite of technical, environmental and planning information considered as part of the project.

A3. The City did not directly engage Natural Area Management and was not responsible for the appointment of that sub-consultant. Management of consultant and sub-consultant procurement requirements formed part of UDLA's contractual responsibilities.

The clause referenced in the Request for Quotation provides the City with the ability to undertake investigations or reviews where a conflict of interest is identified or considered likely to arise in relation to a quotation.

In this instance, the City was aware that Natural Area Management was identified as a specialist sub-consultant within UDLA's submission. The City did not identify information demonstrating an actual conflict of interest that would prevent the services being undertaken or invalidate the technical assessment prepared as part of the feasibility study.

The City's position remains that Natural Area Management's involvement was as a specialist sub-consultant engaged by the successful consultant and that the vegetation assessment prepared forms part of the broader evidence base considered during the feasibility phase of the project. This position is consistent with the response previously provided to Council on 11 August 2026.

7.12 PUBLIC QUESTION TIME - L THOMPSON

The following questions were submitted by L Thompson, Trigg 6029 at the Council Meeting held Tuesday, 20 October 2026.

Q1. *"Transparency and accountability are fundamental to this Council. It is now nearly a year since the Ordinary Council Meeting held 26 November 2025, where Council voted to consider matters relating to the proposed controversial Scarborough to Trigg Coastal Boardwalk.*

Apart from the 15% design, since Council progressed this, has the City successfully obtained any environmental approvals, permits or clearances from relevant State Government agencies, including the Department of Water and Environmental Regulation, the Environmental Protection Authority and the Department of Planning, Lands and Heritage? If so, could Council identify each approval granted, the agency responsible, the date of approval and any conditions imposed? If no approvals have been obtained, could Council confirm why not and when this would be expected?"

A1. The Chief Executive Officer advised that he was not aware of any approvals at this time. The City is progressing the 15% design, which is expected to be concluded by the end of December 2026.

The Chief Executive Officer further advised that the question would be taken on notice and a written response provided.

Q2. *"Has the City secured any State or Federal Government funding for the proposed boardwalk since the Council meeting? If so, what amounts have been secured, which agencies have committed the funding and what conditions apply?"*

A2. The Mayor advised that no funding has been received or sought.

Q3. *"Has Council obtained any confirmed financial commitments, sponsorships or contributions from industry, private businesses or other external parties towards the boardwalk project? If so, could Council disclose the amounts committed, the identity of the contributing organisations and whether these commitments are binding or conditional?"*

A3. The Mayor advised that no commitments have been given or sought.

Additional Information

A1. No environmental approvals, permits or statutory clearances have been obtained for the proposed Coastal Boardwalk at this stage.

As the project remains in the preliminary design and investigation phase, formal approval applications have not yet been finalised or determined. The requirement for, and timing of, any approvals will depend on the outcome of the 15% design process and the findings of supporting technical studies.

The current 15% design phase is expected to be completed by the end of December 2026 and progressing the approval pathways will commence in 2027.

7.13 PUBLIC QUESTION TIME - R HADLEY

The following questions were submitted by R Hadley, Woodlands 6018 at the Council Meeting held Tuesday, 20 October 2026.

Q1. *"Earlier this year, ratepayers learned that the City has some 32 properties, all of which have some level of asbestos, and that approximately $5 million would eradicate this problem. Please advise how much has been spent removing asbestos since 1 January 2026, which properties were involved, and which three properties are next scheduled for attention."*

A1. The Director Infrastructure advised that the City has an Asbestos Management Plan, which is how asbestos in City buildings is managed. Asbestos is not simply removed from buildings where it is present; rather, it is managed and kept safe for the users of the building or facility. Asbestos is removed as part of major projects, such as significant renovations.

The Director Infrastructure further advised that the question would be taken on notice and a written response provided.

Q2. *"Ratepayers remain concerned and confused that the public loan provided to Mayor Mark Irwin to appeal a charge handed down by the Local Government Standards Panel, an amount of approximately $4,000, has not been repaid by the Mayor. Circumstances may arise where the Mayor could make a further application for a loan of up to $10,000 to appeal a further charge, withdraw that appeal, and ratepayers are left to pay the legal fees. Is this how it works in this Council?"*

A2. The Chief Executive Officer advised that the City has a policy in respect of legal support for Elected Members, which is reviewed regularly by Council. In terms of the specific matter raised, anything approved through that policy is presented to Council through a report from the Chief Executive Officer.

Q3. *"On 10 October 2024, the Local Government Standards Panel found that Mayor Mark Irwin committed a breach of regulation 18(1)(b). On 10 February 2026, a public apology was issued by Mayor Mark Irwin. On 10 October 2024, the Local Government Standards Panel found that Mayor Mark Irwin had committed a breach of regulation 34D. On 1 April 2026, the Standards Panel found that Mayor Mark Irwin had committed a further breach of regulation 18. These three breaches are recorded in the City's register.*

Yet, Mayor Irwin, at the last meeting you stated that this had only occurred twice in your case. Is that correct?"

A3. The Mayor confirmed that this was correct.

Additional Information

A1. The City does not have a formal asbestos removal program but rather removes asbestos as part of major refurbishments or when the poor condition of the asbestos presents a risk. Asbestos in situ, in good condition and appropriately sealed presents a low risk.

This calendar year, the City has removed asbestos completely from:

- Dianella Child Health Centre;
- Sheldrake Reserve Changerooms;
- 225 Flinders Street (all by demolition);
- Partial removal from North Beach Bowling Club and Osborne Park Bowling Club.

Asbestos removal is not itemised in demolition projects, so officers are unable to correctly state the amount spent.

Upcoming works which involve asbestos removal include:

- Further removal from Osborne Park and North Beach Bowling Clubs;
- Millington Reserve Clubrooms;
- Alexander Park Craft House.

A2. The City has a Legal Representation for Elected Members and Employees Policy which provides guidance in determining when it is appropriate for the City to pay costs for legal representation for Elected Members and employees. This Policy will be considered by the Community and Resources Committee on Tuesday 27 October 2026 and the subsequent Council meeting on 3 November 2026.

It should also be noted that section 6.14A of the *Local Government Act 1995* and Regulation 19D of the *Local Government (Financial Management) Regulations 1995* make provision in relation to the restriction of payment of a liability for certain legal matters for Elected Members.

7.14 PUBLIC QUESTION TIME - B MATTHEWS

The following questions were submitted by B Matthews, Churchlands 6018, prior to the Council Meeting held Tuesday, 20 October 2026.

Q1. *"The Mayor stated on 17 April 2026 that cost pressures forced a 4.9% rate hike. Why are Councillor travel expenses so much higher than market rates? Specifically, why did Councillor Ferrante's July 2026 Geneva flight cost $7,831.02 and accommodation average $794.65/night? Why did his November 2025 Sydney trip cost $3,825.39 in accommodation for a two day event? Do any figures for Councillor Ferrante or Councillor Re include business upgrades, partner travel, or family accompanying them?"*

A1. All travel was approved and undertaken in accordance with the City's policy framework. Travel and associated expenditure were within the parameters of the City's Elected Member Training Policy and Elected Member Entitlements Policy.

The following costs are associated with Councillor Ferrante's travel to the AI for Good Global Summit 2026:

- $5,094.40 - cost of original premium economy seats;
- $4,513.60 - amount personally contributed by Councillor Ferrante for business class upgrades from Singapore to Geneva return;
- $2,382.49 - additional costs associated with rerouting flights due to the conflict in the Middle East.

Regarding Councillor Ferrante's accommodation costs while attending the World Business Forum 2025 in Sydney, Councillor Ferrante contributed $1,800 from his personal funds and the City paid $2,025.59 for the four nights allowed under the Policy.

The City did not pay for business upgrades for any of these travels. There is no provision in the City's policies for accompanying persons to be paid for by the City.

Q2. *"In the interest of fiscal accountability under the Local Government Act 1995, what operational or booking policies account for the massive cost discrepancies between different Councillors travelling to the exact same destination during identical periods? Specifically, why did Councillor Dudek's airfare to Canberra from 23 - 25 June 2026 cost ratepayers $515.37, while Councillor Perkov's airfare for the exact same destination and dates cost $2,305.54 - more than four times higher? Did Councillor Perkov or any other Councillor travel business class at ratepayer expense for domestic flights under four hours?"*

A2. There are a number of factors that can contribute to the variations between travel costs. For this particular comparison, Councillor Dudek's airfares were a one-way travel arrangement on different dates to Councillor Perkov's return flights. Councillor Perkov arrived early to Canberra because he was the City's representative at the Australian Council of Local Government forum at Parliament House on 22 June 2026.

The City did not pay for any Councillor attending the Australian Local Government Association National General Assembly 2026 to fly Business Class.

Q3. "The Mayor stated in April 2026 that ratepayers could expect cuts to 'nice to have' municipal services to manage the budget. Why did this reduction in discretionary spending not apply to expensive international professional development, such as the May 2026 Berkeley Changemaker Program in the United States attended by both the Mayor and CEO, or Councillor Re's $10,000+ trip to Dubrovnik? Can the City formally table the exact, measurable benefits delivered to the ratepayers from what appear to be irrelevant globalist events/programs?"

A3. Elected Members are expected to maintain the knowledge and capabilities necessary to effectively perform their role, make informed decisions and represent the interests of the community. In line with the *Local Government Act 1995* and the City's Elected Member Training Policy, Elected Members complete mandatory training and ongoing professional development. This includes approved conferences that are relevant to their role as decision-makers.

7.15 PUBLIC QUESTION TIME - E SALTER

The following questions were submitted by E Salter, Inglewood 6052, prior to the Council Meeting held Tuesday, 20 October 2026.

Q1. *"Is the City of Stirling planning to implement Bicycle infrastructure on its endorsed Long-Term Cycling Network Route 3937 (Clotilde Street, Carrington Street, Inglewood)."*

A1. Not in the short term.

Funding for cycling infrastructure is limited and highly competitive. The City's current priority is the delivery of higher-priority cycling projects on Primary Routes, particularly those that improve connectivity between existing cycling facilities. As a Local Route within the Long-Term Cycling Network (LTCN), Route 3937 is currently a lower priority for implementation.

An existing Principal Shared Path (PSP) along the railway corridor provides a parallel cycling connection in this area. In addition, footpaths are available along one or both sides of Clotilde Street and Carrington Street and may be legally used by people riding bicycles in Western Australia.

Residents seeking information on existing cycling infrastructure can view the Department of Transport and Major Infrastructure's Walk, Wheel, Ride maps at https://www.yourmove.org.au/resources/walk-wheel-ride-maps. The City is currently working with the Department to update these maps.

Q2. *"If the City is not currently implementing Bicycle infrastructure to Route 3937, how can residents request the infrastructure be implemented."*

A2. The City is aware that Route 3937 forms part of the Long-Term Cycling Network (LTCN) and will continue to consider opportunities to deliver improvements along the route, subject to available funding, competing priorities, community support and Council approval.

Residents are welcome to provide feedback to the City and advocate for cycling infrastructure improvements. However, the route's inclusion in the LTCN already ensures it is recognised as part of the State's long-term strategic cycling network and will be considered as future opportunities arise.

7.16 PUBLIC QUESTION TIME - C PEARCE

The following questions were submitted by C Pearce, Scarborough 6019, prior to the Council Meeting held Tuesday, 20 October 2026.

Q1. "Can you release the independent technical assessment for the tree removal?"

A1. The assessment and supporting documentation contain information concerning private property, technical risk considerations and advice obtained by the City in confidence.

The City will release a summarised version of the report.

Q2. "Can you refer the decision to the Tree Appeal Panel for review before removing the tree?"

A2. In this instance the City must mitigate the future risk of significant damage to surrounding infrastructure, on that basis, the Director Infrastructure did not refer the case to the Tree Appeal Panel.

Q3. "Stirling has lost 1.3 million square metres of tree canopy in recent years. Doesn't a mature tree like this deserves proper scrutiny before the chainsaws arrive?"

A3. Yes, this case was carefully considered.

Additional Information

A1. The summarised version of the report will be released prior to the next available Ordinary Meeting of Council on the City's website.

7.17 PUBLIC QUESTION TIME - M POLMEAR

The following questions were submitted by M Polmear, Wembley Downs 6019, prior to the Council Meeting held Tuesday, 20 October 2026.

Q1. *"I spoke with an officer of the City to discuss the matter on 6 October 2023. She advised the final decision to remove the tree was made. I advised that cutting a tree down in front of our house makes our family feel like a human is being murdere d and if the tree must be cut down, please let me know so I can ensure my children are at school. My child was at home that day on a pupil free day and is now scared in her own home asking, "what next Dad?" Why did you not advise of the tree removal date?"*

A1. The City acknowledges the distress that the removal of the tree caused you and your family, particularly given that you had previously explained to the City how strongly your family felt about the tree.

Two weeks ago, Mr Polmear requested that the tree not be removed during the school holiday period. The City confirmed that the removal would not occur during that week. Mr Polmear also advised that he did not wish to be informed of the specific date of removal, as he found the matter upsetting. He instead requested that, when the removal occurred, the works be undertaken during school hours. Mr Polmear was advised that the removal date was dependent on contractor availability but was likely to occur the following week.

Consistent with that request, the City did not provide Mr Polmear with the specific removal date and works were carried out within standard school hours.

Q2. *"My child is taught to conserve the environment at her school – this is a significant element within her school's ethos. As a child, she experienced an extensive, forceful and traumatic presence in front of her home to remove a tree including Rangers and Police. How do I explain to her why this tree was forcefully removed when I have not even been provided sufficient information or justification myself?"*

A2. The City acknowledges that the experience was upsetting for Mr Polmear and his family.

As outlined previously, the City also sought to accommodate the requests made regarding the timing of the removal. Mr Polmear initially requested that the removal not occur during the school holiday period and subsequently advised that he did not wish to know the specific removal date but requested that the works occur during school hours.

While the City recognises the environmental and community value of established trees and seeks to retain them wherever appropriate, there are circumstances where removal is required. The City understands that this can be distressing for residents who have a strong attachment to a particular tree, as it also is for staff.

7.18 PUBLIC QUESTION TIME - R POLMEAR

The following question was submitted by R Polmear, Wembley Downs 6019, prior to the Council Meeting held Tuesday, 20 October 2026.

Q1. "An appeal was put in-place as branches were still being lopped. The tree was still viable to retain when the appeal was made and emailed to Dion Johnson. I have footage of this. Dion acknowledged he is the person receiving the email and decision maker. City of Stirling policy states a pending appeal should freeze works until the tree appeals panel evaluates. QU: Did Dion have the authority to overrule the policy, continuing even after an appeal had been brought to his attention allowing removal to continue?"

A1. The City Trees Policy and Tree Appeal Panel Terms of Reference do not provide that lodging or notifying the City of an appeal automatically suspends authorised tree works. The Policy provides that tree management decisions may be referred to the Tree Appeal Panel for review, while the Terms of Reference sets out the process where a matter is referred to the Panel.

Accordingly, there was no requirement within either the Policy or the Terms of Reference for the removal works to automatically cease upon receipt of the correspondence, and therefore no provision was overridden to allow the works to continue.

7.19 PUBLIC QUESTION TIME - A BRADLEY

The following questions were submitted by A Bradley, Balcatta 6021, prior to the Council Meeting held Tuesday, 20 October 2026.

Q1. *"Would the City of Stirling be allowing men who identify as women into the Women's Refuge?"*

A1. The City's Women's Centre is funded by the Department of Communities to provide crisis accommodation and support for women and children experiencing family and domestic violence. All referrals are assessed on a case-by-case basis with the safety of women and children the primary consideration throughout the assessment process.

Q2. *"I understand that men can change birth certificates, go into women's prison etc., but what stand will the City of Stirling take to prevent this for the women's refuge?"*

A2. Current guidance provided by the Department of Communities is that a transgender woman may be accepted into a Women's Refuge service if her birth certificate records her gender as female.

8. APPLICATIONS FOR LEAVE OF ABSENCE

Nil.

Councillor Andrea Creado left the meeting at 7.28pm during consideration of Item 9.

Councillor Suzanne Migdale returned to the meeting at 7.28pm prior to consideration of Item 9.

9. CONFIRMATION OF MINUTES

Council Resolution

1026/002

Moved Councillor Hatton, seconded Councillor Olow

That the Minutes of the Ordinary Meeting of Council of 22 September 2026 be confirmed as a true and correct record of proceedings.

The motion was put and declared CARRIED (11/2).

For: Councillors Dudek, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud, and Mayor Irwin.
Against: Councillors Re and Thornton.

10. ANNOUNCEMENTS BY THE PRESIDING MEMBER

Councillor Andrea Creado returned to the meeting at 7.31pm during Item 10.1.

10.1 COUNCILLOR CHRIS HATTON - J.L. BURDETT MEMORIAL TROPHY

"*On Friday, 9 October 2026, I had the pleasure of participating in the J.L. Burdett Memorial Trophy, the annual golf match between the City of Stirling and Mount Lawley Golf Club.*

This historic fixture celebrates both competitive golf and the longstanding relationship between the City and the Club. Founded in 1928, Mount Lawley Golf Club has a proud history and remains one of Western Australia's premier golf clubs.

I am delighted to announce that the City of Stirling secured a memorable four games to two victory. This was particularly significant, marking only the City's fourth victory in the Trophy's 41-year history, and our first win since 2016.

The result reflects the skill, determination and camaraderie of the City's team and adds another memorable chapter to this longstanding tradition. This win also puts to rest the argument over who is a better golfer on our Executive Team. Director Planning and Development, Amanda Sheers consolidated her credibility as the longest drive with a win on behalf of Stirling.

I extend my congratulations to the City's team and thank all players from both organisations for their participation and for continuing to make this historic fixture such an enjoyable and highly competitive event each year."

10.2 COUNCILLOR ELIZABETH RE - CONSTABLE CARE FOUNDATION RECOGNITION

"On 8 October 2026, Deputy Mayor Perkov and I accepted the Constable Care Foundation Community Partner Recognition Award on behalf of the City of Stirling.

The City of Stirling has enjoyed a longstanding partnership with the Constable Care Foundation, supporting the delivery of community safety, harm prevention and wellbeing education programs for local children and young people.

Through this collaboration, Constable Care delivers school-based education programs, road safety initiatives, community engagement activities and support at major City events. The 2025/26 Annual Report highlights the significant value delivered to our community, including engagement with almost 10,000 local children and young people, 727 road safety education experiences, and support for several major City events.

This award recognises the strength of our relationship and the positive impact it continues to have on community safety, youth wellbeing and preventative education across the City. On behalf of Council, I would like to thank the Constable Care Foundation for its ongoing commitment to supporting our community, helping keep our young people safe, and recognising the value of our longstanding partnership."

11. UNRESOLVED BUSINESS FROM PREVIOUS MEETING

Nil.

12. REPORTS AND RECOMMENDATIONS OF COMMITTEES

12.1 PLANNING AND DEVELOPMENT COMMITTEE - 13 OCTOBER 2026

12.1/DS1 DEVELOPMENT APPLICATION - LOT 60, HOUSE NUMBER 10, COLLINGWOOD STREET, OSBORNE PARK - WAREHOUSE (26 SELF-STORAGE UNITS)

Business Unit:	Development Services	Service: Planning Services	
Ward:	Osborne	Location: Lot 60, House Number 10, Collingwood Street, Osborne Park WA 6017	
Applicant:	Dynamic Planning and Developments		Reference: DA26/0894

Role

Quasi-Judicial - *Determining applications from the community.*

Council Resolution

1026/003

Moved Councillor Migdale, seconded Councillor Perkov

1. That pursuant to Schedule 2, Clause 68(2) of the Planning and Development (Local Planning Schemes) Regulations 2015, the application Warehouse (26 Self-Storage Units) at Lot 60, House Number 10, Collingwood Street, Osborne Park be APPROVED subject to the following conditions:

a. The development is to comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements and annotations detailed thereon by the City. The plans approved as part of this application form part of the planning approval issued (including any modifications required by conditions of approval):

Plan / Document Name	Reference	Date
Site / Ground Floor Plan & Details	Mporium D26273 A01 Revision D	7 September 2026
First Floor Plan & Elevation	Mporium D26273 A02 Revision C	27 August 2026
Elevations & Details	Mporium D26273 A03 Revision C	27 August 2026
Elevations & Details	Mporium D26273 A04 Revision C	27 August 2026

b. Prior to the commencement of development, a Parking and Operations Management Plan shall be submitted to and approved by the City. The Parking and Operations Management Plan shall demonstrate how on-site car parking will be managed and accessed, what measures will be taken to ensure car parking is contained on-site, and how the buildings will operate as a self-storage units facility. The approved Parking and Operations Management Plan shall be implemented and adhered to for the life of the development, unless otherwise approved in writing by the City, to the satisfaction of the City;

c. Prior to the commencement of development, the two car parking bays located at the front of the site and related access ways as shown on the approved plans shall be constructed and thereafter maintained in accordance with Australian Standard AS/NZS2890.1:2004;

d. All onsite parking to be available during business hours for all customers and staff;

e. Prior to the occupation of the development, all driveways, parking and manoeuvring areas shall be hard surface, drained and maintained in accordance with the City's Local Planning Policy 6.7 - Parking and Access to the satisfaction of the City;

f. Prior to the occupation of the development, crossover/s shall be designed and installed / constructed in accordance with the City's Local Planning Policy 6.7 - Parking and Access;

g. Prior to the occupation of the development, the redundant crossovers and kerbing shall be removed and the kerbing and road verge reinstated at the landowners' cost in accordance with the City's Local Planning Policy 6.7 - Parking and Access;

h. No goods or materials being stored, either temporarily or permanently, in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage yards, where provided;

i. Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve;

j. All landscaped areas are to be planted, reticulated and mulched in accordance with the approved plan prior to occupation of the development and thereafter maintained in accordance with the City's Local Planning Policy 6.6 – Trees and Landscaping – Non-Residential, to the satisfaction of the City; and

k. The removal of the street trees (asset numbers: 10292587 and 10217478) as indicated on the approved plan and the listing of its replacement will be undertaken by the City upon payment of the associated contribution costs as outlined in the City's City Trees Policy. The associated costs are to be paid by the landowner prior to commencement of development as outlined in the separate advice to the landowner. The replacement tree(s) will be scheduled for planting in the next available planting season after the completion of the development.

2. That the Applicant be ADVISED of Council's decision.

The motion was put and declared CARRIED (11/3).

For: Councillors Creado, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud Thornton and Mayor Irwin.
Against: Councillors Dudek, Giudici and Re.

Committee Recommendation

1. That pursuant to Schedule 2, Clause 68(2) of the Planning and Development (Local Planning Schemes) Regulations 2015, the application Warehouse (26 Self-Storage Units) at Lot 60, House Number 10, Collingwood Street, Osborne Park be APPROVED subject to the following conditions:

   a. The development is to comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements and annotations detailed thereon by the City. The plans approved as part of this application form part of the planning approval issued (including any modifications required by conditions of approval):

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   b. Prior to the commencement of development, a Parking and Operations Management Plan shall be submitted to and approved by the City. The Parking and Operations Management Plan shall demonstrate how on-site car parking will be managed and accessed, what measures will be taken to ensure car parking is contained on-site, and how the buildings will operate as a self-storage units facility. The approved Parking and Operations Management Plan shall be implemented and adhered to for the life of the development, unless otherwise approved in writing by the City, to the satisfaction of the City;

   c. Prior to the commencement of development, the two car parking bays located at the front of the site and related access ways as shown on the approved plans shall be constructed and thereafter maintained in accordance with Australian Standard AS/NZS2890.1:2004;

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g. Prior to the occupation of the development, the redundant crossovers and kerbing shall be removed and the kerbing and road verge reinstated at the landowners' cost in accordance with the City's Local Planning Policy 6.7 - Parking and Access;

h. No goods or materials being stored, either temporarily or permanently, in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage yards, where provided;

i. Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve;

j. All landscaped areas are to be planted, reticulated and mulched in accordance with the approved plan prior to occupation of the development and thereafter maintained in accordance with the City's Local Planning Policy 6.6 – Trees and Landscaping – Non-Residential, to the satisfaction of the City; and

k. The removal of the street trees (asset numbers: 10292587 and 10217478) as indicated on the approved plan and the listing of its replacement will be undertaken by the City upon payment of the associated contribution costs as outlined in the City's City Trees Policy. The associated costs are to be paid by the landowner prior to commencement of development as outlined in the separate advice to the landowner. The replacement tree(s) will be scheduled for planting in the next available planting season after the completion of the development.

2. That the Applicant be ADVISED of Council's decision.

Officer's Recommendation

1. That pursuant to Schedule 2, Clause 68(2) of the Planning and Development (Local Planning Schemes) Regulations 2015, the application Warehouse (26 Self-Storage Units) at Lot 60, House Number 10, Collingwood Street, Osborne Park be APPROVED subject to the following conditions:

   a. The development is to comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements and annotations detailed thereon by the City. The plans approved as part of this application form part of the planning approval issued (including any modifications required by conditions of approval):

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   b. Prior to the commencement of development, a Parking and Operations Management Plan shall be submitted to and approved by the City. The Parking and Operations Management Plan shall demonstrate how on-site car parking will be managed and accessed, what measures will be taken to ensure car parking is contained on-site, and how the buildings will operate as a self-storage units facility. The approved Parking and Operations Management Plan shall be implemented and adhered to for the life of the development, unless otherwise approved in writing by the City, to the satisfaction of the City;

   c. Prior to the commencement of development, the two car parking bays located at the front of the site and related access ways as shown on the approved plans shall be constructed and thereafter maintained in accordance with Australian Standard AS/NZS2890.1:2004;

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h. No goods or materials being stored, either temporarily or permanently, in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage yards, where provided;

i. Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve;

j. All landscaped areas are to be planted, reticulated and mulched in accordance with the approved plan prior to occupation of the development and thereafter maintained in accordance with the City's Local Planning Policy 6.6 – Trees and Landscaping – Non-Residential, to the satisfaction of the City; and

k. The removal of the street trees (asset numbers: 10292587 and 10217478) as indicated on the approved plan and the listing of its replacement will be undertaken by the City upon payment of the associated contribution costs as outlined in the City's City Trees Policy. The associated costs are to be paid by the landowner prior to commencement of development as outlined in the separate advice to the landowner. The replacement tree(s) will be scheduled for planting in the next available planting season after the completion of the development.

2. That the Applicant be ADVISED of Council's decision.

Purpose

Decision Required:	**Variation to a Development Standard**
Element:	Parking
Location Plan / Photograph:	As per Attachment 1
Proposal Plans:	As per Attachment 2
Development Issue:	Shortfall of Parking in accordance with Local Planning Policy 6.7
Applicant's Justification:	As per Attachment 3
Consultation Required:	Not Required

Site Details

LPS3:	**Zoning:**	Industry
	Use Class:	Warehouse
	Use Type:	P - Permitted
Site Area:		3,642m^2

Background

On 4 June 2026, the City received a Development Application for a Warehouse (26 Self-Storage Units) at Lot 60, House Number 10, Collingwood Street, Osborne Park (the subject site).

The subject site was previously occupied by a factory which was constructed in the 1960s. The site remained vacant between approximately January 2013 and mid-2025. The site has since been utilised for Storage (Outdoor). The site is surrounded by commercial and industrial development, comprising established single-storey and two-storey buildings to the north-west, south-west and south-east. A two-storey commercial building is also located opposite the site to the north-east.

Under the City's Local Planning Scheme No.3 (LPS3), the subject site is zoned Industry with Warehouse listed as a 'P' use which means that the land use is permitted by LPS3 providing the use complies with the relevant development standard and requirements of the Scheme.

Proposal

The proposed development is a self-storage units facility summarised as follows:

- Two buildings, consisting of a total of 26 storage units, with 13 storage units per building, and a communal universal toilet facility. Each storage unit has a mezzanine level accessed from an internal staircase. The total Gross Floor Area (GFA) is 3,042m².
- A communal paved driveway, located in the centre of the site between the front and rear boundaries of the subject site.
- A total of two on-site marked car parking bays, both located at the front of the site.
- Approximately 123m² landscaping including the proposed planting of two Medium Trees with the minimum deep soil area in accordance with Local Planning Policy 6.6 – Trees and Landscaping – Non-Residential (LPP 6.6), and 15 other trees. Most of this landscaping is located at the front of the subject site, with the remainder positioned adjacent to the communal driveway.
- All storage units have direct ground floor pedestrian and vehicle access from the communal driveway.

The City's assessment has determined the proposed development includes a parking shortfall of more than ten car parking bays which requires consideration by Council.

Consultation

Public consultation was not undertaken as part of the City's assessment in accordance with Schedule 2 Clause 64(2) of the Planning and Development (Local Planning Schemes) Regulations 2015 and the City's Local Planning Policy 6.18 – Public Consultation. The City is satisfied that the merit-based assessment required under the City's planning framework does not pose potential adverse amenity impacts upon neighbouring properties or the surrounding locality and that public consultation is not required.

Planning Assessment

The proposed development has been assessed against the relevant provisions of the City's planning framework, with the detailed assessment contained within Attachment 4. The assessment identifies the provision of car parking as the primary area requiring merit-based assessment. This matter is discussed in further detail below.

Car Parking

Local Planning Policy 6.7 – Parking and Access (LPP 6.7) applies to the proposed development. Table 2 of LPP 6.7 identifies that a Warehouse use requires a car parking ratio of one bay per 50m² gross floor area (GFA). As the proposal has a GFA of 3,042m², a total of 61 car parking bays are required. The development proposes two marked on-site car parking bays, resulting in a 59 car parking bays shortfall. A merit-based assessment is required to consider the provision of parking and the likely demands for the site.

The Applicant has prepared a Transport Impact Statement (TIS) in support of the development. The TIS identifies the City's parking ratio of one bay per 50m² GFA as per LPP 6.7 does not address the parking demand for self-storage units facilities which typically have a lesser parking demand than typical Warehouse uses. The TIS identifies that for self-storage units facilities ranging between 3,000m² to 6,000m², seven car parking bays are recommended based on trip generation and parking needs. The TIS advises that the operational characteristics of the development allows vehicles to park within or adjacent to the individual storage units without obstructing the aisle, and the effective on-site parking capacity is expected to exceed the assessed demand. The TIS also concludes the traffic generated by the development can be accommodated by the road network.

In addition to the two proposed marked car parking bays, as referenced in the TIS, the City agrees that informal car parking can be accommodated on the communal driveway or within the storage unit. There is sufficient hardstand space provided in front of each storage unit for a vehicle to be parked without it adversely interfering with vehicular access to the remaining storage units located further from the street boundary. Each of the storage units has direct vehicle access through the roller door and there is a potential option to use some of the internal floor area for informal parking, if that space is not occupied by stored materials.

As per Schedule 2, Clause 77D (1)(a) of the Planning and Development (Local Planning Schemes) Regulations 2015, a Local Government may vary or waive a minimum on-site parking requirement that applies to development so that the minimum number of car parking spaces that must be provided as part of the development is a lower number. Varying the minimum on-site parking requirements is subject to Clause 77D (2), that being where the Local Government is satisfied:

(a) that reasonable efforts have been made to comply with the minimum on-site parking requirement without adversely affecting access arrangements, the safety of pedestrians or persons in vehicles, open space, street trees or service infrastructure; and

(b) that —

(i) in the case of a variation — the lower number of car parking spaces would be adequate for the demands of the development, having regard to the likely use of the car parking spaces, the availability of off-site parking facilities and the likely use of alternative means of transport; or

(ii) in the case of a waiver — it is not necessary for car parking spaces to be provided as part of the development, having regard to the availability of off-site parking facilities and the likely use of alternative means of transport.

Through the City's assessment, the City is satisfied that reasonable efforts have been made to comply with the on-site parking provisions as per LPP 6.7 whilst satisfying all other site planning provisions of the City's relevant planning framework and the likely car parking demand for the proposed use.

The use of self-storage units facilities is expected to be predominantly by vehicles such as cars or vans serving the purposes of dropping off and picking up items. This is typically in the form of unloading vehicles and may informally include parking in front of designated storage units for short periods of time. The swept path diagrams provided in the Applicants TIS demonstrate that the self-storage units facility has been designed to cater for small rigid vehicle as well as a car towing a trailer. The visits are expected to be ad hoc and infrequent compared to a typical warehouse use, with the Applicant's TIS identifying an expected average peak hour traffic daily volume of 10 to 30 vehicle entries and exits. The traffic volume could be substantially less than this modelling if the tenants only require access to the stored materials on an infrequent basis. As a result of the nature of the land use and due to how the site will likely be used, there will likely be a lower demand for end of trip facilities, with those provided as part of this application considered appropriate. In considering the merits of the application and the identified provision for car bays, the City is also satisfied that the lower number of car parking spaces is adequate to meet the needs for the demand of the development, having regard to the likely use of proposed on-site car parking spaces and the availability of alternative means of transport such as public transport.

In addition to the City's assessment against the relevant framework, the TIS has been reviewed and is supported by the City with the proposed considered to be sufficient, ensuring the development will not have an adverse impact on the adjoining properties or surrounding road network. In accordance with Schedule 2 Clause 77G (2) of the Planning and Development (Local Planning Schemes) 2015, a local government may not impose payment in lieu of parking condition on an approval unless a payment in lieu of parking plan applies to the area in which the development is to be located is in effect. As a result of LPS3 having no payment in lieu of parking plan in effect, the City cannot impose a condition of development approval requiring cash-in-lieu of parking. Notwithstanding, the City is satisfied that the parking provided as part of the development is supported and the imposition of cash-in-lieu of parking is not required.

Draft Local Planning Scheme 4

The application seeks approval for a ‘Warehouse’ land use under LPS3. The City is currently preparing Draft Local Planning Scheme No.4 (Draft LPS4) and was advertised between 18 October 2024 and 24 January 2025 and was subsequently endorsed by Council at its Ordinary Council Meeting on 10 June 2025. Following Council's endorsement, Draft LPS4 was forwarded to the Western Australian Planning Commission (WAPC) for consideration. On 27 May 2026, the WAPC Statutory Planning Committee considered Draft LPS4, which is currently before the Minister for Planning for final determination.

Under Draft LPS4, the proposed Land Use is classified as ‘Warehouse / Storage’. Approval for a Warehouse land use would allow a range of activities that satisfy the applicable definition to operate within the building or individual tenancy units. In addition, in accordance with the Planning and Development (Local Planning Scheme) Regulations 2015, the land use is capable of changing to another permitted ('P') use under the Scheme, without requiring further development approval.

The proposed tenancy layout and unit sizes provide flexibility for the nature of activities undertaken on the site to change over time. Some alternative warehouse or storage-related uses permitted under the planning framework may generate a greater demand for parking than the self-storage operation assessed as part of this application, including through increased staff numbers, customer visitation, or business-related vehicle movements.

In considering the merits of the proposed parking provision an assessment has been undertaken having regard to the operational characteristics and anticipated parking demand associated with a self-storage facility. The assessment has not been based on higher-intensity warehouse or storage-related activities that may otherwise be capable of occurring under the approved land use classification.

Given the land use classification and parking provision proposed, the City requires an approval granted to ensure the development operates in a manner consistent with the City’s merit-based parking assessment, that the parking demand remains commensurate with the available on-site parking supply and does not result in reliance on surrounding streets. Accordingly, a condition is recommended for the implementation of a Parking and Operations Management Plan to ensure the ongoing operation of the site to the satisfaction of the City.

Recommended Action

It is recommended that Council approves the proposed development as per the officer recommendation.

The Applicant’s TIS demonstrates the proposed car parking is appropriate for the proposed development and will not result in an adverse impact on adjoining properties or the surrounding road network. The City’s assessment supports the findings within the Applicant’s TIS and is satisfied the City’s relevant planning framework has been appropriately addressed and is therefore capable of support.

Policy Implications

Nil.

Financial Implications

In accordance with Schedule 2 Clause 77G (2) of the Planning and Development (Local Planning Schemes) Regulations 2015, a local government may not impose payment in lieu of parking condition on an approval unless a payment in lieu of parking plan applies to the area in which the development is to be located is in effect. As a result of the City's LPS3 having no payment in lieu of parking plan in effect, the City cannot impose a condition of development approval requiring cash-in-lieu of parking. Notwithstanding, the City is satisfied that the parking provided as part of the development is supported and the imposition of cash-in-lieu of parking is not required.

Sustainable Stirling 2026-2036

Key Result Area: Our built environment

Objective: Create unique and liveable neighbourhoods and places

Priority: Improve the quality, liveability and identity for local areas

Strategic Risk

Strategic Risk	Risk Appetite
Governance, Integrity & Compliance	If governance integrity or compliance practices degrade, then decisions and operations may breach obligations or erode trust, leading to regulatory action and impaired service legitimacy.

Relevant Documents and Information

Attachments

Attachment 1 - Location Plan and Aerial Photograph ⇩

Attachment 2 - Proposal Plans ⇩

Attachment 3 - Applicant's Justification ⇩

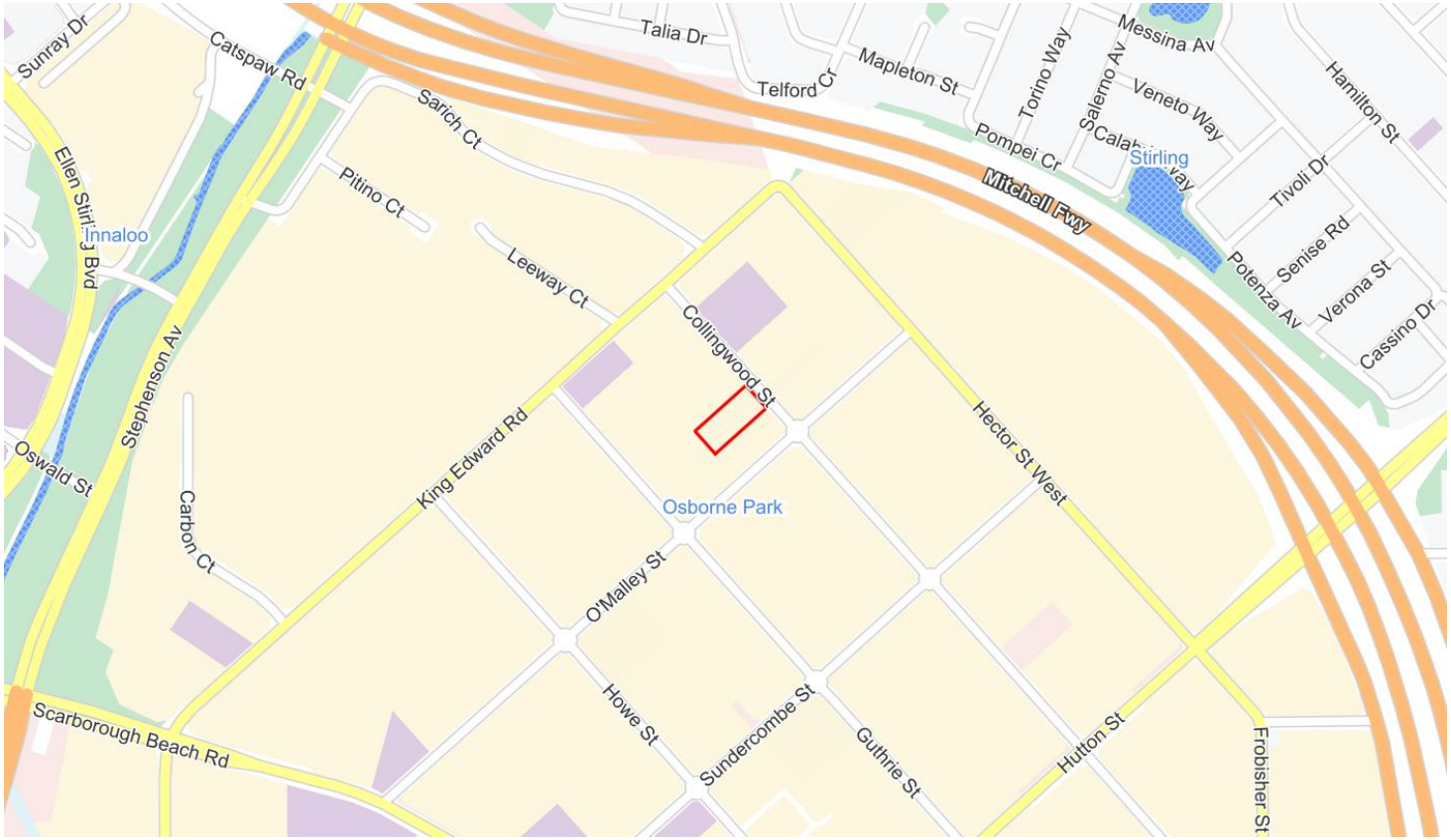
Attachment 4 - Detailed Planning Assessment ⇩

Available for viewing at the meeting

Nil.

Linked Documents

Nil.



City of Stirling	City of Stirling does not warrant the accuracy of this information and any person using, or relying upon, such information does so on the basis that the City shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.	**10 Collingwood Street OSBORNE PARK WA 6017**	N



City of Stirling	City of Stirling does not warrant the accuracy of this information and any person using, or relying upon, such information does so on the basis that the City shall bear no responsibility or liability whatsoever for any errors, faults, defects or omissions in the information.	**10 Collingwood Street OSBORNE PARK WA 6017** Aerial Photograph – April 2026	N

City of Stirling
11 September 2026
RECEIVED







City of Stirling
11 September 2026
RECEIVED

Proposed Site & Floor Plan

Scale = 1:150

Lot 60 (#10)
Site Area: 3642m²
GROUND COVER
SAND

COLLINGWOOD STREET

DATUM 17.25
APPROX. AHD
NAIL & PLATE

230mm wide brick wall with selected Natural Stone Cladding & Aluminium Screening Above

Verge area is to be landscaped by the landscaper

BLOCK KERB POOR CONDITION

2000mm High Aluminium Screen fencing and automatic sliding gate installed where shown to clients specifications. **with a Key Pad on both sides at the fence. Motor to include a 365 day timer. Gate lock and over-ride latch as per DFES requirements (Lockwood Only) & "Important Automatic / Electric Sliding Gate Note"**

8000mm wide Crossover is to be constructed in accordance with council regulations and specifications

New Power Dome Location to replace Consumer Pole

DATUM 17.53
APPROX. AHD
NAIL & PLATE

Main Building Setback
Disabled WC Setback
BRICK PAVED PARKING
GRASS
HT 3m DIA 0.2m
(To remain)
(To be removed)
HT 1m DIA 0.1m
HT 10m DIA 0.4m
Commercial Grade Spoon Grate installed on driveway grade
UAT Floor Area: 8m2 FFL: 17.900
SEWER CONNECTION POSITION APPROXIMATE ONLY
SEWER INVERT LEVEL 14.73
SEWER BROUGHT UP 2.20
DEPTH TO CONNECTION 0.52
Power Main Switchboard to Builders Specifications

ADJOINING LOT 1
BRICK & IRON
BUILDING

ADJOINING LOT 4
CONCRETE & IRON
BUILDING

ADJOINING LOT 6
BRICK & IRON
BUILDING

ADJOINING LOT 39
BRICK & IRON
BUILDING

ADJOINING LOT 114
CONCRETE & IRON
BUILDING

90.530

Builder to drop footings and panels to match adjoining development levels and ground levels. Drops vary. Refer to Elevations for more information

Important Note
Specialist Grouting Contractor to provide Cementitious Grouting to adjoining ground of adjacent footings / Structures / Yard / Ground Level, where excavation occurs that is lower than the current adjoining level to stabilize for strip footing excavation & new concrete panel erection purposes. Refer to Structural Engineers Drawings, Site Plan & Elevations for more information

Important Note
Adjoining Ground level heights vary along boundary. Builder to ensure proposed new building is water tight when lower than adjoining developments and levels. Water Proofing method and detail to builders specifications - Builder is to Liaise with Owner for method, before commencing. Refer to Site Plan & Elevations for more information

IRON PANEL FENCE
METAL SHED
METAL WALL
METAL AWNING
METAL SHED

Std. WC 900mm x 1700mm (Internal). Basin to have cold water only. No HWU

Proposed Storage Unit 1 – 26
Ground Floor Area: 88m2 / 89m2
FFL 17.900

4245w x 4500h Roller Door - Motor operated
4182w x 4500h Roller Door - Motor operated

Washed Aggregate entrance ways to builders specifications

Disabled wheel chair access point. Ramp & Grades to meet all council requirements (AS 1428.1:2021)

150mm reinforced concrete driveway and car park

AAA rated showerhead, tap ware and low flow regulators, dual flush toilets along with High efficiency lighting throughout

New Panel & Post Retaining Wall as required (TOW = 19.00) - To cover edge of exposed foundations and Cementitious Grouting

BOTTOM OF WALL 17.93
TOR 18.55
TOR 18.98
TOP OF FOOTING 17.93

IRON PANEL FENCE ON TOP OF PANEL & POST RETAINING WALL

TOR 18.56
BOTTOM OF WALL 17.93
TOR 18.65

MESH FENCE OVER BRICK WALL
TOP OF FOOTING 17.61
TOP OF FOOTING 17.70
TOP OF FOOTING 17.67
TOP OF FOOTING 17.93

BITUMEN DRIVEWAY

WARNING!
BOUNDARY RE-ESTABLISHMENT SURVEY REQUIRED TO CONFIRM LOT BOUNDARY POSITION AND DIMENSIONS.

ALL CARPARK & DRAINAGE DESIGN WORK CARRIED OUT & CERTIFIED BY:

Stace Rogers Assoc Dip Civ Eng AMEIAust
SJR Civil Consulting Pty Ltd
30 North Road
BASSENDEAN WA 6054
Email : stace@sjrcivilconsulting.com
Ph : (08) 9379 9481 or 0447 112 481

DRAINAGE LEGEND

1800Ø x 1800D SOAKWELL WITH CIRCULAR H/D TRAFFICABLE GRATED LIDS. SOAKWELL TO HAVE CONCRETE RINGS TO BASE. WRAP WITH GEOFABRIC AND COMPACT AROUND

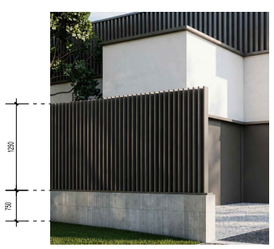
150Ø UPVC STORMWATER PIPE LAID AT 1in100 GRADIENT (450mm MINIMUM COVER) **UNLESS NOTED OTHERWISE ON PLAN. COLLECTOR PIPE SIZES MAY VARY IN SIZE. REFER TO SITE PLAN**

1800Ø x 1800D SOAKWELL WITH TRAFFICABLE SOLID LID. SOAKWELL TO HAVE CONCRETE RINGS TO BASE. WRAP WITH GEOFABRIC AND COMPACT AROUND

SJR Stormwater Calculations:

Roof & hardstand area = 3,500m2
Runoff = 90%
Equivalent impervious area = 3,150m2
Peak storm (1in20year ARI. 2hour duration) = 21.1mm/hr
Total Rainfall volume = 132.93m3
Soakwell capacity (1800dia x 1800deep) = 4.58m3
Number of soakwells = 20
Infiltration in soakwells (2hours) = 42.41m3 (based on 2m/day infiltration)
Storage Required = 132.93 – 42.41 = 90.52m3
Total soakwell storage = 20 x 4.58 = 91.61m3
Above ground storage = 5m3 (min)
Total on-site storage = 96.61m3

Notes:
- Soil infiltration based on conservative estimate for sandy soil - 2m/day.
- Adopted max groundwater level RL11.0mAHD based on geotechnical results and Perth Groundwater Atlas, plus an extra margin of safety.
- All soakwell depths selected to provide a base no lower than RL15.50mAHD (4500mm clearance above adopted maximum groundwater level).



76mm x 25mm Powdercoated Aluminium screen with 65mm gap installation sitting on 230mm wide brick wall with selected Natural Stone Cladding

Fencing Detail
Scale = 1:50

Landscaping Legend

Plant Symbol	Plant Specie	Plant Type	Spacing	Mature Size	Size	Quantity
	Cupaniopsis Anacardioides 'Tuckeroo'	Tree	N/A	Approx. up to 11.0m High	**90Lit pot, at least 2m tall & at least 2 years of age**	14
	Elaeocarpus Eumundi 'Eumundi Quandong'	Tree	N/A	12.0m - 25.0m High	**75Lit pot, at least 2m tall & at least 2 years of age**	3
	Westringia Fruticosa 'Coastal Rosemary'	Shrub	1000mm ctrs	Approx. 2.0m High & 4.0m Wide	5Lit Pots	44
	Rhagodia Spinescens 'Aussie Flat Bush'	Ground Cover	1000mm ctrs	Approx. 0.3m High & 1.0m Wide	150mm Pots	14
	Dianella Ensifolia 'Silver Flax Lily'	Ground Cover	500mm ctrs	Approx. 0.3m High & 0.3m Wide	150mm Pots	88
N/A	Pine Bark Mulch. Commercial Grade	Ground Cover	N/A	N/A	N/A	134.27m2
	Winter Green **(See Special Note in General Notes)**	Lawn Cover	N/A	N/A	N/A	118.15m2

General Notes
- All plants must be spread between required ctrs as specified on the Legend
- Release fertilizer for soil preparation
- 75mm thick layer of approved mulch must be applied to all garden areas
- All weeds are to be sprayed prior to mulching
- Spacing and amount of plants are to be provide so that once fully matured, the total ground cover has full plant coverage
- All garden areas are to be fully reticulated, exotic, drought tender trees to have 3 x individual drippers per tree delivering min 40 – 60lt of water per tree a week.
- All lawns areas are to be fully automatic reticulated
- **Low flow triple dripper or coarse sprays and timer connection**

Material Schedule

Building Element	Material Type
Exposed Concrete Panels **(Higher Level)**	Concrete panels to have M-Tex Venezia Feature Plaster application
Exposed Concrete Panels **(Lower Level)**	Concrete panels to have texture finish application
Door & Door Frames to all units	All personal doors to be 2400h Steel Clad to Builders Specifications and to have a **ALUMINIUM** frame installed in Concrete Panel – **Door to include Hold Open Devise as required**
Door & Door Frame to UTA	All personal doors to be 2400h Steel Clad to Builders Specifications and to have a **ALUMINIUM** frame installed in Concrete Panel – **Door to include Hold Open Devise as required**
Feature Wall Extrusions	120mm x 70mm Powdercoated Steel extrusion to Builders & Manufacturers Specification and detail
Feature Wall Cladding	Stratco Nine Line "Box" profile Cladding in front of concrete panel to Builders & Manufacturers Specification and detail
Roller Doors	Colorbond
Panel Capping	Colorbond

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Important Notes:
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Rev	Date	Description	Dft
A			
B			
C			
D			
E			
F			
G	27.09.2026	Landscaping & Planting Legend Added	JS
H	29.09.2026	Window, Door Finishing & Lighting Details Changed	JS
I	14.10.2026	Panel & Post Retaining Wall Details Added	JS
J	20.10.2026	Retaining Wall Details Added & Building Height Changed	JS

Project Address:
Lot 60 (#10) Collingwood Street Osborne Park

Drawing Type:
DEVELOPMENT APPLICATION DRAWING

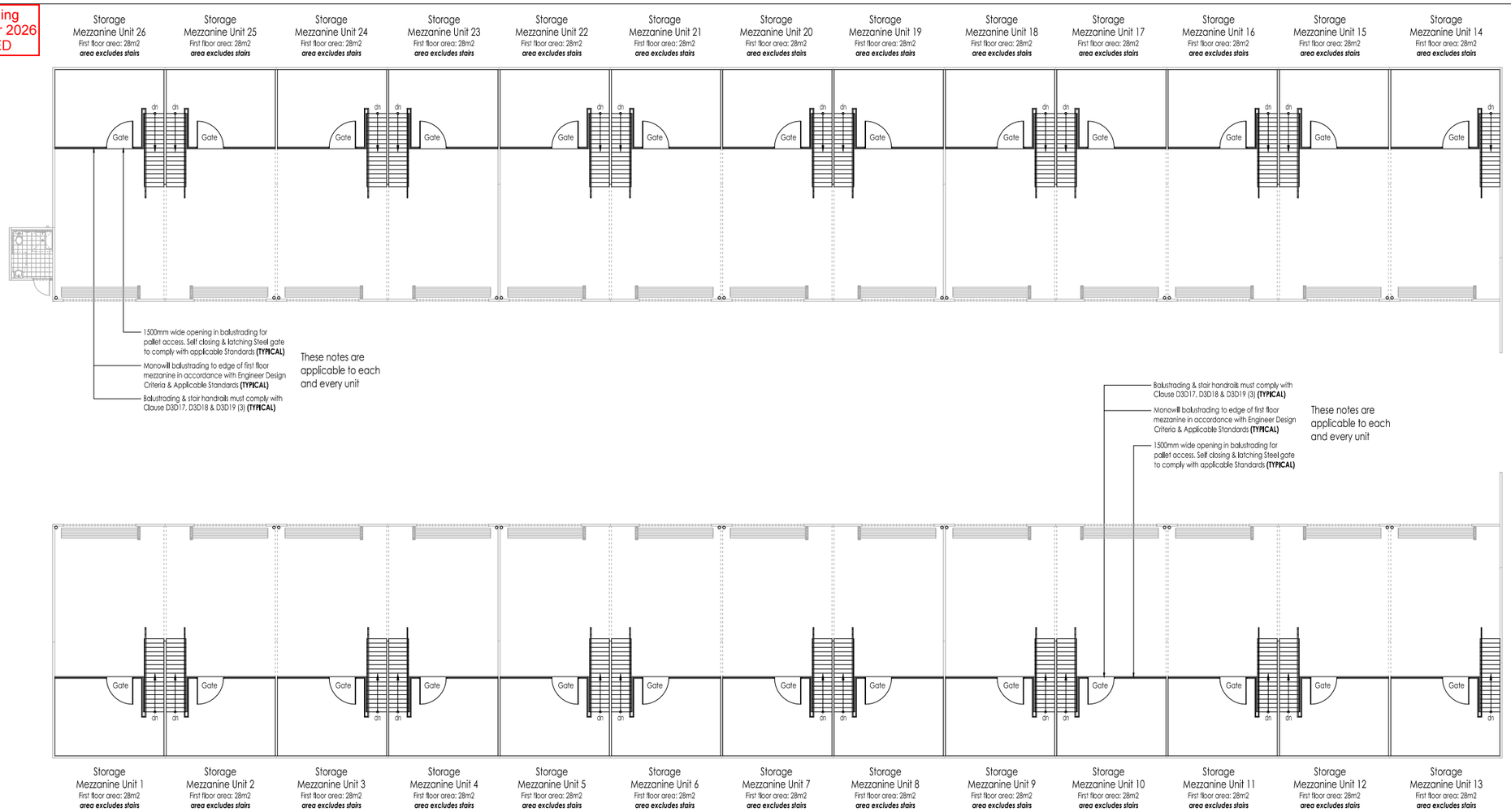
Client	McCoy Street Pty Ltd
Job No.	D26273
Scale	As Shown
Date	20th May 2026
Drawn	JOSEPH SCUTTI
Revision	D

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fax: 9302 1622
ABN: 54 142 451 894
ACN: 142 451 894

SITE / GROUND FLOOR PLAN & DETAILS

A01

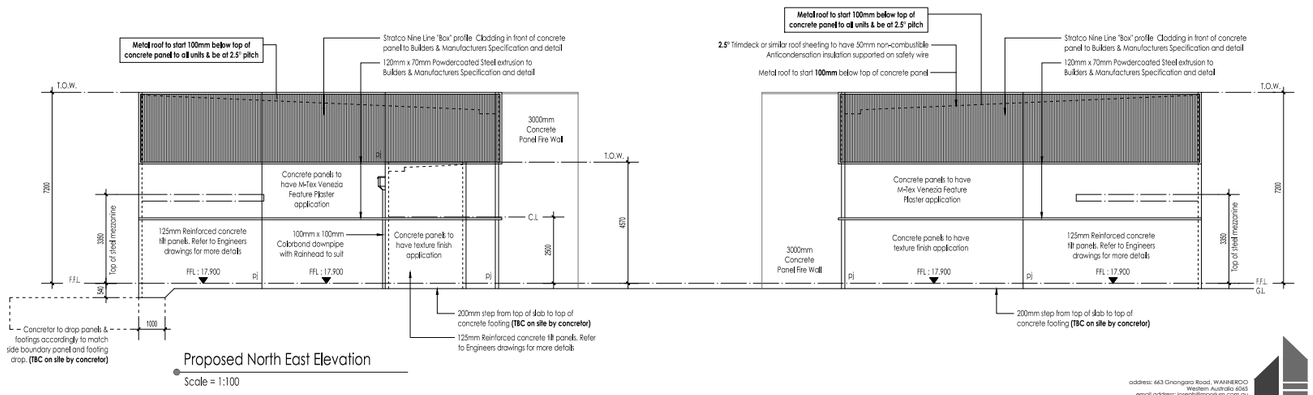
City of Stirling
11 September 2026
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Proposed First Floor Plan

Scale = 1:125

Material Schedule	
Building Element	Material Type
Exposed Concrete Panels **(Higher Level)**	Concrete panels to have M-Tex Venezia Feature Plaster application
Exposed Concrete Panels **(Lower Level)**	Concrete panels to have texture finish application
Door & Door Frames to all units	All personal doors to be 2400h Steel Clad to Builders Specifications and to have a **ALUMINIUM** frame installed in Concrete Panel **- Door to include Hold Open Device as required**
Door & Door Frame to UTA	All personal doors to be 2400h Steel Clad to Builders Specifications and to have a **ALUMINIUM** frame installed in Concrete Panel **- Door to include Hold Open Device as required**
Feature Wall Extrusions	120mm x 70mm Powdercoated Steel extrusion to Builders & Manufacturers Specification and detail
Feature Wall Cladding	Stratco Nine Line "Box" profile Cladding in front of concrete panel to Builders & Manufacturers Specification and detail.
Roller Doors	Colorbond
Panel Capping	Colorbond



Proposed North East Elevation

Scale = 1:100

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Rev	Date	Description	Dr
A			
B			
C			
C	27.08.2026	Window, Hand Railing & Ramp Details changed	JS
B	24.07.2026	Wall Panels & Roller Door height changed	JS

Project Address:
Lot 60 (#10) Collingwood Street Osborne Park

Drawing Type:
DEVELOPMENT APPLICAITON DRAWING

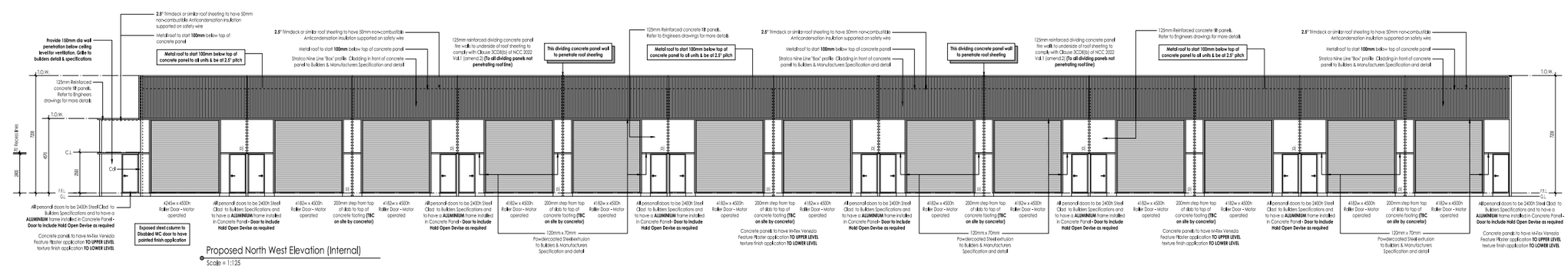
Client	McCoy Street Pty Ltd
Job No.	D26273
Scale	As Shown
Date	20th May 2026
Drawn	JOSEPH SCUTTI
Revision	C

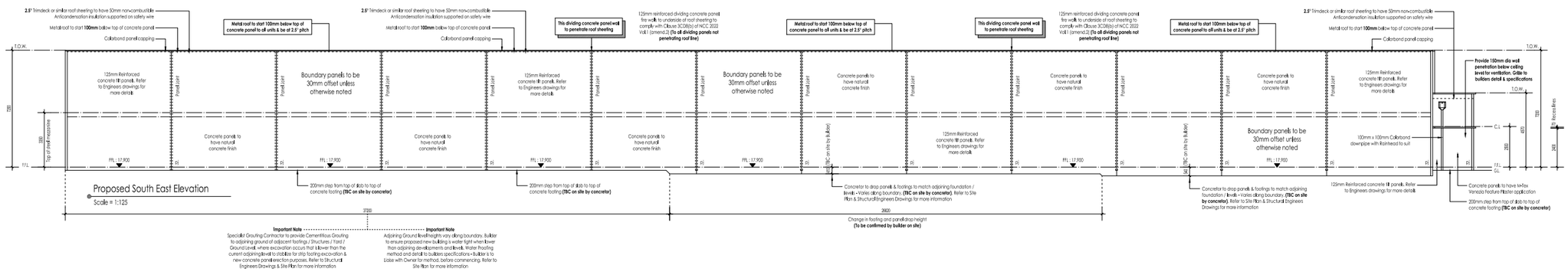
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email address: joseph@mporium.com.au
telephone: 6305 0399
fax: 9302 1622
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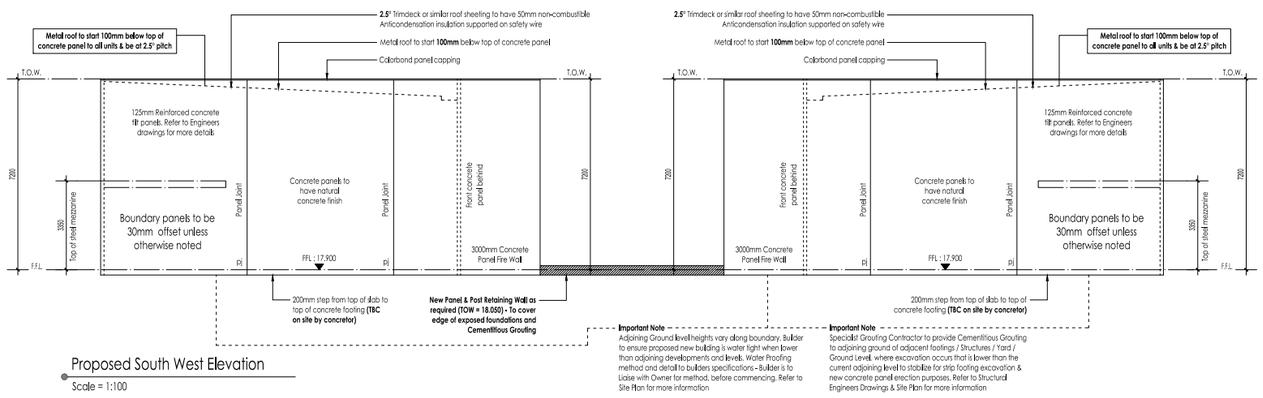
FIRST FLOOR PLAN & ELEVATION

AO2

City of Stirling
11 September 2026
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Colour Schedule

- All exposed boundary facing walls to be painted where access is achievable - Dulux to match Venezia Sabbia. Capping to be Colorbond Monument
- 125mm Concrete panels to have M-Tex Venezia Feature Plaster application **TO ALL UPPER LEVEL** areas. - Colour: Sabbia
- 125mm Concrete panels to have texture finish application **TO ALL LOWER LEVEL** areas. - Dulux to match Colorbond Jasper
- Colorbond Downpipe and rainhead to Disabled WC - Colorbond Jasper
- Disabled WC Door (Including frame and corner column) to be Elements Flush Weathercote door (2040mm x 920mm) to have a metal frame installed in Concrete Panel - Dulux to match Colorbond Jasper
- Storage Personal Doors to be Elements Flush Weathercote door (2040mm x 920mm) to have a metal frame installed in Concrete Panel - Dulux to match Colorbond asper
- 120mm x 70mm Powdercoated Steel extrusions - Colorbond Jasper
- Stratco Nine Line "Box" profile Cladding in front of concrete panel - Colorbond Jasper
- Colorbond Roller Doors - Colorbond Jasper
- Disable Parking Bay Steel Bollard - Painted Dulux yellow or to builders specifications
- Washed Aggregate Pathways - Grey Colour mix or similar to Builders Specifications
- 2000mm High Aluminium screen fencing and automatic sliding gates - Powder-coated to match Colorbond Jasper

All Colours & their locations to be confirmed at construction stage by owner and builder

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E			
F			
G	27.08.2026	Window, Hand Railing & Ramp Details changed	JS
H	14.09.2026	Roof Panels & Roller Door Height changed	JS

Project Address:
Lot 60 (#10) Collingwood Street Osborne Park

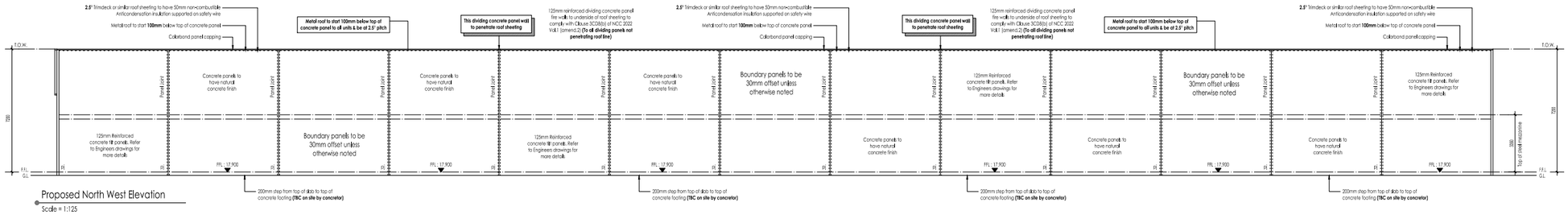
Drawing Type:
DEVELOPMENT APPLICAITON DRAWING

Client	McCoy Street Pty Ltd
Job No.	D26273
Scale	As Shown
Date	20th May 2026
Drawn	JOSEPH SCUTTI
Revision	C

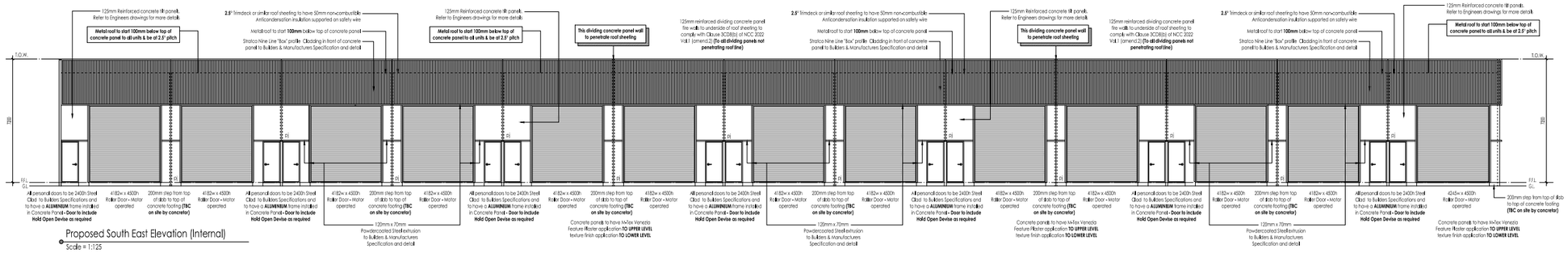
ELEVATIONS & DETAILS

A03

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11 September 2026
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Proposed North West Elevation
Scale = 1:125



Proposed South East Elevation (Internal)
Scale = 1:125

Colour Schedule

- All exposed boundary facing walls to be painted where access is achievable - Dulux to match Venezia Sabbia. Capping to be Colorbond Monument
- 125mm Concrete panels to have M-Tex Venezia Feature Plaster application **TO ALL UPPER LEVEL** areas. - Colour: Sabbia
- 125mm Concrete panels to have texture finish application **TO ALL LOWER LEVEL** areas. - Dulux to match Colorbond Jasper
- Colorbond Downpipe and rainhead to Disabled WC - Colorbond Jasper
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- 120mm x 70mm Powdercoated Steel extrusions - Colorbond Jasper
- Stratco Nine Line "Box" profile Cladding in front of concrete panels - Colorbond Jasper
- Colorbond Roller Doors - Colorbond Jasper
- Disable Parking Bay Steel Bollard - Painted Dulux yellow or to builders specifications
- Washed Aggregate Pathways - Grey Colour mix or similar to Builders Specifications
- 2000mm High Aluminium screen fencing and automatic sliding gates - Powder-coated to match Colorbond Jasper

All Colours & their locations to be confirmed at construction stage by owner and builder

Material Schedule	
Building Element	**Material Type**
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Exposed Concrete Panels **(Lower Level)**	Concrete panels to have texture finish application
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Panel Capping	Colorbond

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Rev	Date	Description	DR
G			
F			
E			
D			
C	27.04.2026	Window Hard landing & Ridhg Cap changed	J.S.
B	24.07.2026	Wall Panels & Roller Door height changed	J.S.
A		First Issue	

Project Address:
Lot 60 (#10) Collingwood Street Osborne Park

Drawing Type:
DEVELOPMENT APPLICAITON DRAWING

Client	McCoy Street Pty Ltd
Job No.	D26273
Scale	As Shown
Date	20th May 2026
Drawn	JOSEPH SCUTTI
Revision	C

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ACN: 142 451 894
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ELEVATIONS & DETAILS

A04

NOTE: BOUNDARY POSITION AS PER ALIGNMENT

WARNING: BOUNDARY RE-PEG SURVEY WILL BE REQUIRED TO CONFIRM, REPLACE AND/OR ADJUST BOUNDARY MARKS TO THE CORRECT POSITIONS.

City of Stirling
4 Jun 2026
RECEIVED

LOT 60
3,642m²

SERVICE INFORMATION

AREA	ESTABLISHED		
SEWERAGE	YES	DEPTH	0.52
WATER	YES	PRELAID	R
ELECTRICAL	YES	O/H	
TELECOM	YES		
GAS	TBC		
DRAFTED	DF	SURVEYOR	MR

SERVICE LEGEND

SURVEY: DATUM; PEG FOUND; PEG GONE

SEWERAGE: SEWER MANHOLE; INSPECTION OPENING; INSPECTION SHAFT

WATER: WATER METER; HYDRANT; FLUSH POINT; STOP VALVE

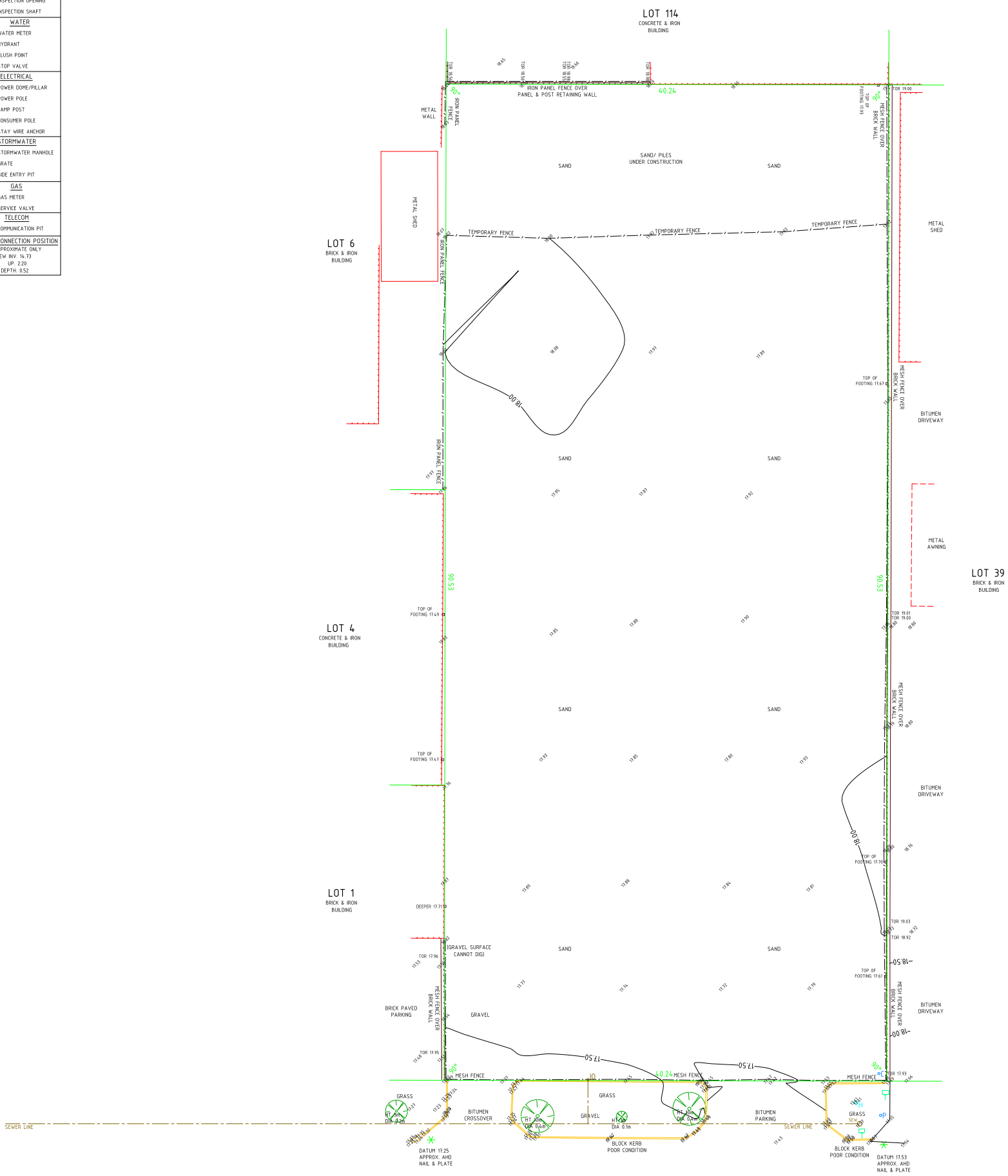
ELECTRICAL: POWER DOME/PILLAR; POWER POLE; LAMP POST; CONSUMER POLE; STAY WIRE ANCHOR

STORMWATER: STORMWATER MANHOLE; GRATE; SIDE ENTRY PIT

GAS: GAS METER; SERVICE VALVE

TELECOM: COMMUNICATION PIT

SEWER CONNECTION POSITION
APPROXIMATE ONLY
SEW INV. 14.73
UP. 2.20
DEPTH. 0.52



CLIENT: MPORIUM
ADDRESS: LOT 60 (#10) COLLINGWOOD STREET, OSBORNE PARK
PLAN: P2809 | C/T: 1303/577 | AUTHORITY: CITY OF STIRLING
DATE: 05/05/2026 | JOB REFERENCE: TSA6554 - FS
H. Grid : LOCAL | Local level : | A.H.D. value SEWER M/H Distance
V. Datum : AHD | A.H.D. level : 17.57 | derived from : AC0618 from Datum : 2.90m

VERSION	DATE	DESCRIPTION	APPROVED BY

TSA SURVEYS
CONSULTING SURVEYORS
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P| PO Box 102, Bassendean WA 6934
M| 0433 304 648
E| admin@tsasurveys.com.au
W| www.tsasurveys.com.au
ABN| 56 645 650 666

IMPORTANT NOTES:
1. The information on this drawing is current at the date of survey.
2. All services are to be confirmed with relevant authorities. This include without limitation; Sewerage / Water / Drainage / Electrical / Gas & Communications
3. Further Limitations / Interests / Encumbrances / Notifications may be listed on the Certificate of Title.
4. Original lot dimensions taken from Landgate Survey Plans.
5. Boundary Re-establishment Survey required to confirm lot boundary position and dimensions.
6. The sole purpose of this plan is for presentation to WAPC for process of application for subdivision to produce a conditional approval.
7. Final lot numbers, dimensions and areas may vary due to WAPC requirements, government authority conditions and final field survey.
8. This plan is for the purpose of application and in no way represents WAPC conditional approval.
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PLANNING REPORT

SELF STORAGE – DEVELOPMENT APPLICATION

LOT 60 (NO. 10) COLLINGWOOD STREET, OSBORNE PARK

City of Stirling
4 Jun 2026
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PROJECT REF: 2656

DYNAMIC PLANNING AND DEVELOPMENTS

City of Stirling
4 Jun 2026
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Prepared for
Mporium Pty Ltd
663 Gnangara Road
Wanneroo

History and Status of this Document

Revision	Date issued	Prepared by	Reviewed by	Revision type
Rev 1	11/05/26	JW	RC	Lodgement

Document Printed
File Name 260508 2565 DA Report (Self Storage).docx
Author/s Jens Weimann
Name of Document Planning Report
Document Version Rev 1

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PLANNING REPORT

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DYNAMIC PLANNING AND DEVELOPMENTS

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PLANNING REPORT

1.0 Introduction

Dynamic Planning and Developments acts on behalf of the contracted purchaser for Lot 60 (No. 10) Collingwood Street, Osborne Park (herein referred to as the 'subject site').

This planning report has been prepared in support of an Application for Planning Approval for a proposed self storage development. The planning report contains the following pertinent details of the proposal relevant to the assessment of the proposed application:

- Details of the proposal;
- Detailed assessment of the proposal against the relevant planning provisions applicable under the City of Stirling Local Planning Scheme No. 3 (LPS 3) and any relevant Local Planning Policies; and
- Detailed justification of any variations sought.

In addition to this planning report, the following documentation has been provided in order to assist the City of Stirling in approving the proposed application:

- Certificate of Title (**Appendix 1**);
- Relevant development plans (**Appendix 2**);
- Waste Management Plan (**Appendix 3**); and
- Traffic Impact Statement (**Appendix 4**).

It will be demonstrated in subsequent sections of this submission that the proposed development is entirely appropriate for approval.

2.0 Site Details

2.1 Legal Description

The subject site is legally described as:

Lot	Plan	Volume	Folio	Street Address
60	2809	1303	577	10 Collingwood Street, Osborne Park

The area of the subject site is 3,642 m².

A copy of the Certificate(s) of Title pertinent to the subject site is contained in **Appendix 1**.

2.2 Regional and Local Context

The subject site is located within the City of Stirling municipal area, within the suburb of Osborne Park. The site is zoned 'Industry' and is situated within an established industrial area within the Osborne Park precinct. The subject site fronts Collingwood Street and is surrounded by similar but older style industrial-style development, including warehouses and light industrial uses (such as service stores for trades and supply stores). More recent contemporary type industrial developments have been constructed on Collingwood Street and Guthrie Street closer to Kind Edward Road.

The subject site is considered relatively flat with no changes in elevation throughout and is entirely cleared. It is currently being used for the storage and parking of commercial vehicles.

Figures 1 and 2 depict the subject site in its regional and local context, respectively.

PLANNING REPORT

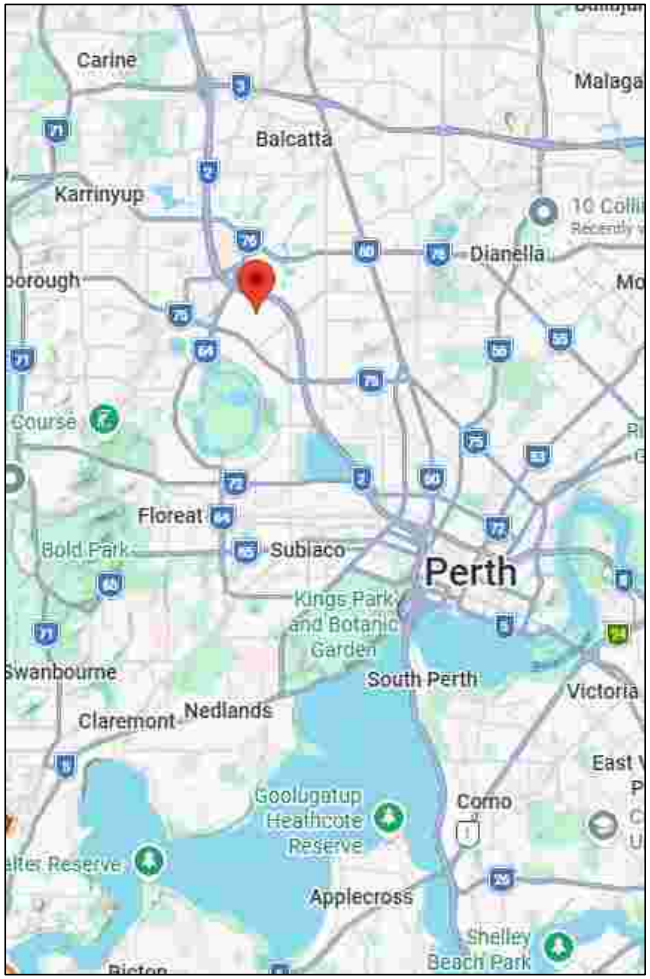


Figure 1 – Regional Context

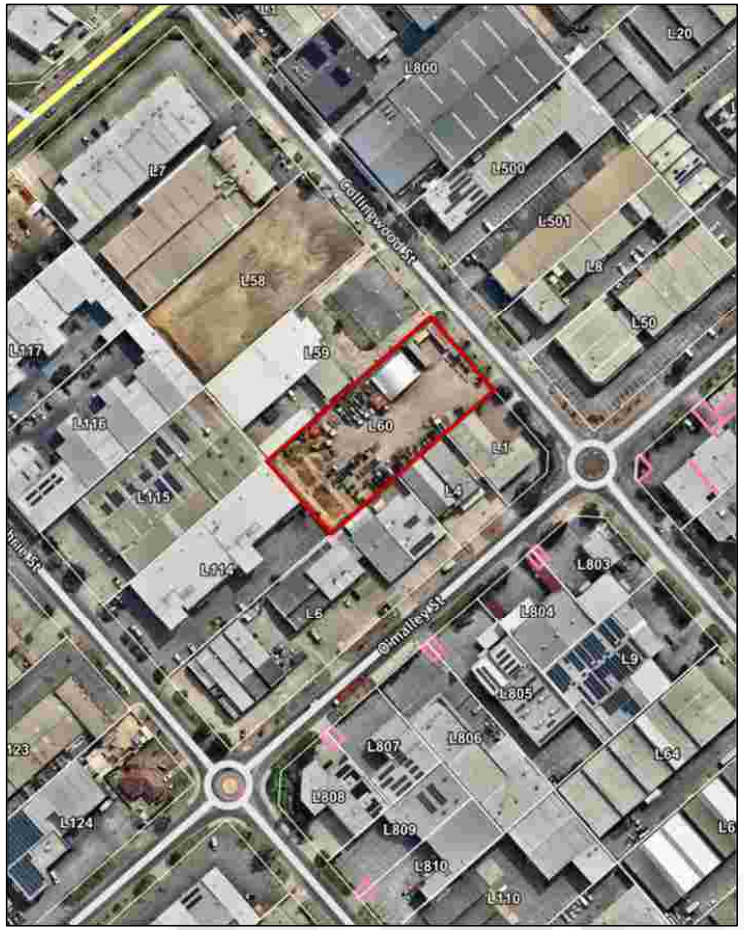


Figure 2 – Local Context

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3.0 Planning Framework

3.1 Metropolitan Region Scheme (MRS)

The subject site is zoned 'Industrial' under the provisions of the Metropolitan Region Scheme (MRS) and is not subject to any reservations.

3.2 City of Stirling Local Planning Scheme No. 3 (LPS 3)

The subject site is zoned 'Industry' under the provisions of LPS 3. The objectives of the 'Industry' zone are outlined in LPS 3 and are summarised below:

a) *To provide for a range of industrial and business development, as well as facilities for the storage and distribution of goods.*
b) *To ensure a high standard of development appropriate to a modern industrial area and which is conducive to safe and convenient access by all clientele.*

3.3 Local Planning Policies

The policies applicable to the subject site are contained within the following Local Planning Policies:

- Local Planning Policy 4.3 – Industrial Design Guidelines
- Local Planning Policy 6.6 – Trees and Landscaping (Non-residential).
- Local Planning Policy 6.7 – Parking and Access.

Compliance with the zone objectives, land use permissibility and the relevant Local Planning Policies has been assessed in detail within Section 5 of this report.

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4.0 Proposal Details

The proposed development seeks approval for a 'Warehouse' land use, which will function as a multi-unit 'Self Storage' development. The development will consist of twenty-six (26) individual storage units, each able to be occupied independently and of the same size. Each storage unit features a mezzanine which is accessible through an internal stairway.

The details of the proposal are outlined below:

- Across the 26 units, a total of 3,020m² of Gross Leasable Area is being provided with the breakdown consisting of:
  - 2,292m² of Warehouse floor space.
  - 728m² of mezzanine storage space.
- Access to the development is from Collingwood Street via a shared crossover which facilitates access to a common driveway. The largest vehicle permitted to access the site will be a 6.4m small rigid vehicle (small truck) with the predominant vehicle being a utility vehicle or SUV towing a trailer.
- Two (2) parking bays will be provided (including one (1) ACROD bay) on site with three verge bays being provided.
- Landscaping areas are provided abutting Collingwood Street, with a total area of 132 m². The verge will also be landscaped as part of the proposed development.
- The street elevation will feature a mixture of building materials and colours to promote visual interest which is difficult for a self-storage development.

A copy of the proposed development plans is provided within **Appendix 2**.

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5.0 Assessment

The statutory provisions applicable to the subject site require assessment of the proposal to be undertaken against the provisions of the following documents:

- **City of Stirling Local Planning Scheme No. 3** (LPS 3).
- **Local Planning Policy 4.3** – Industrial Design Guidelines
- **Local Planning Policy 6.6** – Trees and Landscaping (Non-Residential).
- **Local Planning Policy 6.7** – Parking and Access.

The following sections address the relevant land use permissibility and development requirements outlined in the abovementioned statutory planning documents.

5.1 Land Use Permissibility

The proposed development seeks approval for a 'Warehouse' land use which is described in the City's LPS 3 as:

a) *Means (a) premises used to store or display goods and may include sale by wholesale.*

It is deemed that, in accordance with Table 3 of LPS 3, the 'Warehouse' land use is 'Permitted (P)' within the 'Industry' zone.

In this regard, the proposed 'Warehouse' land use is capable of approval subject to the Council's discretion. The proposal is consistent with the 'Industry' zone objectives.

5.2 Development Requirements

Development requirements applicable to the proposed development are included in:

- **City of Stirling Local Planning Scheme No. 3** (LPS 3).
- **Local Planning Policy 4.3** – Industrial Design Guidelines.
- **Local Planning Policy 6.6** – Trees and Landscaping (Non-Residential).
- **Local Planning Policy 6.7** – Parking and Access.

An assessment of the development's compliance with these requirements is provided in the table below, with any variations appropriately justified.

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Development Requirements	Proposed Development Compliance	
Local Planning Policy 4.3 – Industrial Design Guidelines		
1. Lot Layout		
Minimum Lot Width • **30m**	There is no change to lot dimensions.	✓
2. Built Form and Design		
Street Setbacks • **1.5m landscaping strip on all street frontages; and** • **9m building setback to street frontages**	• Provided 1m landscaping strip adjacent to car parking bays with the balance of the frontage provided with a 6.225m landscaping strip. • Provided 6.225m setback from the primary street	X X
Justification With respect to the street interface of the proposed development, there are a number of critical contextual elements that should be considered when contemplating the proposed variations. These include: 1. The proposed development is for a self-storage built form outcome, this use is very low intensity and has little to no parking demand. With this in mind, the 9m street setback requirement that would apply to other industrial developments/uses which do exist along Collingwood Street is typically used to provide parking which isn't necessary for a self storage development. In this regard, bringing the built form closer to the street and including a generous provision of landscaping in this location is considered to be a preferred built form / streetscape outcome for a development of this nature. 2. The location of the site is in close proximity to the Stirling City Centre Structure Plan area which extends south of King Edward Road to the properties at 5 and 6 Collingwood Street. This is important as built form within this structure plan area is permitted to have a nil street setback and no landscaping strip abutting the street. This is evidenced in the development outcomes at 5 Collingwood Street and 7-11 Guthrie Street. With this context in mind, having a reduced 6.225m setback at the subject development is considered to represent a streetscape transition from the typical 9m setback down to the nil setback that is permitted at adjoining properties. In light of the above, the reduced street setback and landscaping strip is considered to be suitable for approval.		
3. Street Façade		
The street façade shall be articulated to break-up straight plain facades through the use of at least three of the following in all other precincts: - **Openings;** - **Awnings over windows;** - **Use of different colours and textures; and indentations and extrusions with details to break the building into individual elements.**	The proposed street façade includes the use of different colours, textures as well as indentations and extrusions to break up the building façade as it faces the street and create visual interest in the development. The proposal doesn't include the use of openings and windows as the use of the development is very inactive being self-storage. Windows into a self-storage unit would not improve the streetscape	X

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• **The facades of buildings facing the street shall be constructed of brick, stone, glass or painted or rendered concrete;** • **Alternative materials may be approved for the portion of the facade above 3.6m from the ground level; and** • **The use of taller parapets and/or awnings is encouraged above the entrance to buildings to clearly identify the entry point;**	outcome as it would look into the back of personal storage items which isn't a suitable outcome. The building materials used include primarily concrete with varied finishes being proposed.	✓
4. Roof Features		
• **Developments above 6 storeys in height shall include distinguishable roofing to a height of 3 metres and above from the highest point of the wall to which it relates and which is in proportion to the scale of the building.**	The development is not greater than six storeys in height.	✓
5. Streetscape Relationship		
Activity and Uses: • **Office uses shall only be incidental to the predominant use of each tenancy and no greater than 30% of gross floor area of each tenancy. This will enable industrial businesses to provide on-site and "in-house" services such as reception/customer service, payroll/human resources, drafting, and a venue for meeting business customers, while safeguarding the predominantly industrial character of these areas.** • **Notwithstanding the above, office development as a predominant use shall only be permitted within a 500-metre radius of Glendalough Train Station. This applies to existing lots predominantly within the 500 m radius area as shown on Figure 2. A plot ratio of greater than 1.0 is permitted for office development within the 500 m catchment area.** • **In regard to office development within 500 metres of Glendalough Train Station, active commercial uses (such as cafes and restaurants) shall be located at ground level facing the street. In regard to office development within 500 metres of Glendalough Train Station, offices and other non-active commercial spaces shall be located on upper levels.**	N/A. No office proposed as part of the development.	✓

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Setback Area: • **Setbacks shall not be used for the parking of vehicles that are being wrecked or repaired, the storage of materials, products, by-products or wastes or the storage of fuel, except in underground tanks; and** • **The primary and secondary setback areas (excluding the landscaping strip) shall only be used for the parking of vehicles, loading/unloading, trade display, landscaping and access, and not for the storage of materials**	• The setback area is not indicated to be used for any use other than parking and landscaping. • Can be included as per a condition of approval that the front setback area will only be used for: parking of vehicles, loading/unloading, landscaping and access. This area will not be used for storage of materials.	✓ ✓
Fencing and Gates: • **Shall not be permitted.** • **Fences along secondary streets must be setback behind the required landscaping strip and the primary street building line.**	• 2.2m high garrison fencing is proposed on the property boundary with gated entry into the site. Whilst the policy provisions are acknowledged, security is important for a self-storage development given it isn't staffed and as such the fencing is a necessary built form component. • No secondary street.	X ✓
Fencing Behind the Setback Lines • **Solid fencing up to a height of 2.0 metres;** • **Fencing up to a maximum height of 2.5m (measured from natural ground level), provided that any fencing above 2.0m is of an open-style. Barbed, razor or electric wire can be considered behind the building setback line but must be mounted on the inside of the fence, so as not to be significantly visible from the street. Electric fencing must display appropriate warning and otherwise comply with all relevant legislation and standards; and** • **Service yards visible from a street must be adequately screened**	• No fencing proposed behind the setback line.	✓
6. Landscaping		
A landscaping plan shall be submitted for all Industrial Developments in accordance with the City's Landscaping Policy.	This has been assessed separately.	
7. Levels		
• **On sloping sites new developments shall be stepped so as to avoid large differences between the footpath level and the finished level of the building; and** • **Filling up to 1000mm shall be permitted.**	• Site does not slope and features a flat contour level through the primary street to the rear of the lot. • No fill proposed.	✓ ✓

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8. Access and Parking		
All parking is to be provided in accordance with the City's Parking Policy. The following requirements apply in addition to the provisions of the City's Parking Policy	This has been assessed separately.	
9. Vehicle Access		
All vehicle movements shall be able to enter and exit the site in a forward gear;	All vehicles will be capable of entering and exiting the site in forward gear.	✓
10. Pedestrian Access		
Pedestrian access, in the form of a footpath, shall be provided from the parking area to the entry point of the proposed development.	As there are limited parking bays and the development is a self storage development, all patrons visiting the site will own or lease a unit for storage purposes meaning they will come in a vehicle and there will be no visitors to the development. Given this, no pedestrian access is required.	✓
11. Crossovers		
A maximum of two crossovers shall be permitted for all sites, one for entry and one for exiting.	Only one crossover is proposed (6 m wide).	✓
12. Bin Storage		
Shall be in accordance with the City's Bin Storage Area Policy	Waste storage is addressed in the submitted Waste Management Plan.	✓
Local Planning Policy 6.6 – Trees and Landscaping (Non-Residential)		
1. A minimum of 10% of the site will be landscaping.	In total 132sqm of landscaping is provided which equates to 3.6%	X
2. A total of 7 trees are required with 2 large trees and 5 medium trees.	Two large trees have been proposed as part of the proposed development. It is considered that additional trees could be planted within the verge through a condition of approval if required.	X
3. 1 tree is required for every 6 uncovered car bays.	Two trees are proposed to service the 3 car bays.	✓
4. 1.5m landscaping strip is required adjoining residential development	Not applicable.	✓
Justification In considering the appropriateness of the proposed landscaping outcome, it is important to stress that the proposed use of self-storage is very low intensity with no staff working form the site and patrons only visiting the property intermittently to load or unload storage items into their units. Given this, landscaping at the subject site does no play a role in improving the amenity for staff or visitors frequenting the subject site. Instead the focus should be the streetscape of the proposed development which is where the proposed landscaping and trees have been concentrated. In light of this the reduced landscaping and tree provision at the site is considered to warrant support.		
5. Landscaping Areas **6. Tree Sizes and Deep Soil Area**	Landscaping details addressing the proposed landscaping areas and tree sizes requirements are included on the development plans provided as part of the application.	✓

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Local Planning Policy 6.7 – Parking and Access		
1. Parking Requirements		
Storage/Warehouse • **1 bay per 50m² of GFA**	Proposed development GFA is 2,292m², therefore 45.84 (49) parking bays are required.	X
Justification • Whilst the proposed development provides a considerable on-paper parking shortfall, the nature of the proposed use should be considered. Being a self-storage facility, the demand for parking will be very low as the nature of the operation is such that patrons will bring a vehicle to site to drop off or pick up goods, access the unit/roller door areas to do just that and then they will leave the site and will not require access to on-site parking. • In addition to the above, the self-storage development will not attract visitors to the site and will not have any staff based at the site. Consequently, minimal parking demand is created by staff and visitors. • Being designed as a specific self-storage facility, it is highly unlikely that the development will operate under the 'Storage' or 'Warehouse/Storage' land use for any other purpose alternative to self-storage meaning the parking demand at the site will always be minimal. • All storage units at the subject site will include a sufficiently wide parking aisle for vehicles to be parked at the entry to their unit whilst unloading or loading their vehicles and still allow other vehicles to pass. • The roller doors indicated on site have a total width of 4.25 m, with units at a depth of 13.5 m. This provides ample manoeuvring space for standard vehicles and will allow tenants to utilise the space for storage without impeding surrounding trafficability.		
2. Delivery Bay Ratios		
In non-residential developments with over 500m² of GFA, a minimum of one bay shall be permanently set aside and marked for the exclusive use of delivery, service, and courier vehicles.	Each unit is effectively afforded a delivery / loading bay by virtue of access to the their unit.	✓
3. Bicycle Parking Facilities		
• **1 space per 400m² GFA.**	6 bays are required and 0 are proposed.	X
4. Motorcycle Bays		
All non-residential components of developments with 500m² or more of gross floor area, where works increase the number of non-residential car parking bays provided on site, one motorcycle parking space shall be provided for every 1,000m2 of gross floor area.	2 motorcycle parking bays are requirement and 0 are provided.	X
Justification • Similar to the justification associated with the reduced car parking provision, there are no staff or visitors attending the site and as such there is no demand/requirement for bicycle or motorcycle parking. • Further patrons accessing their units to load or unload items will not do this on a bicycle or motorcycle. • If for whatever reason patrons accessing the units do have a bicycle or motorcycle there is more than sufficient space for storage within the applicable unit.		

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7.0 Conclusion

In conclusion, the proposed development represents an appropriate form of industrial development that is suitable for the subject site and warrants favourable consideration by the City of Stirling. The proposal is aligned with the applicable zoning, is generally consistent with the relevant statutory and policy framework, and includes sufficient justification for the variations sought having regard to the specific function of the self-storage use.

On this basis, the application is considered to merit approval, subject to any reasonable conditions the local government may impose. Space remains for further refinement of the proposal, including any updated architectural details, façade treatment, operational measures, or additional plans that may be prepared in support of the next stage of assessment and implementation.

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Appendices

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APPENDIX 1 – Certificate of Title

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WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
1303	**577**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 60 ON PLAN 2809

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

JOHN THOMAS CRUIKSHANK
JACQUELINE ANN CRUIKSHANK
BOTH OF 10 YARRIMUP CLOSE, DUNCRAIG
AS JOINT TENANTS

(T M036773) REGISTERED 3/9/2012

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

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

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

STATEMENTS:

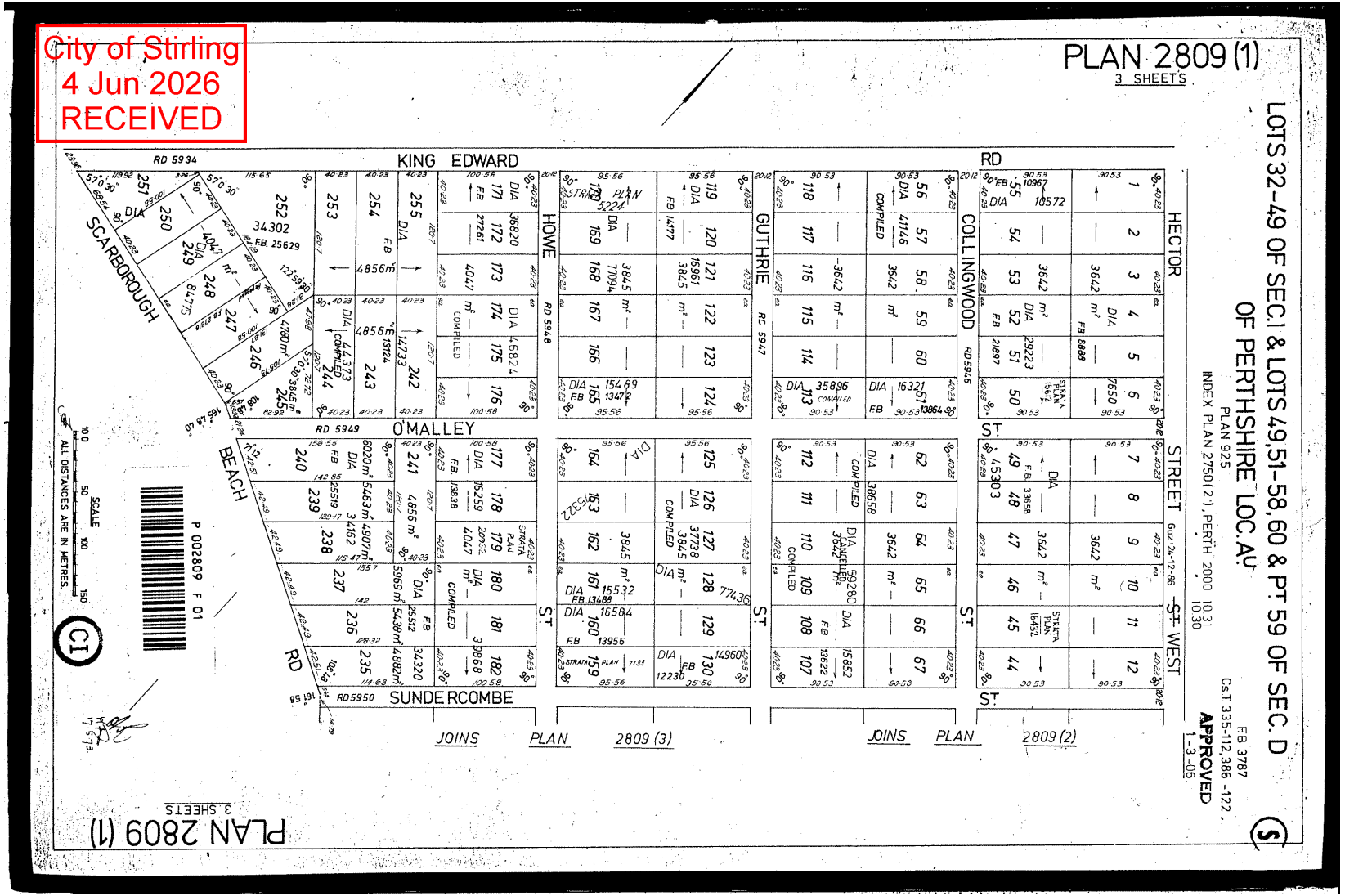
The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND:	1303-577 (60/P2809)
PREVIOUS TITLE:	1136-849
PROPERTY STREET ADDRESS:	10 COLLINGWOOD ST, OSBORNE PARK.
LOCAL GOVERNMENT AUTHORITY:	CITY OF STIRLING

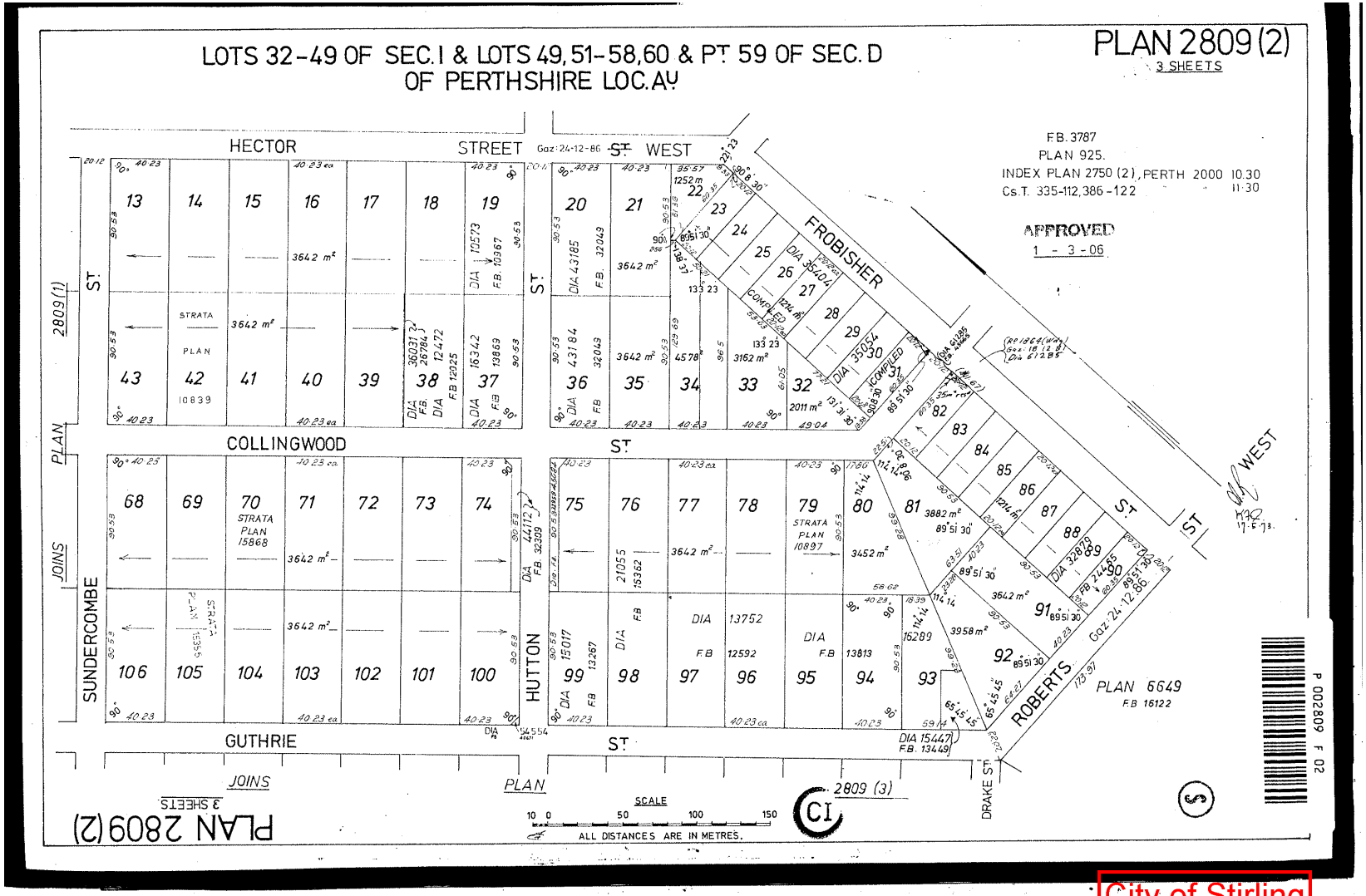
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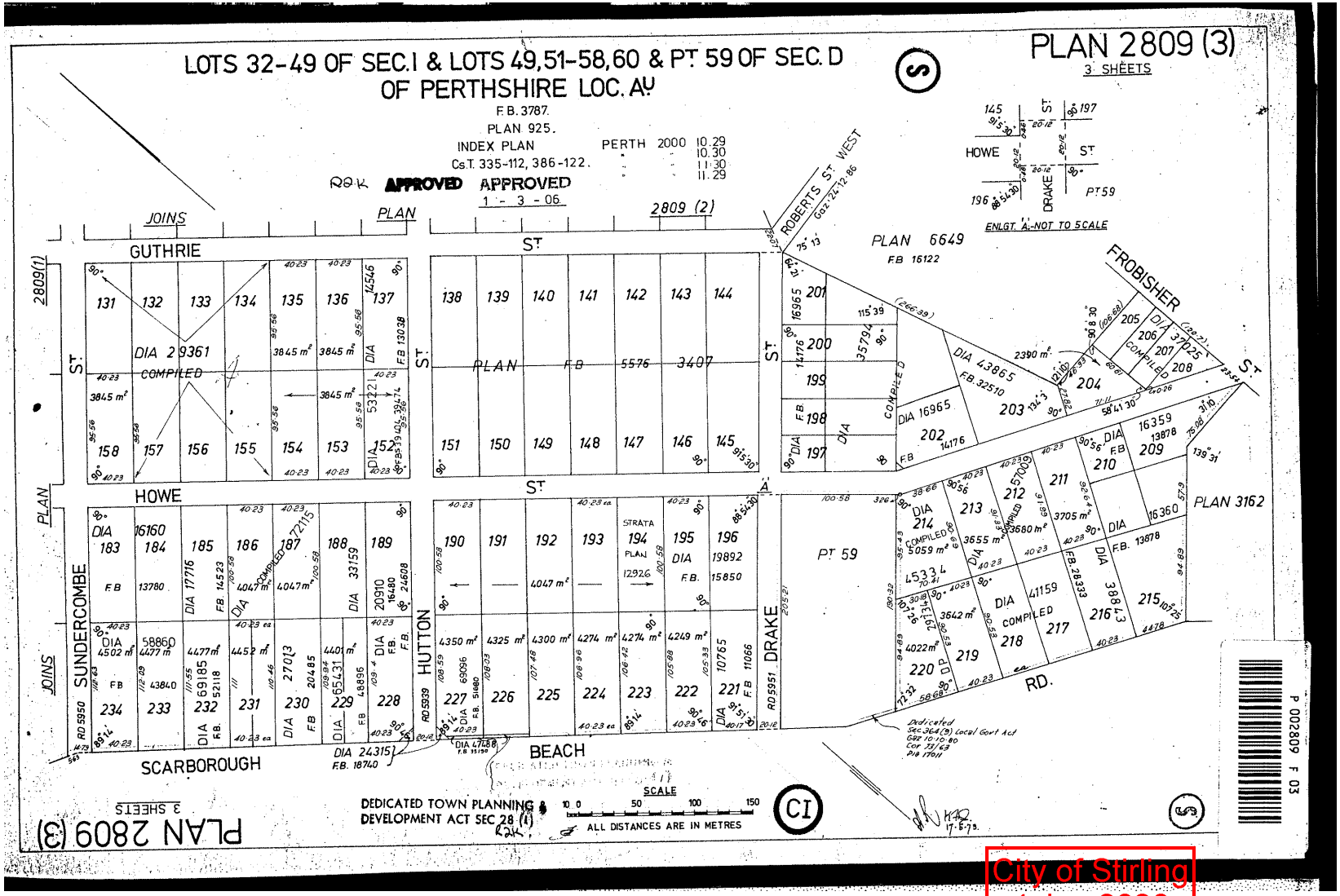


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APPENDIX 2 – Development Plans

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Lot 60 (#10)
Site Area: 3642m²
GROUND COVER
SAND

COLLINGWOOD STREET

DATUM 17.25
APPROX. AHD
NAIL & PLATE

230mm wide brick wall with selected Natural Stone Cladding & Aluminium Screening Above

Verge area is to be landscaped by the landscaper

BLOCK KERB POOR CONDITION

2000mm High Aluminium Screen fencing and automatic sliding gate installed where shown to clients specifications. **with a Key Pad on both sides at the fence. Motor to include a 365 day timer. Gate lock and over-ride latch as per DFES requirements (Lockwood Only) & "Important Automatic / Electric Sliding Gate Note"**

8000mm wide Crossover is to be constructed in accordance with council regulations and specifications

New Power Dome Location to replace Consumer Pole

DATUM 17.53
APPROX. AHD
NAIL & PLATE

Main Building Setback
Disabled WC Setback
BRICK PAVED PARKING
GRASS
ADJOINING LOT 1 BRICK & IRON BUILDING
ADJOINING LOT 4 CONCRETE & IRON BUILDING
ADJOINING LOT 6 BRICK & IRON BUILDING
METAL SHED
METAL WALL
IRON PANEL FENCE
90.530

Builder to drop footings and panels to match adjoining development levels and ground levels. Drops vary. Refer to Elevations for more information

Important Note — Specialist Grouting Contractor to provide Cementitious Grouting to adjoining ground of adjacent footings / Structures / Yard / Ground Level, where excavation occurs that is lower than the current adjoining level to stabilize for strip footing excavation & new concrete panel erection purposes. Refer to Structural Engineers Drawings, Site Plan & Elevations for more information

Important Note — Adjoining Ground level heights vary along boundary. Builder to ensure proposed new building is water tight when lower than adjoining developments and levels. Water Proofing method and detail to builders specifications - Builder is to Liaise with Owner for method, before commencing. Refer to Site Plan & Elevations for more information

Std. WC 900mm x 1700mm (Internal). Basin to have cold water only. No HWU

Proposed Storage Unit 26 … Proposed Storage Unit 14
Ground Floor Area: 88m2 (89m2)
FFL 17.900

4245w x 4500h Roller Door - Motor operated
4182w x 4500h Roller Door - Motor operated

UAT
Floor Area: 8m2
FFL: 17.900

Washed Aggregate entrance ways to builders specifications

Disabled wheel chair access point. Ramp & Grades to meet all council requirements (AS 1428.1:2021)

150mm reinforced concrete driveway and car park

AAA rated showerhead, tap ware and low flow regulators, dual flush toilets along with High efficiency lighting throughout

New Panel & Post Retaining Wall as required (TOW = 19.00) - To cover edge of exposed foundations and Cementitious Grouting

IRON PANEL FENCE & POST PANEL & POST RETAINING WALL

Commercial Grade Spoon Grate installed on driveway grade

(To be removed) HT 10m DIA 0.4m

(To be removed) HT 3m DIA 0.2m

(To remain) HT 10m DIA 0.3m

(To be removed) HT 1m DIA 0.1m

SEWER CONNECTION POSITION
APPROXIMATE ONLY
SEWER INVERT LEVEL 14.73
SEWER BROUGHT UP 2.20
DEPTH TO CONNECTION 0.52

Power Main Switchboard to Builders Specifications

WARNING!
BOUNDARY RE-ESTABLISHMENT SURVEY REQUIRED TO CONFIRM LOT BOUNDARY POSITION AND DIMENSIONS.

BITUMEN DRIVEWAY

ADJOINING LOT 39 BRICK & IRON BUILDING

METAL AWNING

MESH FENCE OVER BRICK WALL

TOP OF FOOTING 17.61
TOP OF FOOTING 17.70
TOP OF FOOTING 17.67
TOP OF FOOTING 17.93

METAL SHED

Proposed Site & Floor Plan
Scale = 1:150

ALL CARPARK & DRAINAGE DESIGN WORK CARRIED OUT & CERTIFIED BY:

Stace Rogers Assoc Dip Civ Eng AMIEAust
SJR Civil Consulting Pty Ltd
30 North Road
BASSENDEAN WA 6054
Email : stace@sjrcivilconsulting.com
Ph : (08) 9379 9481 or 0447 112 481

DRAINAGE LEGEND

1800Ø x 1800D SOAKWELL WITH CIRCULAR H/D TRAFFICABLE GRATED LIDS. SOAKWELL TO HAVE CONCRETE RINGS TO BASE. WRAP WITH GEOFABRIC AND COMPACT AROUND

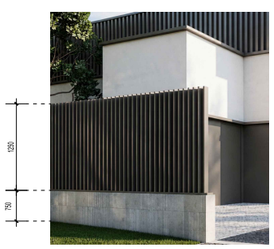
150Ø UPVC STORMWATER PIPE LAID AT 1in100 GRADIENT (450mm MINIMUM COVER) **UNLESS NOTED OTHERWISE ON PLAN. COLLECTOR PIPE SIZES MAY VARY IN SIZE. REFER TO SITE PLAN**

1800Ø x 1800D SOAKWELL WITH TRAFFICABLE SOLID LID. SOAKWELL TO HAVE CONCRETE RINGS TO BASE. WRAP WITH GEOFABRIC AND COMPACT AROUND

SJR Stormwater Calculations:

Roof & hardstand area = 3,500m2
Runoff = 90%
Equivalent impervious area = 3,150m2
Peak storm (1in20year ARI. 2hour duration) = 21.1mm/hr
Total Rainfall volume = 132.93m3
Soakwell capacity (1800dia x 1800deep) = 4.58m3
Number of soakwells = 20
Infiltration in soakwells (2hours) = 42.41m3 (based on 2m/day infiltration)
Storage Required = 132.93 – 42.41 = 90.52m3
Total soakwell storage = 20 x 4.58 = 91.61m3
Above ground storage = 5m3 (min)
Total on-site storage = 96.61m3

Notes:
- Soil infiltration based on conservative estimate for sandy soil - 2m/day.
- Adopted max groundwater level RL11.0mAHD based on geotechnical results and Perth Groundwater Atlas, plus an extra margin of safety.
- All soakwell depths selected to provide a base no lower than RL15.50mAHD (4500mm clearance above adopted maximum groundwater level).



76mm x 25mm Powdercoated Aluminium screen with 65mm gap installation sitting on 230mm wide brick wall with selected Natural Stone Cladding

Fencing Detail
Scale = 1:50

Landscaping Legend

Plant Symbol	Plant Specie	Plant Type	Spacing	Mature Size	Size	Quantity
	Cupaniopsis Anacardioides 'Tuckeroo'	Tree	N/A	Approx. up to 11.0m High	**90Lit pot, at least 2m tall & at least 2 years of age**	14
	Elaeocarpus Eumundi 'Eumundi Quandong'	Tree	N/A	12.0m - 25.0m High	**75Lit pot, at least 2m tall & at least 2 years of age**	3
	Westringia Fruticosa 'Coastal Rosemary'	Shrub	1000mm ctrs	Approx. 2.0m High & 4.0m Wide	5Lit Pots	44
	Rhagodia Spinescens 'Aussie Flat Bush'	Ground Cover	1000mm ctrs	Approx. 0.3m High & 1.0m Wide	150mm Pots	14
	Dianella Ensifolia 'Silver Flax Lily'	Ground Cover	500mm ctrs	Approx. 0.3m High & 0.3m Wide	150mm Pots	88
N/A	Pine Bark Mulch. Commercial Grade	Ground Cover	N/A	N/A	N/A	134.27m2
	Winter Green **(See Special Note in General Notes)**	Lawn Cover	N/A	N/A	N/A	118.15m2

General Notes
- All plants must be spread between required ctrs as specified on the Legend
- Release fertilizer for soil preparation
- 75mm thick layer of approved mulch must be applied to all garden areas
- All weeds are to be sprayed prior to mulching
- Spacing and amount of plants are to be provide so that once fully matured, the total ground cover has full plant coverage
- All garden areas are to be fully reticulated, exotic, drought tender trees to have 3 x individual drippers per tree delivering min 40 - 60lt of water per tree a week.
- All lawns areas are to be fully automatic reticulated
- **Low flow triple dripper or coarse sprays and timer connection**

Material Schedule

Building Element	Material Type
Exposed Concrete Panels **(Higher Level)**	Concrete panels to have M-Tex Veneza Feature Plaster application
Exposed Concrete Panels **(Lower Level)**	Concrete panels to have texture finish application
Door & Door Frames to all units	All personal doors to be 2400h Steel Clad to Builders Specifications and to have a **ALUMINIUM** frame installed in Concrete Panel - **Door to include Hold Open Devise as required**
Door & Door Frame to UTA	All personal doors to be 2400h Steel Clad to Builders Specifications and to have a **ALUMINIUM** frame installed in Concrete Panel - **Door to include Hold Open Devise as required**
Feature Wall Extrusions	120mm x 70mm Powdercoated Steel extrusion to Builders & Manufacturers Specification and detail
Feature Wall Cladding	Stratco Nine Line "Box" profile Cladding in front of concrete panel to Builders & Manufacturers Specification and detail
Roller Doors	Colorbond
Panel Capping	Colorbond

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Important Notes:
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Rev	Date	Description	Dr
H			
G			
F			
E			
D	27.09.2026	Landscaping & Planting Legend Added	JS
C	21.08.2026	Window, Panel Detailing & Awning Details Changed	JS
B	14.07.2026	Panel & Roller Door Height Changed	JS

Project Address:
Lot 60 (#10) Collingwood Street Osborne Park

Drawing Type:
DEVELOPMENT APPLICATION DRAWING

Client	McCoy Street Pty Ltd
Job No.	D26273
Scale	As Shown
Date	20th May 2026
Drawn	JOSEPH SCUTTI
Revision	D

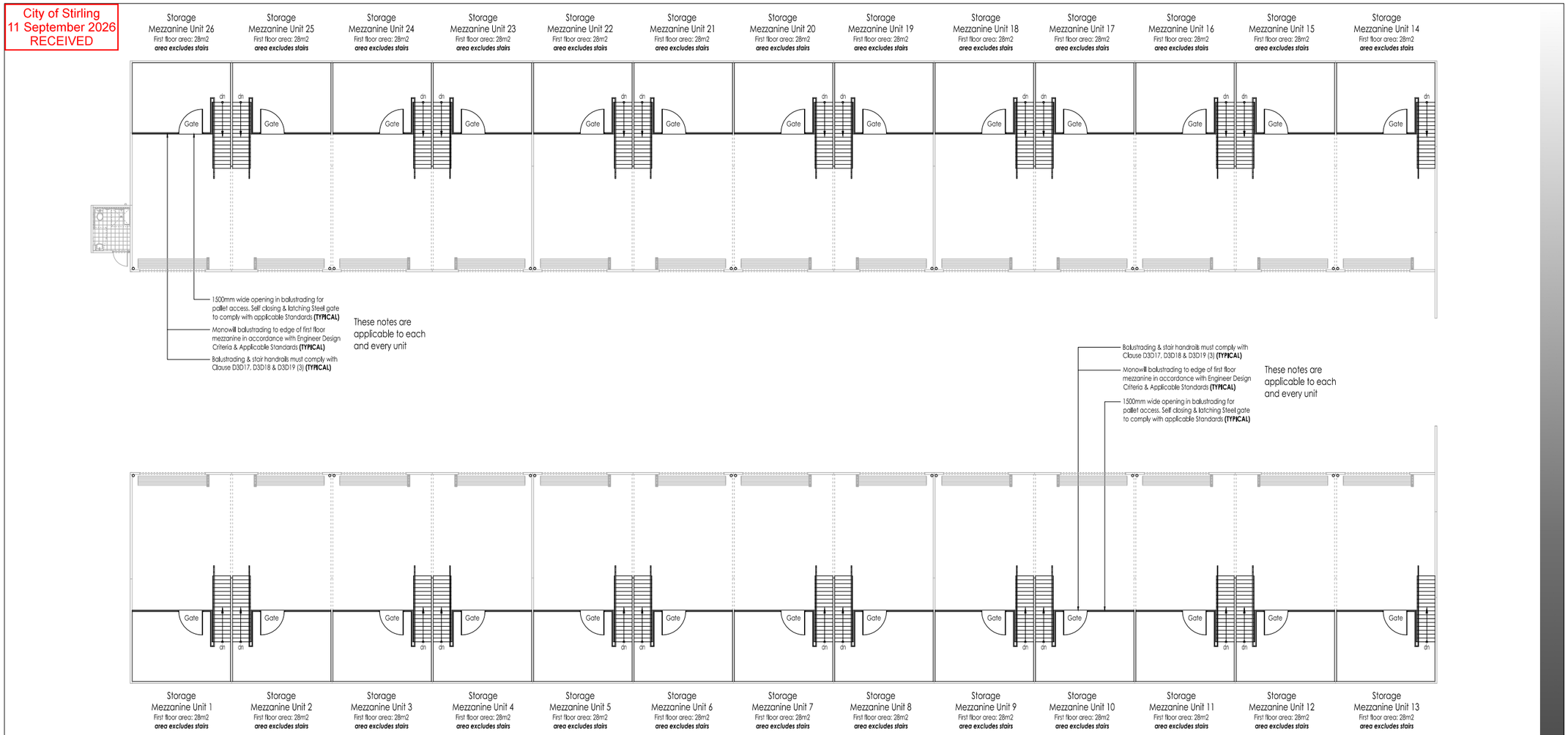
address: 663 Grongarra Road, WANNEROO
Western Australia 6065
email address: joseph@mporium.com.au
telephone: 6305 0399
fax: 9302 1622
ABN: 54 142 451 894
ACN: 142 451 894

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SITE / GROUND FLOOR PLAN & DETAILS

A01

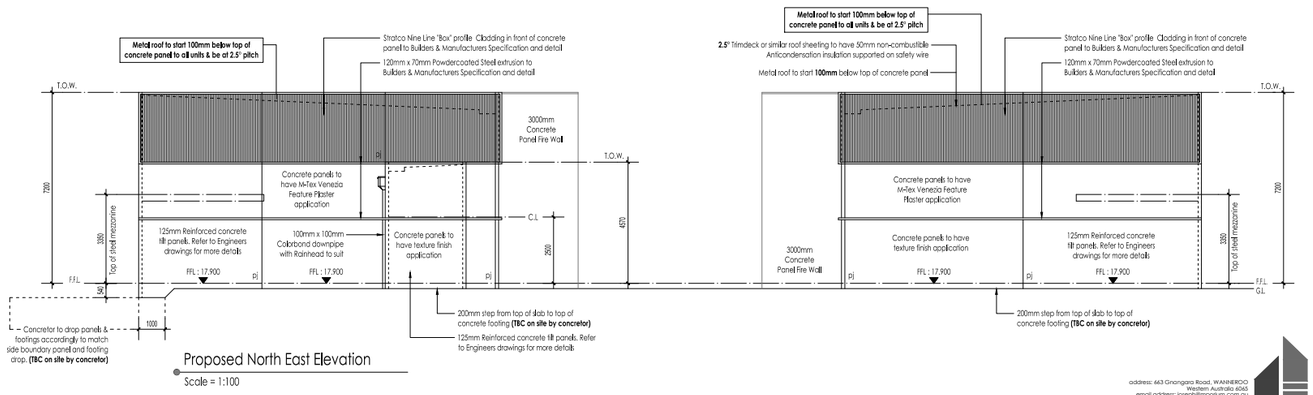
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11 September 2026
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Proposed First Floor Plan

Scale = 1:125

Material Schedule	
Building Element	Material Type
Exposed Concrete Panels **(Higher Level)**	Concrete panels to have M-Tex Venezia Feature Plaster application
Exposed Concrete Panels **(Lower Level)**	Concrete panels to have texture finish application
Door & Door Frames to all units	All personal doors to be 2400h Steel Clad to Builders Specifications and to have a **ALUMINIUM** frame installed in Concrete Panel **- Door to include Hold Open Device as required**
Door & Door Frame to UTA	All personal doors to be 2400h Steel Clad to Builders Specifications and to have a **ALUMINIUM** frame installed in Concrete Panel **- Door to include Hold Open Device as required**
Feature Wall Extrusions	120mm x 70mm Powdercoated Steel extrusion to Builders & Manufacturers Specification and detail
Feature Wall Cladding	Stratco Nine Line "Box" profile Cladding in front of concrete panel to Builders & Manufacturers Specification and detail.
Roller Doors	Colorbond
Panel Capping	Colorbond



Proposed North East Elevation

Scale = 1:100

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Rev	Date	Description	By
A			
B			
C			
C	27.08.2026	Re-allow. from Finding & Lifting Co. & changed	J.S.
B	24.07.2026	Wall Panels & Roller Door height changed	J.S.

Project Address:
Lot 60 (#10) Collingwood Street Osborne Park

Drawing Type:
DEVELOPMENT APPLICAITON DRAWING

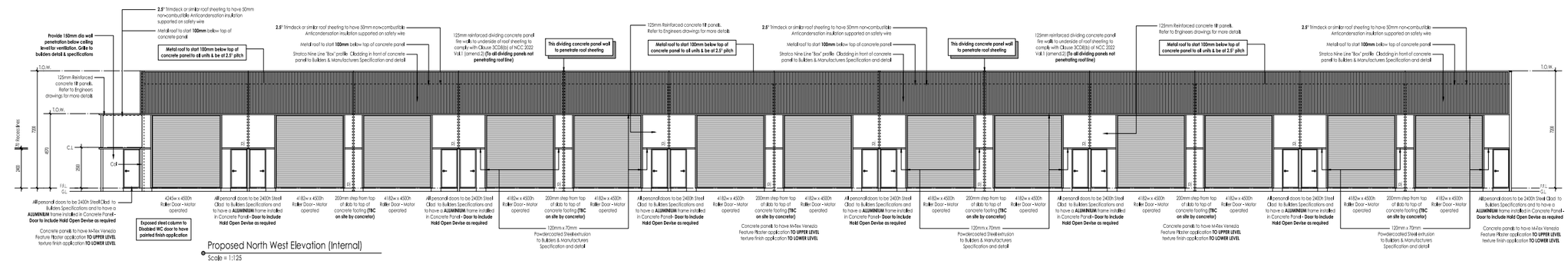
Client	McCoy Street Pty Ltd
Job No.	D26273
Scale	As Shown
Date	20th May 2026
Drawn	JOSEPH SCUTTI
Revision	C

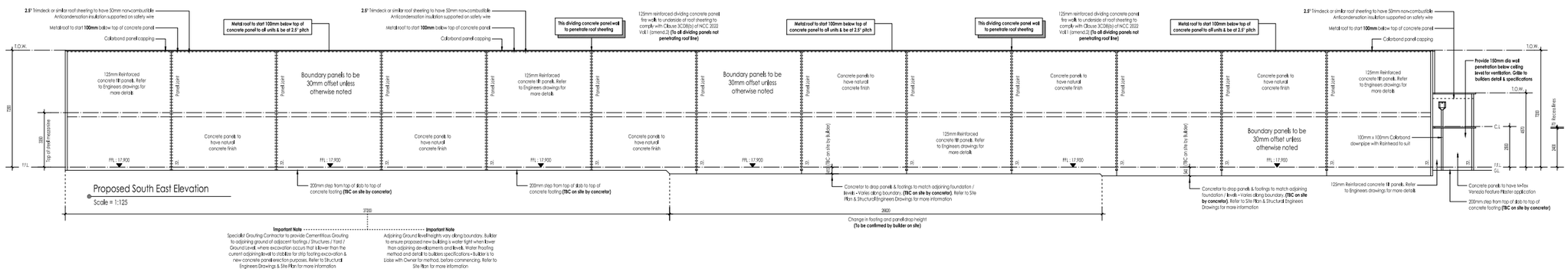
address: 663 Grongarra Road, WANNEROO
Western Australia 6065
email address: joseph@mporium.com.au
telephone: 6305 0399
fax: 9302 1622
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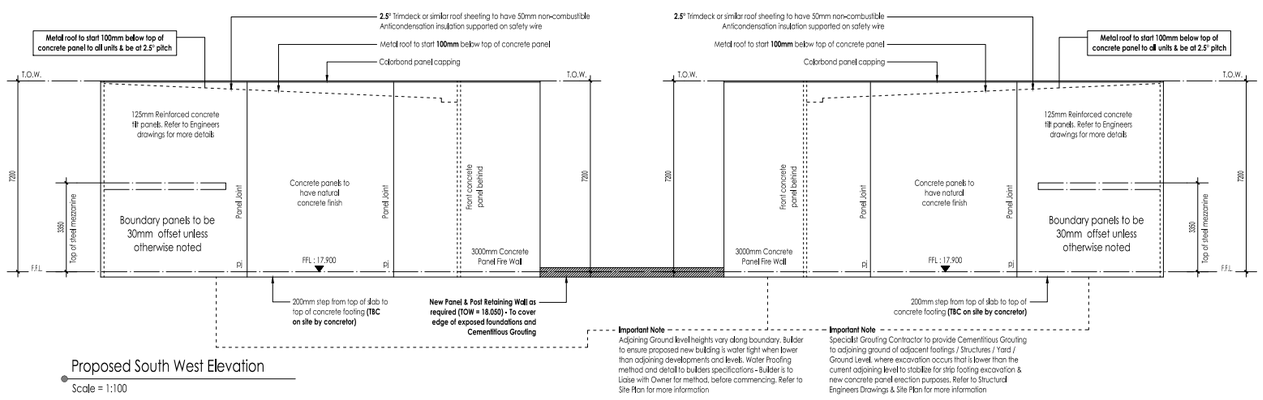
FIRST FLOOR PLAN & ELEVATION

AO2

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11 September 2026
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Colour Schedule

- All exposed boundary facing walls to be painted where access is achievable - Dulux to match Venezia Sabbia. Capping to be Colorbond Monument
- 125mm Concrete panels to have M-Tex Venezia Feature Plaster application **TO ALL UPPER LEVEL** areas. - Colour: Sabbia
- 125mm Concrete panels to have texture finish application **TO ALL LOWER LEVEL** areas. - Dulux to match Colorbond Jasper
- Colorbond Downpipe and rainhead to Disabled WC - Colorbond Jasper
- Disabled WC Door (Including frame and corner column) to be Elements Flush Weathercote door (2040mm x 920mm) to have a metal frame installed in Concrete Panel - Dulux to match Colorbond Jasper
- Storage Personal Doors to be Elements Flush Weathercote door (2040mm x 920mm) to have a metal frame installed in Concrete Panel - Dulux to match Colorbond asper
- 120mm x 70mm Powdercoated Steel extrusions - Colorbond Jasper
- Stratco Nine Line "Box" profile Cladding in front of concrete panel - Colorbond Jasper
- Colorbond Roller Doors - Colorbond Jasper
- Disable Parking Bay Steel Bollard - Painted Dulux yellow or to builders specifications
- Washed Aggregate Pathways - Grey Colour mix or similar to Builders Specifications
- 2000mm High Aluminium screen fencing and automatic sliding gates - Powder-coated to match Colorbond Jasper

All Colours & their locations to be confirmed at construction stage by owner and builder

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Important Notes:
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Rev	Date	Description	Dr
A			
B			
C			
D			
E			
F			
G	27.08.2026	Window, Man Landing & Ramp Outlook changes	JCS
H	14.09.2026	Wall Panels & Roller Door Height changes	JCS

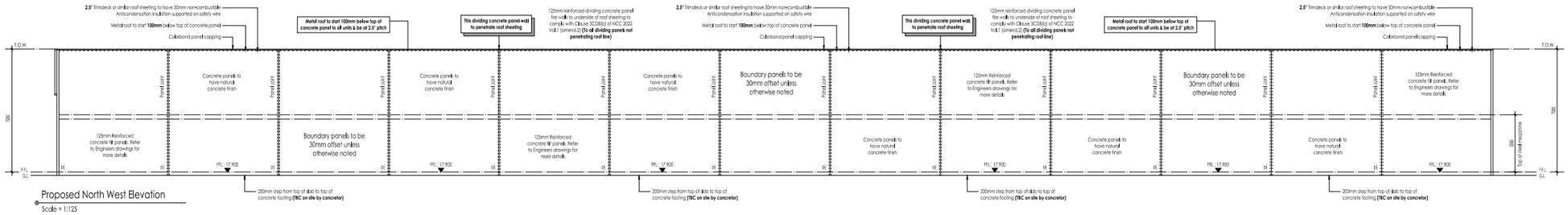
Project Address:
Lot 60 (#10) Collingwood Street Osborne Park

Drawing Type:
DEVELOPMENT APPLICAITON DRAWING

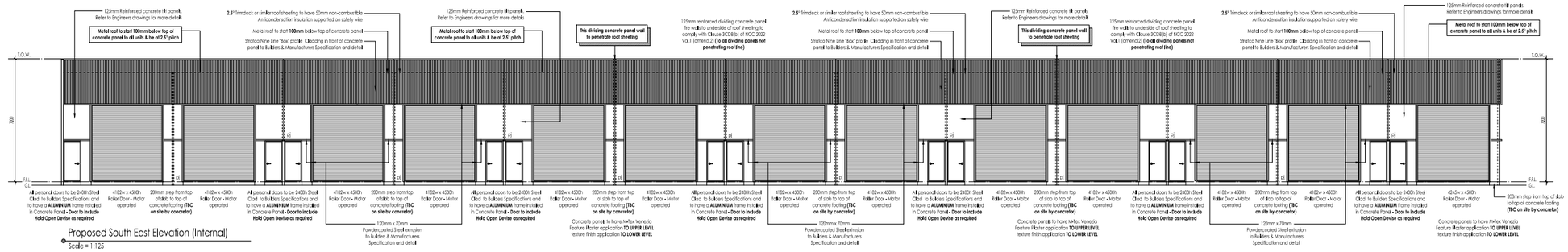
Client	McCoy Street Pty Ltd
Job No.	D26273
Scale	As Shown
Date	20th May 2026
Drawn	JOSEPH SCUTTI
Revision	C

ELEVATIONS & DETAILS
A03

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Proposed North West Elevation
Scale = 1:125



Proposed South East Elevation (Internal)
Scale = 1:125

Colour Schedule

- All exposed boundary facing walls to be painted where access is achievable - Dulux to match Venezia Sabbia. Capping to be Colorbond Monument
- 125mm Concrete panels to have M-Tex Venezia Feature Plaster application **TO ALL UPPER LEVEL** areas. - Colour: Sabbia
- 125mm Concrete panels to have texture finish application **TO ALL LOWER LEVEL** areas. - Dulux to match Colorbond Jasper
- Colorbond Downpipe and rainhead to Disabled WC - Colorbond Jasper
- Disabled WC Door (Including frame and corner column) to be Elements Flush Weathercote door (2040mm x 920mm) to have a metal frame installed in Concrete Panel – Dulux to match Colorbond Jasper
- Storage Personal Doors to be Elements Flush Weathercote door (2040mm x 920mm) to have a metal frame installed in Concrete Panel – Dulux to match Colorbond asper
- 120mm x 70mm Powdercoated Steel extrusions - Colorbond Jasper
- Stratco Nine Line "Box" profile Cladding in front of concrete panels - Colorbond Jasper
- Colorbond Roller Doors - Colorbond Jasper
- Disable Parking Bay Steel Bollard - Painted Dulux yellow or to builders specifications
- Washed Aggregate Pathways - Grey Colour mix or similar to Builders Specifications
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All Colours & their locations to be confirmed at construction stage by owner and builder

Material Schedule	
Building Element	**Material Type**
Exposed Concrete Panels **(Higher Level)**	Concrete panels to have M-Tex Venezia Feature Plaster application
Exposed Concrete Panels **(Lower Level)**	Concrete panels to have texture finish application
Door & Door Frames to all units	**All** personal doors to be 2400h Steel Clad to Builders Specifications and to have a **ALUMINIUM** frame installed in Concrete Panel - **Door to include Hold Open Devise as required**
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Roller Doors	Colorbond
Panel Capping	Colorbond

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Rev	Date	Description	DR
G			
F			
E			
D			
C	27.08.2026	Stratco Nine line plus & Siding Colour changes	J.S.
B	24.07.2026	Wall Panels & Roller Door height changes	J.S.

Project Address:
Lot 60 (#10) Collingwood Street Osborne Park

Drawing Type:
DEVELOPMENT APPLICAITON DRAWING

Client	McCoy Street Pty Ltd
Job No.	D26273
Scale	As Shown
Date	20th May 2026
Drawn	JOSEPH SCUTTI
Revision	C

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ELEVATIONS & DETAILS

A04

NOTE: BOUNDARY POSITION AS PER ALIGNMENT

WARNING: BOUNDARY RE-PEG SURVEY WILL BE REQUIRED TO CONFIRM, REPLACE AND/OR ADJUST BOUNDARY MARKS TO THE CORRECT POSITIONS.

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LOT 60
3,642m²

SERVICE INFORMATION

AREA	ESTABLISHED		
SEWERAGE	YES	DEPTH	0.52
WATER	YES	PRELAID	R
ELECTRICAL	YES	O/H	
TELECOM	YES		
GAS	TBC		
DRAFTED	DF	SURVEYOR	MR

SERVICE LEGEND

SURVEY: DATUM; PEG FOUND; PEG GONE

SEWERAGE: SEWER MANHOLE; INSPECTION OPENING; INSPECTION SHAFT

WATER: WATER METER; HYDRANT; FLUSH POINT; STOP VALVE

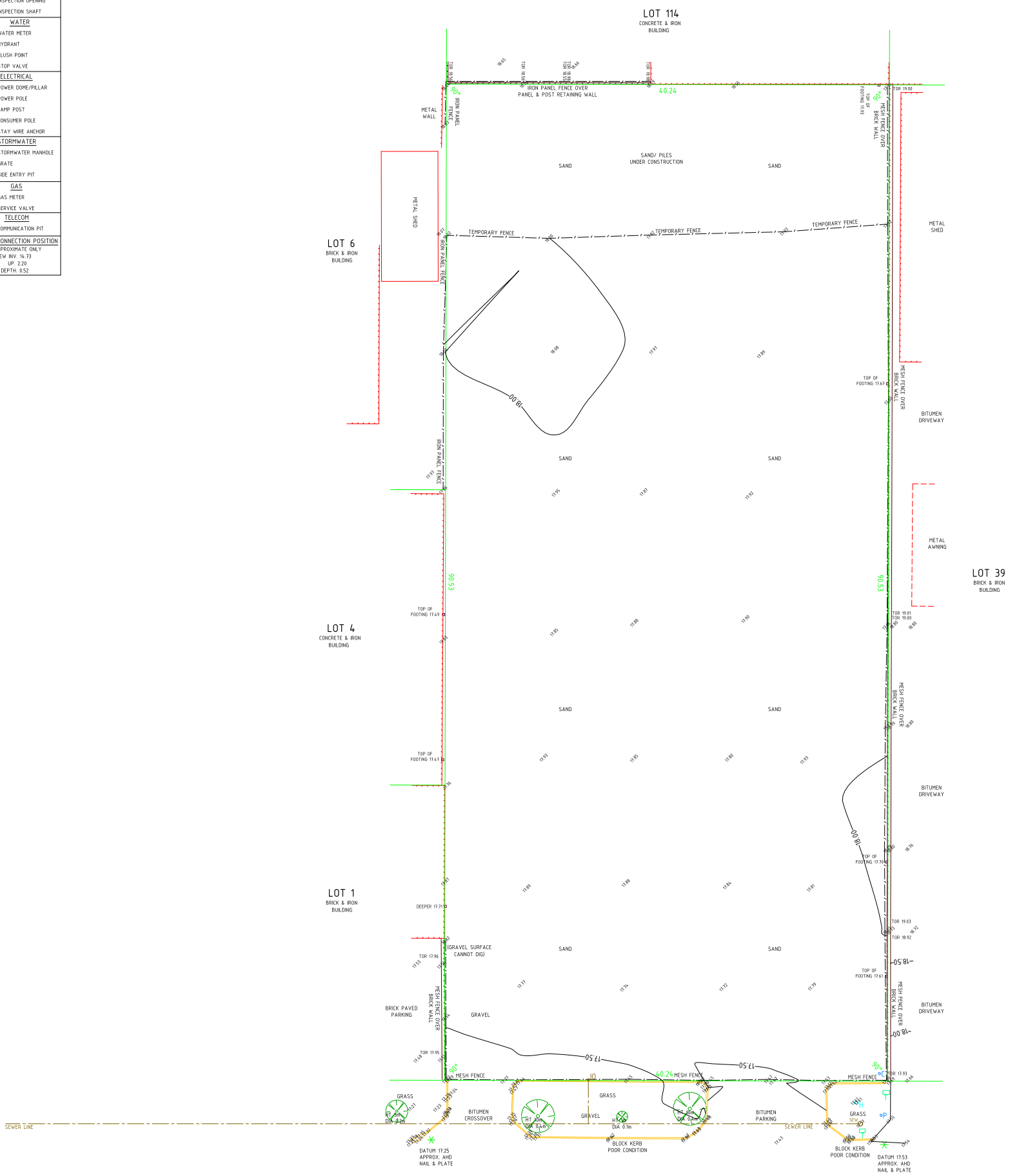
ELECTRICAL: POWER DOME/PILLAR; POWER POLE; LAMP POST; CONSUMER POLE; STAY WIRE ANCHOR

STORMWATER: STORMWATER MANHOLE; GRATE; SIDE ENTRY PIT

GAS: GAS METER; SERVICE VALVE

TELECOM: COMMUNICATION PIT

SEWER CONNECTION POSITION
APPROXIMATE ONLY
SEW INV. 14.73
UP. 2.20
DEPTH. 0.52



CLIENT: MPORIUM
ADDRESS: LOT 60 (#10) COLLINGWOOD STREET, OSBORNE PARK
PLAN: P2809 | C/T: 1303/577 | AUTHORITY: CITY OF STIRLING
DATE: 05/05/2026 | JOB REFERENCE: TSA6554 - FS
H. Grid : LOCAL | Local level : | A.H.D. value SEWER M/H Distance
V. Datum : AHD | A.H.D. level : 17.57 | derived from : AC0618 from Datum : 2.90m
VERSION | DATE | DESCRIPTION | APPROVED BY

TSA SURVEYS
CONSULTING SURVEYORS
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P| PO Box 102, Bassendean WA 6934
M| 0433 304 648
E| admin@tsasurveys.com.au
W| www.tsasurveys.com.au
ABN| 56 645 650 666

IMPORTANT NOTES:
1. The information on this drawing is current at the date of survey.
2. All services are to be confirmed with relevant authorities. This include without limitation; Sewerage / Water / Drainage / Electrical / Gas & Communications
3. Further Limitations / Interests / Encumbrances / Notifications may be listed on the Certificate of Title.
4. Original lot dimensions taken from Landgate Survey Plans.
5. Boundary Re-establishment Survey required to confirm lot boundary position and dimensions.
6. The sole purpose of this plan is for presentation to WAPC for process of application for subdivision to produce a conditional approval.
7. Final lot numbers, dimensions and areas may vary due to WAPC requirements, government authority conditions and final field survey.
8. This plan is for the purpose of application and in no way represents WAPC conditional approval.
9. TSA Surveys does not accept liability for loss or damage to any person or corporation who may rely on this plan for any purpose.
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Scale: 1:200 at A1 (0, 5, 7.5, 10, 15)

PLANNING REPORT

APPENDIX 3 – Waste Management Plan

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DYNAMIC PLANNING AND DEVELOPMENTS

WASTE MANAGEMENT PLAN



LOT 60 (NO. 10) COLLINGWOOD STREET, OSBORNE PARK
WASTE MANAGEMENT PLAN

OUR REF: 2656

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INTRODUCTION

This waste management plan pertains to the following:

Development: Proposed self-storage development.

Address: Lot 60 (No. 10) Collingwood Street, Osborne Park

This waste management plan is to address the operational phases of the development and has been developed having reference to the WALGA *Commercial and Industrial Waste Management Plan Guidelines* and the City of Melbourne's *Waste Generation Rates 2016.*

Once approved by the City, waste collection and disposal is to be undertaken in accordance with this Waste Management Plan, subject to any additional conditions of planning approval.

The development consists of:

☒ Residential

If yes, how many dwellings? **N/A**

☑ Non-Residential Tenancies

If yes, complete the table below:

Land Use	***No. of Tenancies***	***Gross Leasable Area (GLA)***
Self Storage	26	88sqm per unit

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DYNAMIC PLANNING AND DEVELOPMENTS

WASTE AND RECYCLABLES CAPACITY

In the absence of the City of Stirling having applicable waste generation rates, the rates used in the below table are based on both the WALGA *Commercial and Industrial Waste Management Plan Guidelines* and the City of Melbourne's *Waste Generation Rates 2016*. As this development will be multi-tenanted with each unit having their own internal bin storage arrangements, the waste generation has been calculated on a per unit basis.

Land Use	***Total Waste Requirement***	***Total Recycling Requirement***
Generation Rates		
Warehouse	10L / 100m^2 floor area / day	10L / 100m^2 floor area / day
Units 1-34		
Warehouse (88sqm)	61.6L per week	61.6L per week

BIN SELECTION

Type of bins to service the development:

Non-Residential

Please circle selected bin size:

Bin Capacity	**80L**	**120L**	**140L**	**240L**	**360L**
Height (mm)	870	940	1065	1080	1100
Depth (mm)	530	560	540	735	885
Width (mm)	450	485	500	580	600
Approx. footprint (m^2)	0.24	0.27	0.27	0.43	0.53

Total number of bins proposed: **2 per unit**

1 x 240L general waste and 1x 240L recycle waste bins per unit

BIN STORE & COLLECTION ARRANGEMENT

Total Non-Residential (litres) generated	A maximum of 61.6L of general and recycle waste per unit
No of bins proposed	1 x 240L general and 1 x 240L recycle bin per unit
Total waste capacity	240L general waste per unit 240L recycle waste per unit

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Bin area required	0.86sqm
Bin store area proposed	None designated but will be stored internally

Each unit will have individual internal bin storage areas. The owner of each unit will be responsible for the management of their own bins given the nature of the development and how little waste is likely to be generated.

Collection

The nature of the self-storage development is such that little to no waste will be generated by the development and given the units will be under separate ownership, waste disposal will be the responsibility of the individual owners. In this regard no communal collection will be offered or available and each individual owner will be responsible for waste disposal.

OTHER CONSIDERATIONS

Other Waste Requirements

Liquid or hazardous waste generated on-site? **N/A**
If Yes, please detail collection arrangements:

Medical waste products controlled by the *Environmental Protection (Controlled Waste) Regulations 2004* generated on-site? **N/A**

If Yes, please detail collection arrangements:

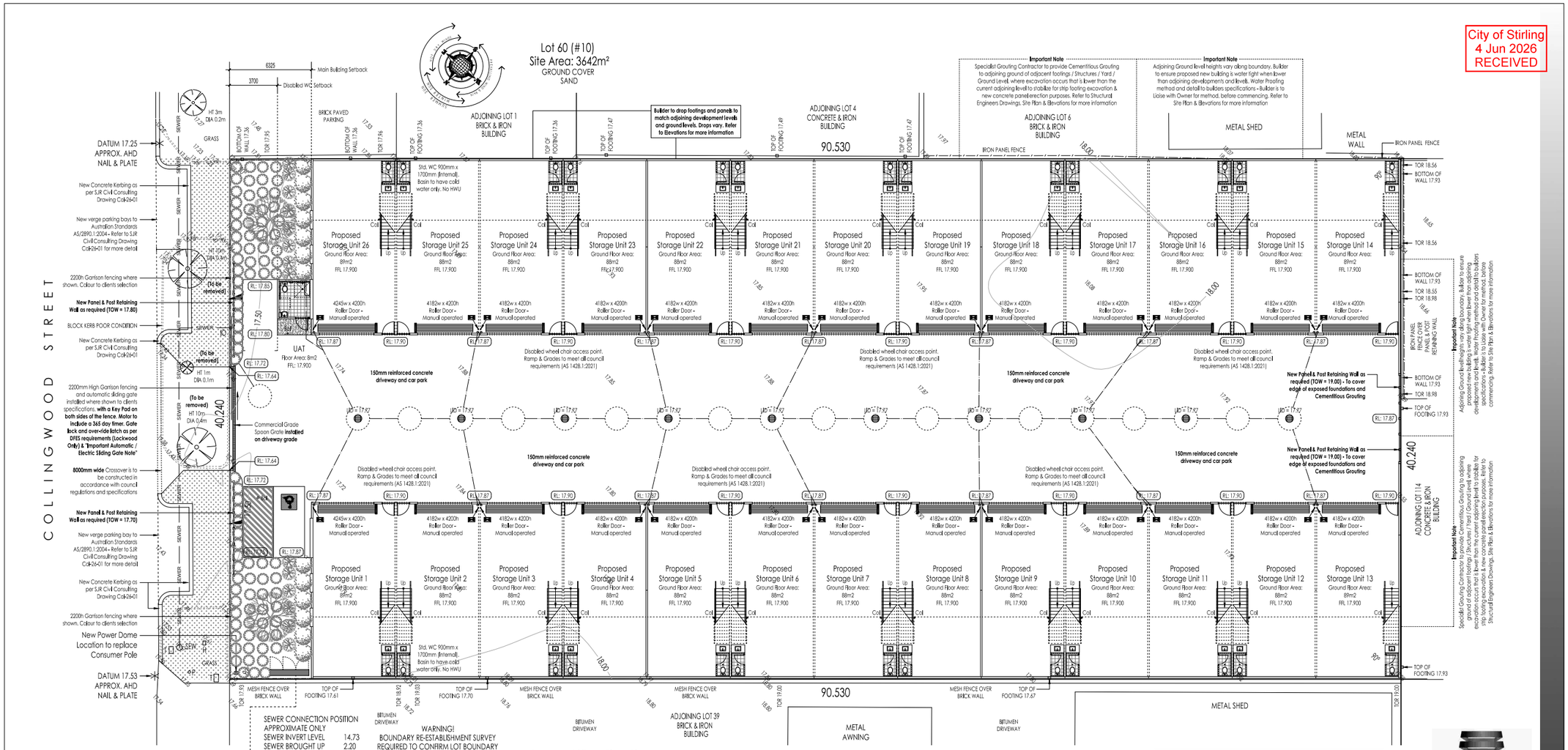
Will processing, retail and/or wholesale of animal products occur on-site? **N/A**

If Yes, please detail collection arrangements:

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ATTACHMENT 1
Proposed Development Plans

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4 Jun 2026
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Proposed Site & Floor Plan

Scale = 1:150

ALL CARPARK & DRAINAGE DESIGN WORK CARRIED OUT & CERTIFIED BY:

Stace Rogers Assoc Dip Civ Eng AMEIAust
SJR Civil Consulting Pty Ltd
30 North Road
BASSENDEAN WA 6054
Email : stace@sjrcivilconsulting.com
Ph : (08) 9379 9481 or 0447 112 481

DRAINAGE LEGEND

1800Ø x 1800D SOAKWELL WITH CIRCULAR H/D TRAFFICABLI GRATED LID3. SOAKWELL TO HAVE CONCRETE RINGS TO BASE. WRAP WITH GEOFABRIC AND COMPACT AROUND

150Ø UPVC STORMWATER PIPE LAID AT 1in100 GRADIENT (450mm MINIMUM COVER) **UNLESS NOTED OTHERWISE ON PLAN. COLLECTOR PIPE SIZES MAY VARY IN SIZE. REFER TO SITE PLAN**

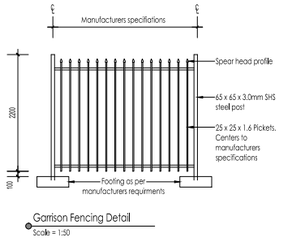
1800Ø x 1800D SOAKWELL WITH TRAFFICABLE SOLID LID. SOAKWELL TO HAVE CONCRETE RINGS TO BASE. WRAP WITH GEOFABRIC AND COMPACT AROUND

SJR Stormwater Calculations:

Roof & hardstand area = 3,500m2
Runoff = 90%
Equivalent impervious area = 3,150m2
Peak storm (1in20year ARI, 2hour duration) = 21.1mm/hr
Total Rainfall volume = 132.93m3
Soakwell capacity. (1800dia x 1800deep) = 4.58m3
Number of soakwells = 20
Infiltration in soakwells (2hours) = 42.41m3 (based on 2m/day infiltration)
Storage Required = 132.93 – 42.41 = 90.52m3
Total soakwell storage = 20 x 4.58 = 91.61m3
Above ground storage = 5m3 (min)
Total on-site storage = 96.61m3

Notes:

- Soil infiltration based on conservative estimate for sandy soil - 2m/day.
- Adopted max groundwater level RL11.0mAHD based on geotechnical results and Perth Groundwater Atlas, plus an extra margin of safety.
- All soakwell depths selected to provide a base no lower than RL15.50mAHD (4500mm clearance above adopted maximum groundwater level).



Garrison Fencing Detail
Scale = 1:50

Landscaping Legend

Plant Symbol	Plant Specie	Plant Type	Spacing	Mature Size	Size	Quantity
	Callistemon Viminalis 'Weeping bottlebrush'	Tree	N/A	6.0m - 9.1m High with a 3.0m - 4.6m wide Canopy	**90Ltr pot, at least 2m tall & at least 2 years of age**	2
	Dianella Revoluta 'Blueberry Lily'	Shrub	1000mm ctrs	Approx. 1.0m High & 1.5m Wide	14cm Pot	13
	Rhagodia Spinescens 'Aussie Flat Bush'	Ground Cover	1000mm ctrs	Approx. 0.3m High & 1.0m Wide	150mm Pots	14
	Dianella Enstalia 'Silver Flax Lily'	Ground Cover	500mm ctrs	Approx. 0.3m High & 0.3m Wide	150mm Pots	88
N/A	Pine Bark Mulch. Commercial Grade	Ground Cover	N/A	N/A	N/A	134.27m2
	Winter Green **(See Special Note in General Notes)**	Lawn Cover	N/A	N/A	N/A	118.15m2

General Notes

- All plants must be spread between required c/rs as specified on the Legend
- Release fertilizer for soil preparation
- 75mm thick layer of approved mulch must be applied to all garden areas
- All weeds are to be sprayed prior to mulching
- Spacing and amount of plants are to be provide so that once fully matured, the total ground cover has full pant coverage
- All garden areas are to be fully reticulated, exotic, drought tender trees to have 3 x individual drippers per tree delivering min 40 - 60ltr of water per tree a week.
- All lawns areas are to be fully automatic reticulated
- **Special Note - Contractor to install galvanised steel lawn edge border where required adjoining Fine Bark Mulch zones**

Material Schedule

Building Element	Material Type
Storage Unit Walls	Concrete with texture finish
Window Frames	Aluminium
Door & Door Frames to all units	Elements Flush Weathercote door (2040mm x 920mm) to have a steel frame installed in Concrete Panel & with UltraCore IQ weather protection above door to Builders Detail - Door to include Hold Open Devise as required
Door & Door Frame to UTA	Elements Flush Weathercote door (2040mm x 920mm) to have a steel frame installed in Concrete Panel & with UltraCore IQ weather protection above door to Builders Detail - UAT Door to have IP4off hinges as required
Feature Wall texture	225mm feature concrete stepped panel. **Polish Concrete Render to all visual sides**
Feature Wall Cladding	Europlus interlocking panel - 200mm wide panels with non-combustible Sarking as required (AS&B NCC 2022 Vol.1 amend.2) on top-hats fixed to panel wall behind
Roller Doors	Colorbond
Panel Capping	Colorbond

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Important Notes:

- All major building set-out points should be carried out and established by a licensed Surveyor prior to construction.
- Any discrepancy on site must be checked with the designer prior to making any changes and / or amendments on site.
- All dimensions are to be confirmed on site prior to construction.
- Do not scale from these drawings.

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G			
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D			
C			
B			
Rev.	Date	Description	Init.

Project Address
Lot 60 (# 10) Collingwood Street Osborne Park

Drawing Type
DEVELOPMENT APPLICAITON DRAWING

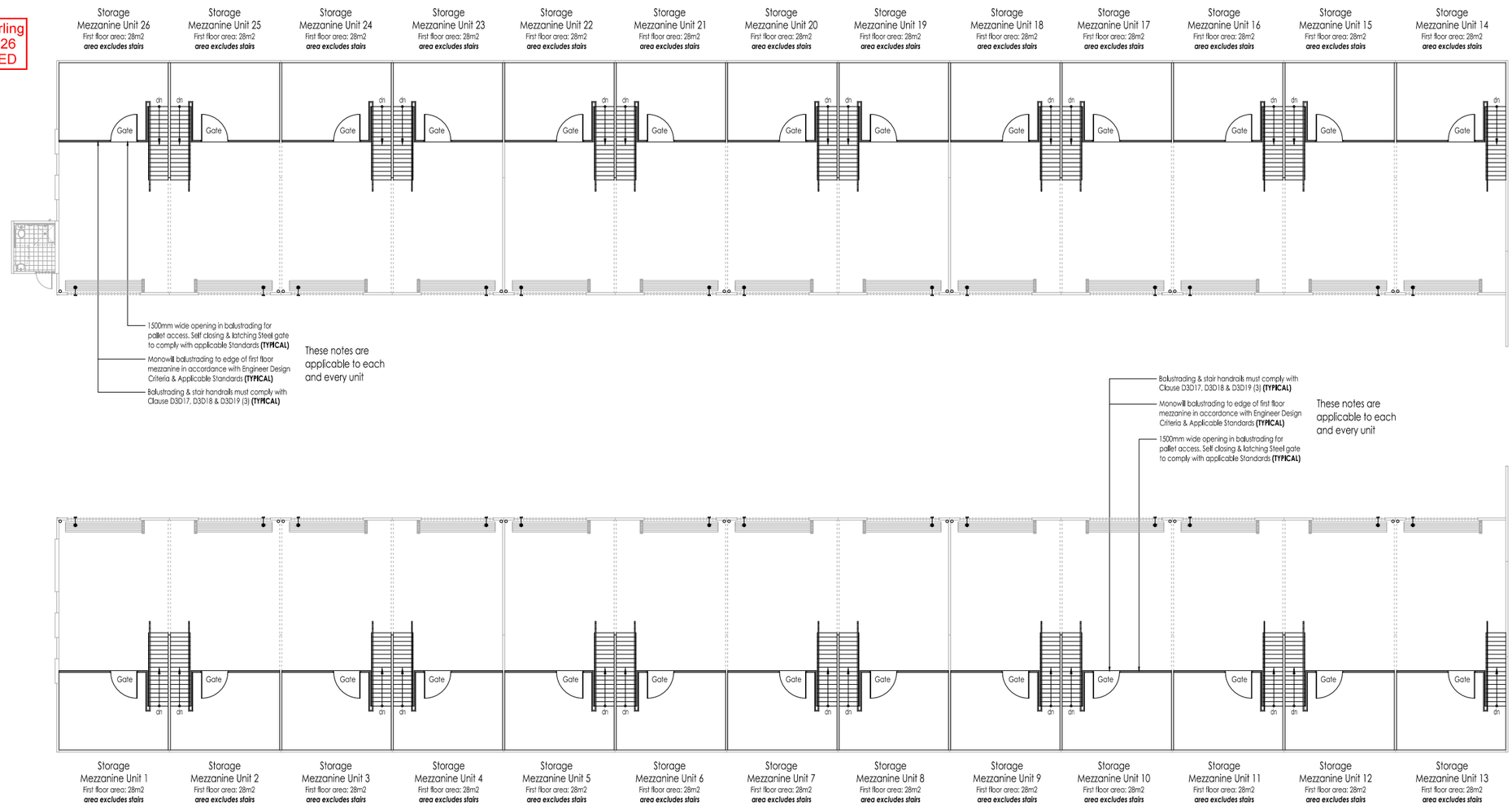
Client	McCoy Street Pty Ltd
Job No.	D26273
Scale	As Shown
Date	20th May 2026
Drawn	JOSEPH SCUTTI
Revision	A

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SITE / GROUND FLOOR PLAN & DETAILS

A01

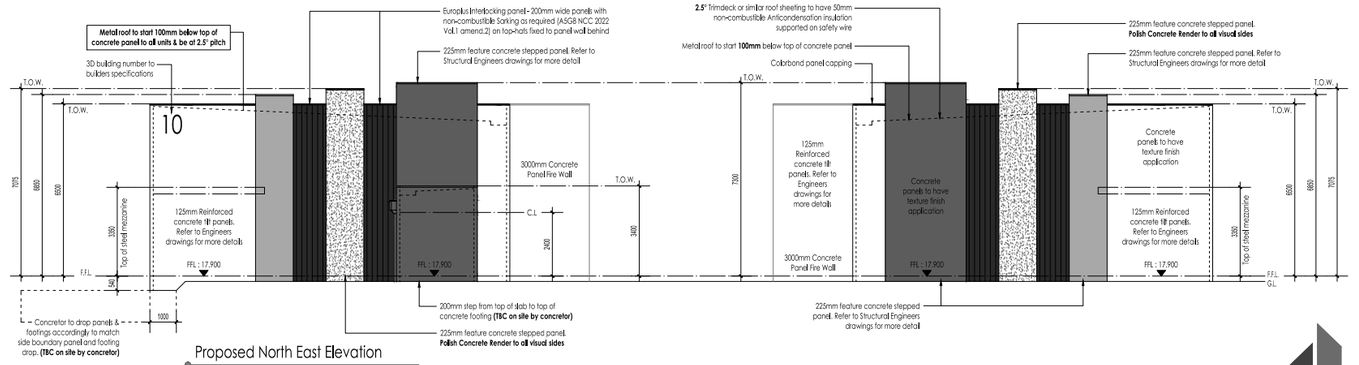
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Proposed First Floor Plan

Scale = 1:125

Material Schedule	
Building Element	Material Type
Storage Unit Walls	Concrete with texture finish
Window Frames	Aluminium
Door & Door Frames to all units	Elements Flush Weathercote door (2040mm x 920mm) to have a steel frame installed in Concrete Panel & with UltraCore IQ weather protection above door to Builders Detail - Door to include Hold Open Devise as required
Door & Door Frame to UTA	Elements Flush Weathercote door (2040mm x 920mm) to have a steel frame installed in Concrete Panel & with UltraCore IQ weather protection above door to Builders Detail - UAT Door to have lift-off hinges as required
Feature Wall texture	225mm feature concrete stepped panel. **Polish Concrete Render to all visual sides**
Feature Wall Cladding	Europlus Interlocking panel - 200mm wide panels with non-combustible Sarking as required (AS&B NCC 2022 Vol.1 amend.2) on top-hats fixed to panel wall behind
Roller Doors	Colorbond
Panel Capping	Colorbond



Proposed North East Elevation

Scale = 1:100

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E			

Project Address:
Lot 60 (# 10) Collingwood Street Osborne Park

Drawing Type:
DEVELOPMENT APPLICAITON DRAWING

Client	McCoy Street Pty Ltd
Job No.	D26273
Scale	As Shown
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Revision	A

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FIRST FLOOR PLAN & ELEVATION

AO2

PLANNING REPORT

APPENDIX 4 – Traffic Impact Statement

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urbii
Sustainable Transport. Safe Solutions

10 Collingwood Street, Osborne Park
Proposed Self Storage Facility

TRANSPORT IMPACT STATEMENT



Prepared for:
Mporium Pty Ltd

October 2026

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10 Collingwood Street, Osborne Park

Prepared for: Mporium Pty Ltd
Prepared by: Paul Ghantous
Date: 2 October 2026
Project number: U26.065

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U26.065.r01	28/05/26	Paul Ghantous	FINAL	Mporium
U26.065.r01a	02/10/26	Paul Ghantous	REVISED FINAL	Mporium



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1 Introduction

This Transport Impact Statement has been prepared by Urbii on behalf of Mporium Pty Ltd with regard to the proposed self-storage facility, located at 10 Collingwood Street, Osborne Park.

The subject site is located on the south-western side of Collingwood Street, as shown in Figure 1. The site presently accommodates heavy vehicle storage and industrial logistics activity (Figure 2). The site is surrounded by a range of commercial and industrial land uses.

It is proposed to develop the site into a self-storage facility, delivering 26 individual storage units, with a total storage floor area of 3,020m^2.

The key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement patterns, vehicle circulation, parking and access to the site for alternative modes of transport.

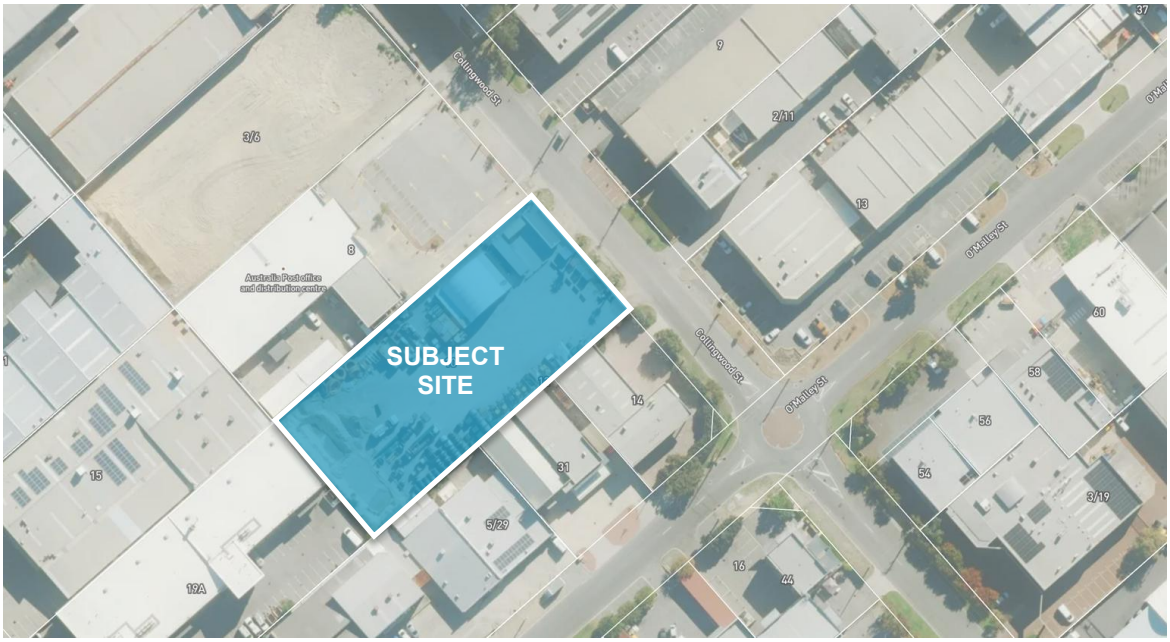


Figure 1: Subject site

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Figure 2: Existing site use

Source: Google Streetview

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2 Proposed development

The proposal for the subject site is for the development of a self-storage facility, comprising:

- 26 individual storage units with around 116m^2 of floor area for each unit (total storage space of approximately 3,020m^2);
- Two car parking bays at the front of the site (including 1 x ACROD bay); and,
- A shared toilet facility.

Vehicle access to the site is via one crossover on Collingwood Street. A mix of light vehicles and small trucks are anticipated to access the development.

The proposed development plans are included for reference in Appendix A.

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3 Vehicle access and parking

3.1 Vehicle access

The proposed vehicular access arrangements have been reviewed for efficient and safe traffic circulation.

Vehicular access to the site is currently available from two crossovers on Collingwood Street, as detailed in Figure 3.



Figure 3: Existing vehicle access

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As detailed in Figure 4, vehicle access to the site is proposed via one crossover on Collingwood Street. The crossover is 8.0m wide to facilitate two-way traffic flow and the turning radius of larger vehicles.

A vehicle access gate is proposed to secure the site, which will be operated by keypad access.

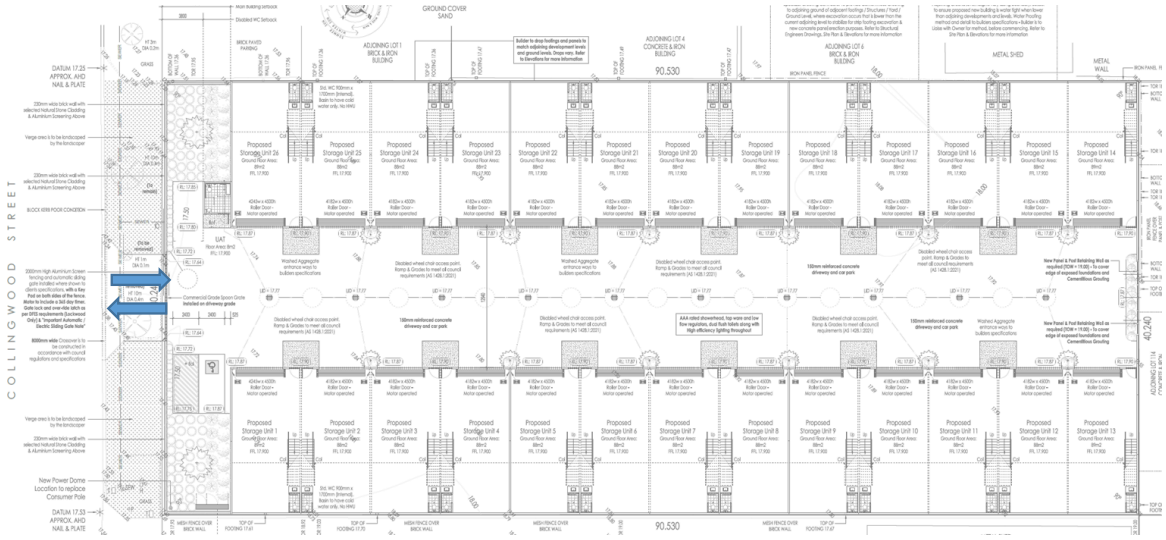


Figure 4: Proposed vehicle access

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3.2 Parking supply

Two car parking spaces are provided at the front of the site, including one ACROD space. Each unit is provided with roller garage door access, with the ability for vehicles to reverse into individual warehouse units (26 internal parking spaces).

Additionally, a 12.9m wide parking aisle is provided within the site, which allows vehicles to park adjacent to storage units, without obstructing general traffic flow.

To calculate the anticipated parking demand for the development, reference was made to the *Parking and Traffic Study* commissioned by the Self-Storage Association of Australia (SSAA) prepared in 2023.

The study segregates sites based on leasable floor area. The proposed development falls into Group 2 which are sites with 3,000m^2 to 6,000m^2 + leasable floor area. The anticipated parking requirements for the proposed development are detailed in Table 1.

The SSAA parking demand is seven spaces. While two formal bays are provided, the operational characteristics of the development allow vehicles to stand within or immediately adjacent to individual storage units without obstructing the 12.9m aisle. Accordingly, the effective on-site parking/loading capacity is expected to exceed the assessed demand.

Table 1: Recommended minimum number of parking spaces per MLA group

Facility Size	Number of Parking Spaces
Under 3,000 m^2	5 spaces
3,000 to 6,000 m^2	7 spaces
6,000 m^2 +	7 spaces

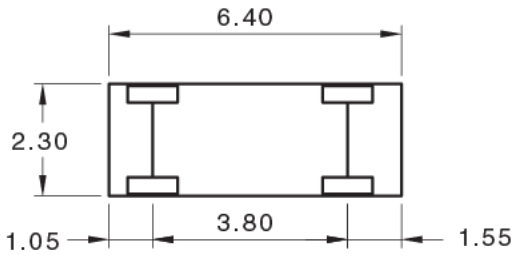
Source: *SSAA Parking and Traffic Study*, Stantec 2023

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4 Provision for service vehicles

The proposed development site plan has been reviewed for service vehicle access, egress and circulation.

In Urbii's experience, individual storage units which are around 120m^2 in floor area are likely to be serviced by Small Rigid Vehicles (SRVs), Light Commercial Vehicles (LCVs) or cars towing trailers. Swept path analysis for the storage units was undertaken for an SRV, as detailed in Figure 5. Swept path analysis was also undertaken for a car towing a trailer.



(a) Small rigid vehicle
Clearance height 3.50
Design turning radius 7.1

Figure 5: Adopted checking vehicle for swept path analysis

Source: AS2890.2 *Off-street commercial vehicle facilities*

Swept path analysis confirms satisfactory service vehicle movements and is presented in Appendix B.

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5 Hours of operation

The facility will be available to tenants 24 hours a day.

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6 Daily traffic volumes and vehicle types

6.1 Traffic generation

The traffic generation of the proposed development has been estimated based on data presented in the *Study Results and Findings Self Storage Facility Traffic and Parking Study*, commissioned by the Self-Storage Association of Australia (SSAA) in 2009.

The proposed development provides approximately 3,020m² of storage floor area and therefore falls within the 3,000m² to 6,000m² floor area category identified in the SSAA study. As detailed in Table 2, developments within this category are estimated to generate approximately 110 to 220 vehicle trips per weekday and 80 to 160 vehicle trips per weekend day.

During the weekday AM and PM peak hours, the SSAA study indicates a traffic generation range of approximately 10 to 20 vehicle trips per hour for developments within the relevant floor area category. The business peak hour weekend traffic generation is estimated to be approximately 10 to 30 vehicle trips per hour.

For the purposes of this assessment, the proposed development is therefore expected to generate up to approximately 20 vehicle trips per hour during the weekday AM and PM peak hours. Trips are expected to be generally distributed 50% inbound and 50% outbound, reflecting the self-storage nature of the land use.

The estimated traffic generation is low and is consistent with the intermittent customer access patterns typically associated with self-storage facilities.

Table 2: Estimated traffic generation for the whole site

Daily	Weekday Trips	Weekend Trips
0-3,000 m²	60 to 130	40 to 100
3,000 m²-6,000 m²	110 to 220	80 to 160
6,000 m²-9,500 m²	160 to 260	120 to 260
AM Peak Hour		
0-3,000 m²	5 to 15	
3,000 m²-6,000 m²	10 to 20	
6,000 m²-9,500 m²	15 to 30	
PM Peak Hour		
0-3,000 m²	5 to 20	
3,000 m²-6,000 m²	10 to 20	
6,000 m²-9,500 m²	20 to 30	
Business Peak Hour		
0-3,000m²		10 to 30
3,000 m²-6,000 m²		10 to 30
6,000 m²-9,500 m²		20 to 40

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6.2 Impact on surrounding roads

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provides the following guidance on the assessment of traffic impacts:

> *"As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."*

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact on the surrounding road network is minor.

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7 Traffic management on the frontage roads

7.1 Collingwood Street

Collingwood Street near the subject site is an approximately 10m wide, two-lane undivided road. No footpaths are provided on this section of Collingwood Street. People walking are accommodated via informal verges or road shoulders.

Collingwood Street is classified as an *Access* road in the Main Roads WA road hierarchy (Figure 6) and operates under a speed limit of 50km/h (Figure 7). Access roads are the responsibility of Local Government and are typically for the provision of vehicle access to abutting properties (Figure 8). Collingwood Street is also designated as a *Special Use – Industrial* road.

Indicative traffic volumes have been obtained from TomTom Traffic Stats, which is a traffic analytics platform that uses historical probe vehicle data to provide traffic information across road networks, including traffic volumes, travel times and speeds. TomTom traffic data is commonly used for transport planning and network performance analysis because it provides broad road network coverage, including locations where conventional traffic count data may not be available.

The volumes adopted in this assessment are therefore considered suitable as planning-level estimates for the purposes of a Transport Impact Statement. TomTom describes Traffic Stats as historical traffic data for monitoring road network performance and infrastructure changes, and its broader MOVE platform as a tool for city planners, traffic authorities and municipal agencies to access traffic analytics and mobility data.

Indicative traffic volume data obtained from TomTom Traffic Stats suggests that Collingwood Street carries under 2,000 vehicles per weekday near the subject site. This is well below the typical 3,000 vehicles per day target volume for Access Roads.

On this basis, Collingwood Street is considered to have sufficient capacity to accommodate the traffic generated by the proposed development.

The same TomTom data suggests indicative 85th percentile speeds of around 40 km/h near the intersection with O'Malley Street.

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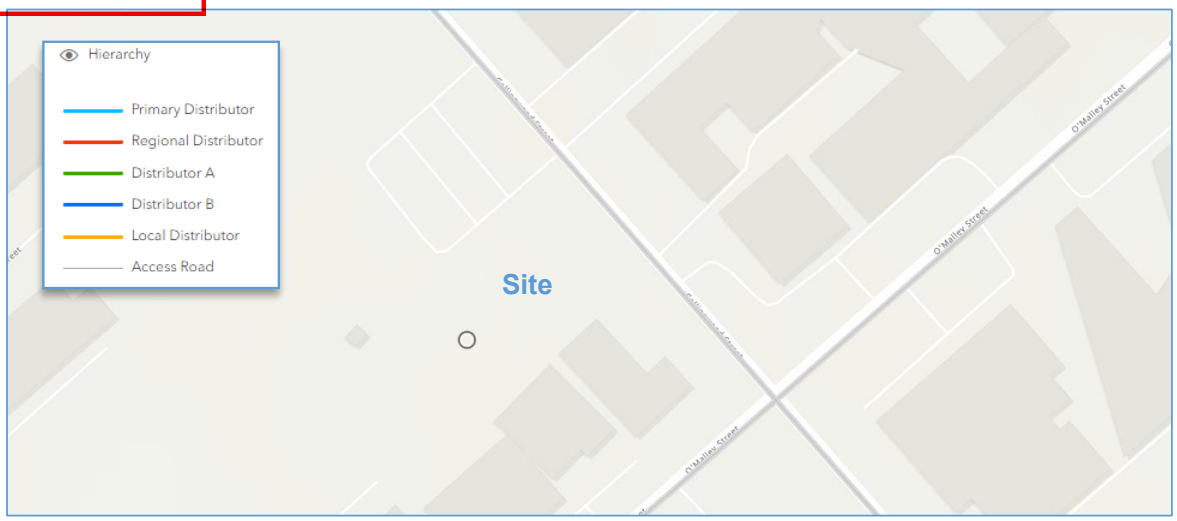


Figure 6: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)



Figure 7: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)

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ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
Primary Criteria						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
Secondary Criteria						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siteing of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' *Roadside Stopping Places Policy*.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 8: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

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8 Public transport access

Information was collected from Transperth, PTA and site visits to assess the existing public transport access to and from the site.

The subject site has access to the following bus service within walking distance:

- Bus Route 413: Stirling Stn - Glendalough Stn via Osborne Park.

Bus Route 413 operates on Guthrie Street within walking distance of the subject site (Figure 9). However, the route operates as a limited weekday-only service, with no Saturday, Sunday or public holiday services.

The timetable indicates that Route 413 is primarily oriented towards weekday commuter travel, with services concentrated in the morning and afternoon periods. The timing and directional pattern of services suggests that the route is intended to cater mainly for local worker movements during typical shift start and finish periods, rather than providing a frequent all-day public transport option.

Given the limited service and frequency, Route 413 is unlikely to provide a practical public transport option for most visitors to the proposed self-storage facility. In any case, self-storage land uses are generally vehicle-oriented, as customers typically transport bulky, heavy or multiple items to and from storage units. As such, the majority of customer trips to the site are expected to be undertaken by private vehicle, with public transport use likely to be negligible.

The public transport network plan is shown in Figure 10.

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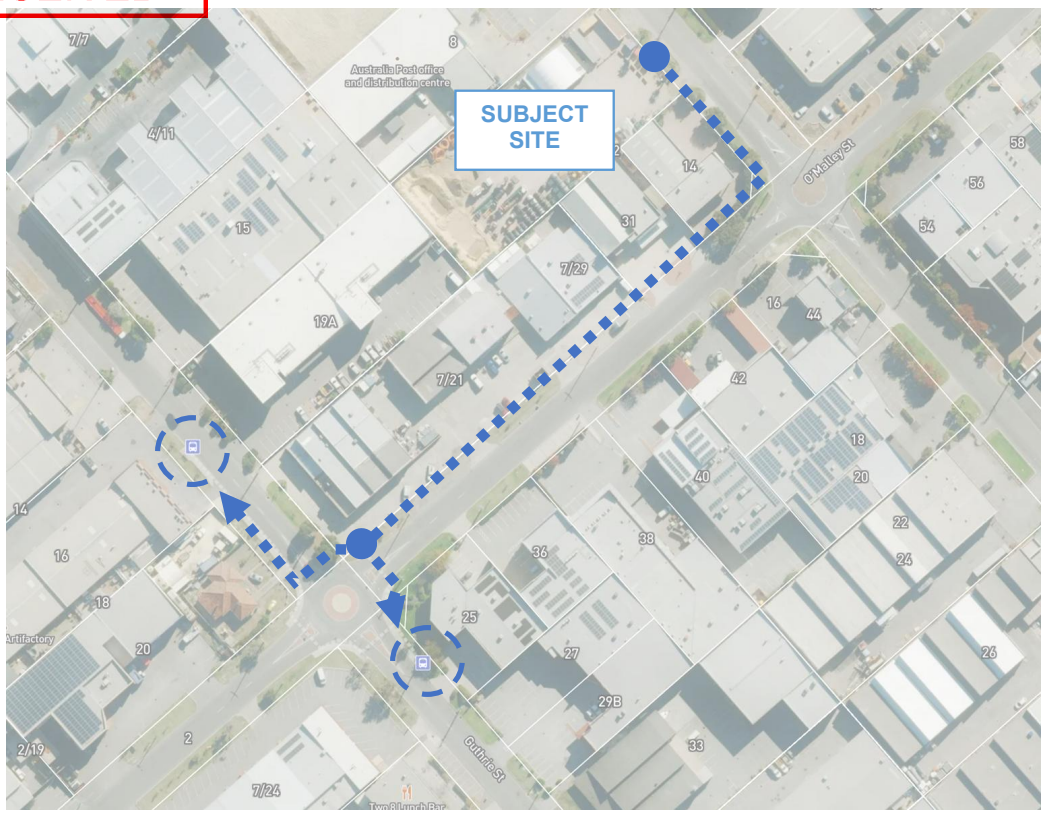


Figure 9: Closest bus stops serving the proposed development

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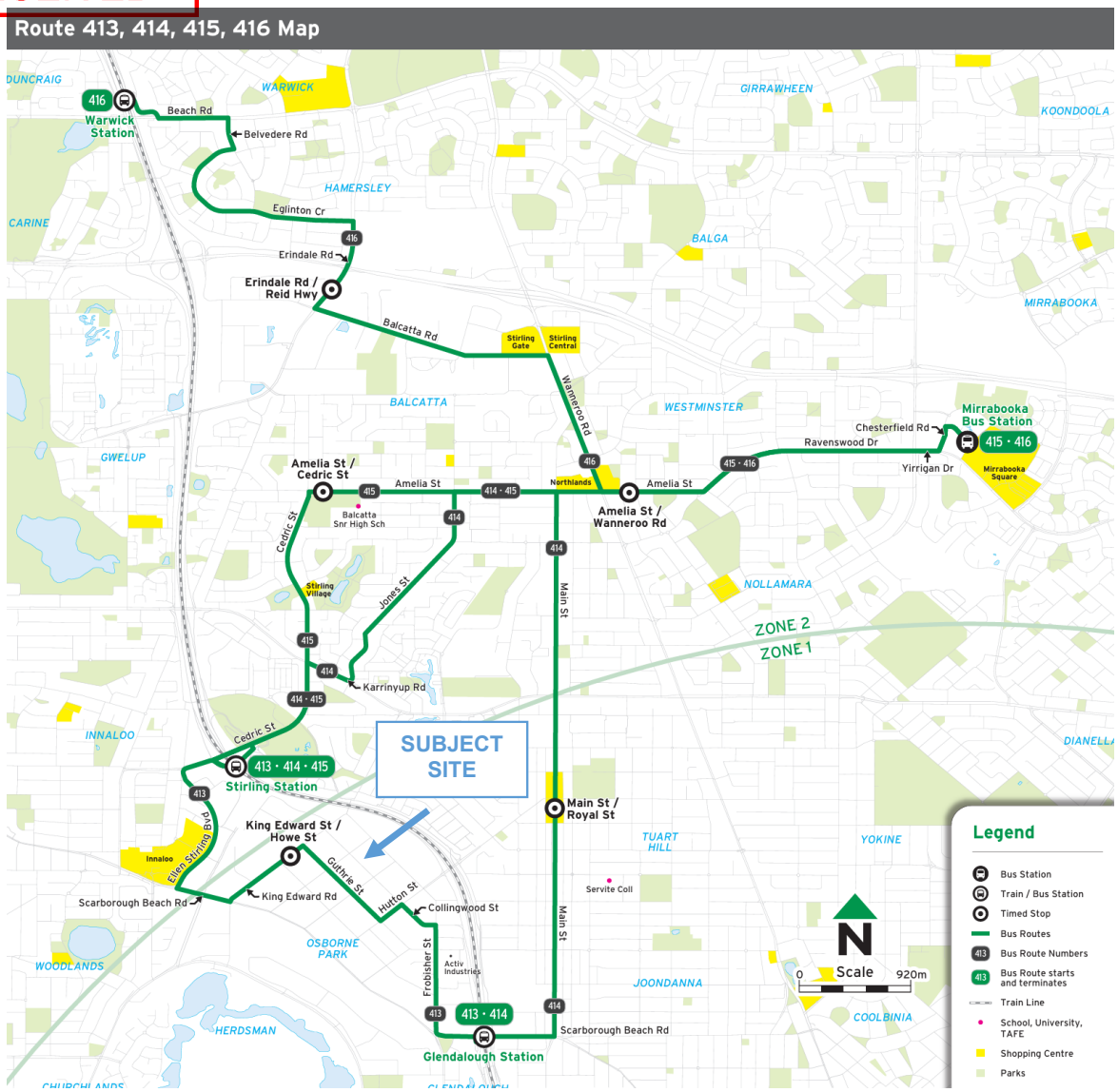


Figure 10: Transperth public transport plan

Source: Transperth

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9 Walking access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the walking access for the proposed development.

The surrounding area is industrial in nature, with walking infrastructure generally reflecting the low level of walking activity typically associated with this type of land use.

Collingwood Street does not provide constructed footpaths along the site frontage. As such, walking access immediately adjacent to the site is limited, and people walking to the site would generally be required to use the road verge or carriageway environment. This is not uncommon within industrial areas, where road reserves are typically designed primarily to accommodate vehicle access, servicing and commercial traffic movements.

Notwithstanding the absence of footpaths on Collingwood Street, the expected demand for walking trips to the proposed self-storage facility is likely to be very low. Self-storage facilities are highly vehicle-oriented, as customers typically transport bulky, heavy or multiple items to and from storage units. Accordingly, most customer trips are expected to be undertaken by private vehicle, with walking trips likely to be negligible.

The absence of footpaths on Collingwood Street is therefore not expected to materially affect the operation of the proposed development. The site will continue to provide vehicle-based access consistent with the anticipated travel behaviour of self-storage customers and the surrounding industrial context.

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10 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

10.1 Bicycle network

The subject site is located within an established industrial area. The surrounding road network is generally designed to accommodate commercial, service and general traffic movements, with limited dedicated infrastructure for cycling in the immediate vicinity of the site.

Collingwood Street does not provide dedicated bicycle lanes or separated cycling infrastructure along the site frontage. People cycling to the site would therefore be required to share the road environment with general traffic. This arrangement is consistent with many local industrial streets, where cycling infrastructure is generally limited and travel demand is primarily vehicle-based.

The broader Osborne Park area includes some cycling connections on the surrounding road network. However, these are not expected to materially influence travel behaviour for the proposed development. Self-storage facilities are typically vehicle-oriented, as customers generally need to transport bulky, heavy or multiple items to and from storage units. As such, cycling trips to the site are expected to be very low.

Accordingly, while cycling access to the site is available via the surrounding road network, it is not expected to represent a significant mode of travel for customers of the proposed self-storage facility. The majority of customer trips are expected to be undertaken by private vehicle, consistent with the nature of the land use and the surrounding industrial context.

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11 Site specific issues

The on-street parking previously discussed in this section of the TIS has been removed. Therefore, no further site-specific issues are identified.

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12 Safety issues

A review of the Main Roads WA crash mapping tool was undertaken to identify any reported crash history within the locality of the subject site. The assessed crash period covers the most recent five-year period from 2021 to 2025. The crash map is provided in Figure 11, with the corresponding crash history summarised in Table 3.

As shown in Figure 11, two crashes were recorded within the locality during the five-year assessment period. The crashes were located on the surrounding road network and were not concentrated directly at the subject site frontage. The recorded crash history is therefore relatively low, particularly having regard to the industrial nature of the surrounding road network and the typical movement of commercial and service vehicles in the area.

As summarised in Table 3, the two recorded crashes comprised one hospital crash and one property damage only major crash. No fatal, medical or property damage only minor crashes were recorded during the assessment period. Both crashes were classified as right-angle crashes, with one occurring in 2021 and one occurring in 2025.

The crash records indicate that both crashes occurred during daylight conditions. One crash occurred in dry conditions and one occurred in wet conditions. No crashes involving people walking or cycling were recorded within the assessed locality during the five-year period.

On the basis of the available crash history, there is no evidence of an existing crash pattern or recurring road safety issue in the vicinity of the subject site. The proposed self-storage development is expected to generate relatively low traffic volumes and is not anticipated to materially change the safety performance of the surrounding road network. Accordingly, the proposal is not expected to create or exacerbate any road safety issues.

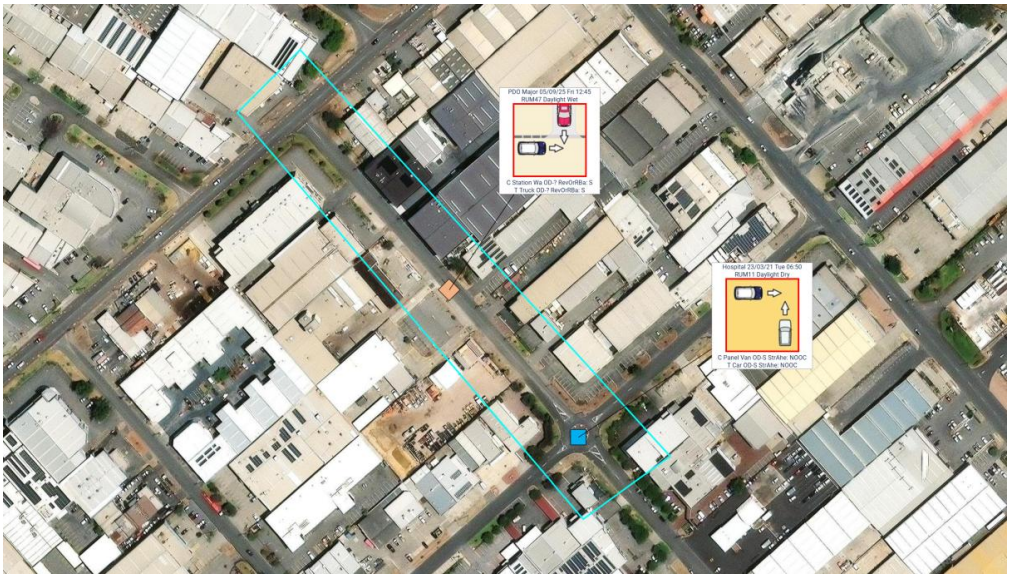


Figure 11: 5-year crash map in the locality (2021-2025)

Source: MRWA crash mapping tool

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Table 3: 5-year crash history in the locality (2021-2025)

Severity	No.	%
Fatal	0	0
Hospital	1	50.00
Medical	0	0
PDO Major	1	50.00
PDO Minor	0	0

Year	No.	%
2021	1	50.00
2025	1	50.00

Nature	No.	%
Head On	0	0
Hit Animal	0	0
Hit Object	0	0
Hit Pedestrian	0	0
Non Collision	0	0
Not Known	0	0
Rear End	0	0
Right Angle	2	100.00
Right Turn Thru	0	0
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	0	0

Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	0	0
Dawn Or Dusk	0	0
Daylight	2	100.00
Not Known	0	0

Conditions	No.	%
Dry	1	50.00
Not Known	0	0
Wet	1	50.00

Alignment	No.	%
Curve	0	0
Not Known	0	0
Other / Unknown	1	50.00
Straight	1	50.00

Total	2

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13 Conclusion

This Transport Impact Statement has been prepared by Urbii on behalf of the proponents with regard to the proposed self-storage facility, located at 10 Collingwood Street, Osborne Park.

The proposed development comprises 26 individual self-storage units, with a total storage floor area of approximately 3,020m². Vehicle access is proposed via a single crossover on Collingwood Street, with internal circulation provided through a wide central aisle suitable for customer vehicles, light commercial vehicles, cars towing trailers and Small Rigid Vehicles.

The proposed development is expected to generate relatively low traffic volumes, consistent with the operational characteristics of self-storage facilities. Based on the adopted SSAA traffic generation rates, the development is expected to generate up to approximately 20 vehicle trips per hour during the weekday AM and PM peak hours. This level of traffic generation is well below the WAPC threshold requiring detailed road network assessment and is not expected to have a material impact on the surrounding road network.

Parking demand has been assessed with reference to the SSAA parking study. The proposed parking and loading arrangements, including formal parking spaces, and the ability for vehicles to stand within or adjacent to individual storage units, are expected to accommodate the operational parking needs of the development.

The surrounding road network is considered suitable for the proposed development. Collingwood Street is an Access Road under the Main Roads WA road hierarchy and carries traffic volumes below the typical target volume for this road type. The road network has sufficient capacity to accommodate the traffic generated by the proposed development.

Public transport, walking and cycling access to the site are limited, reflecting the industrial context of the surrounding area and the vehicle-oriented nature of self-storage land uses. Notwithstanding this, the limited provision for these modes is not expected to materially affect the operation of the proposed development, as most customer trips are expected to be undertaken by private vehicle.

A review of the available crash history identified a low number of recorded crashes within the locality over the five-year assessment period, with no evidence of an existing crash pattern or recurring road safety issue associated with the subject site frontage.

Overall, the proposed self-storage facility is expected to operate safely and efficiently from a transport perspective. The traffic generation, vehicle access, parking arrangements and road safety considerations are considered acceptable, and the proposal is not expected to create any significant adverse transport impacts on the surrounding road network.

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Appendices

Appendix A: Proposed development site plans

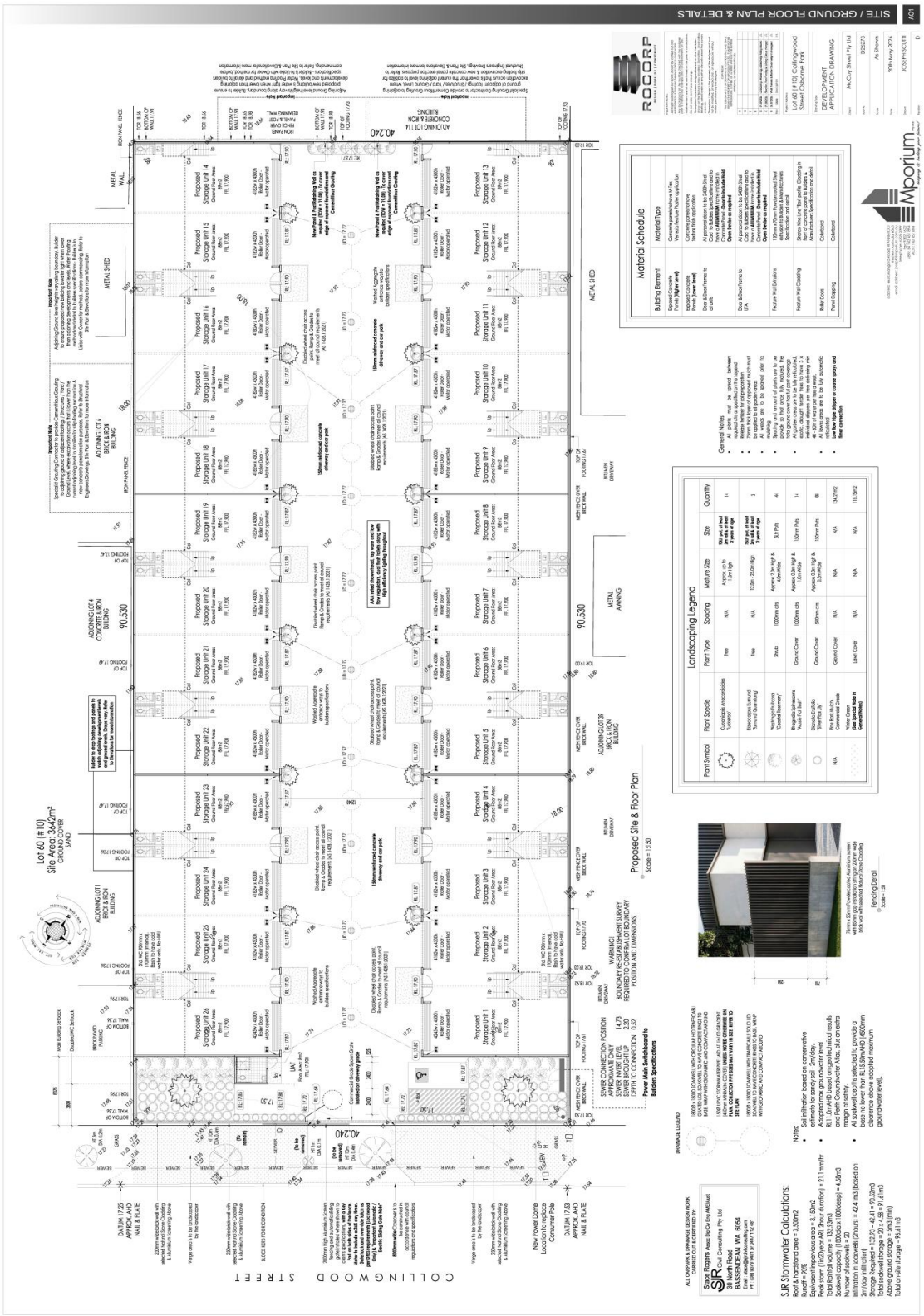
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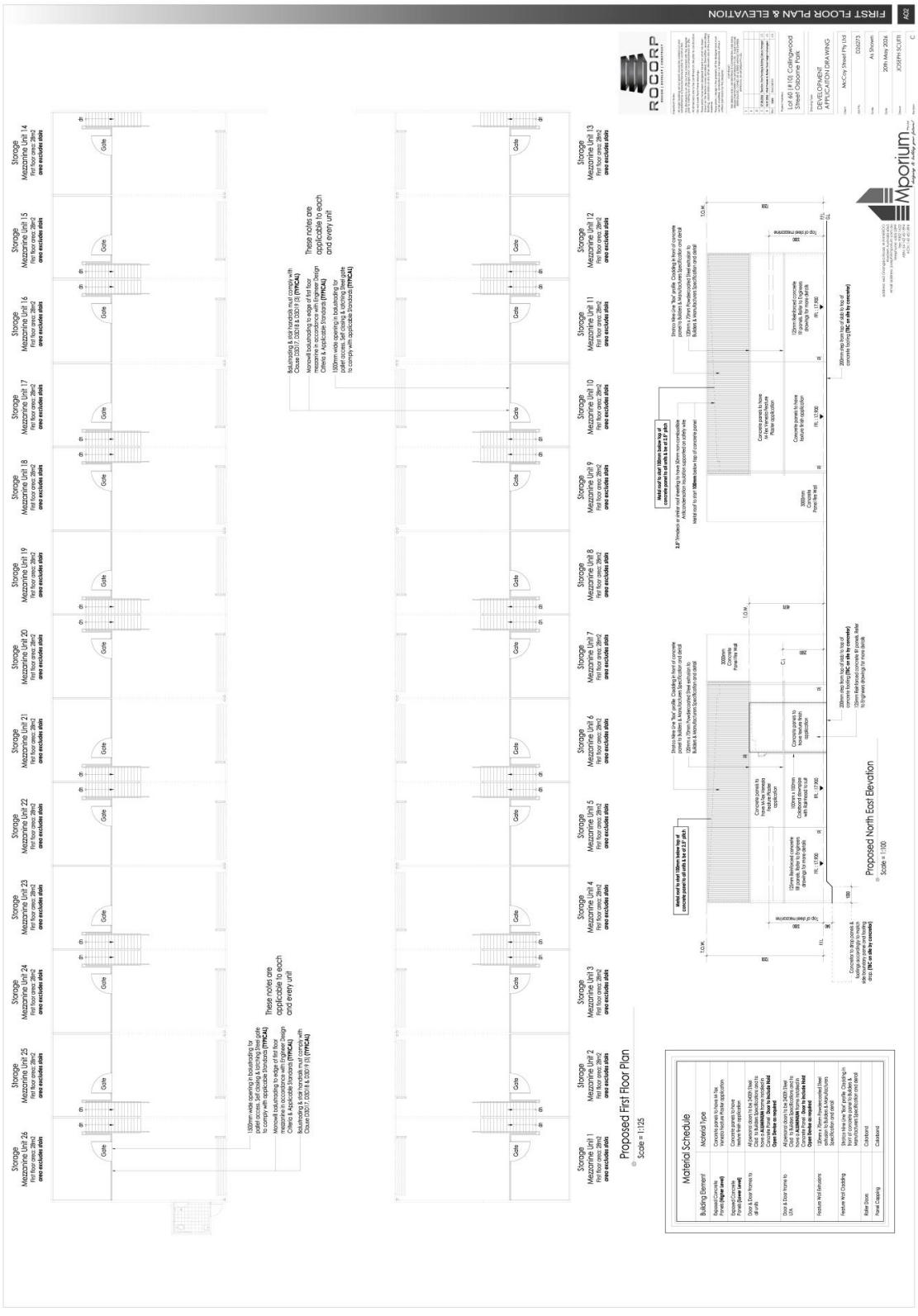




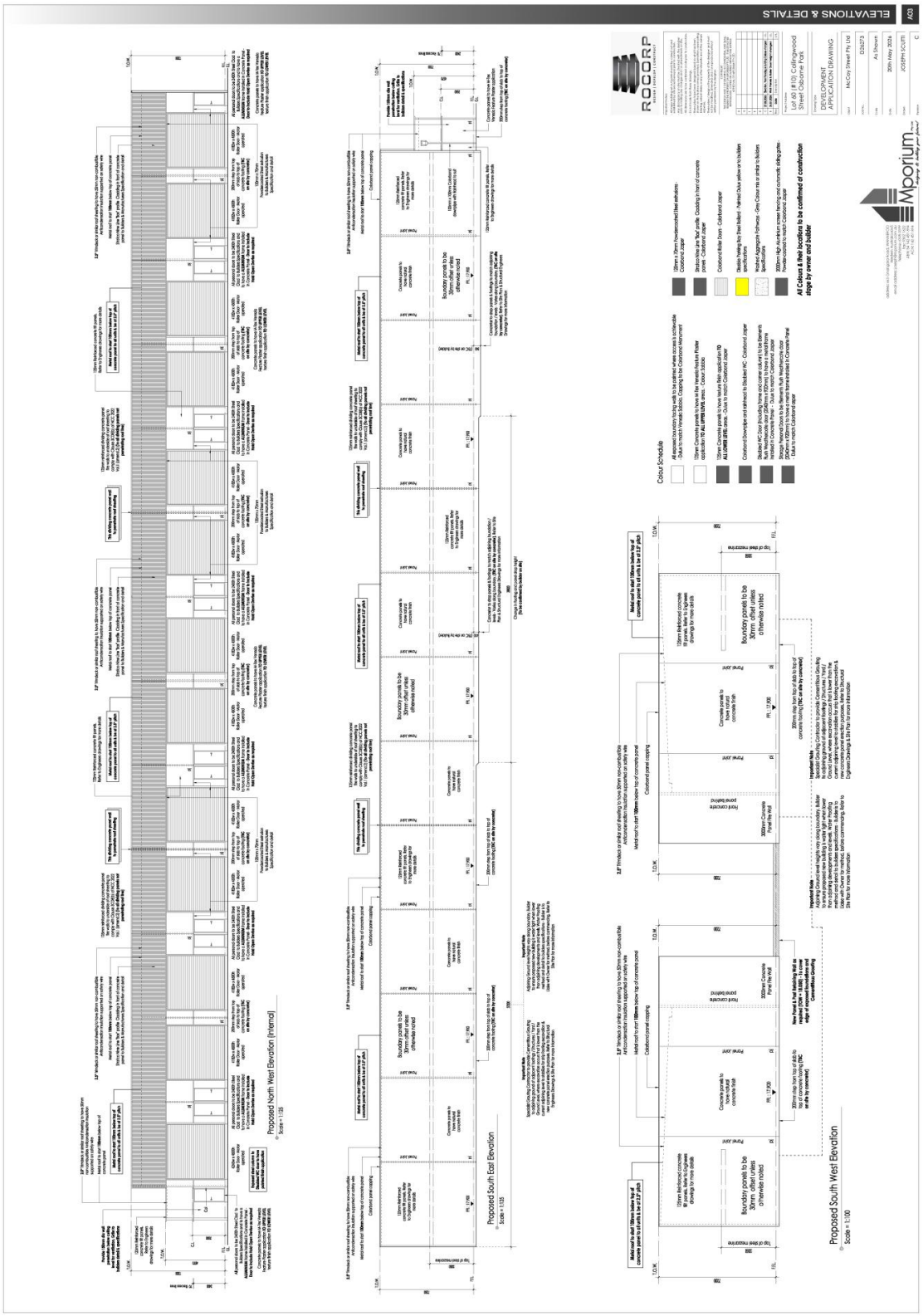
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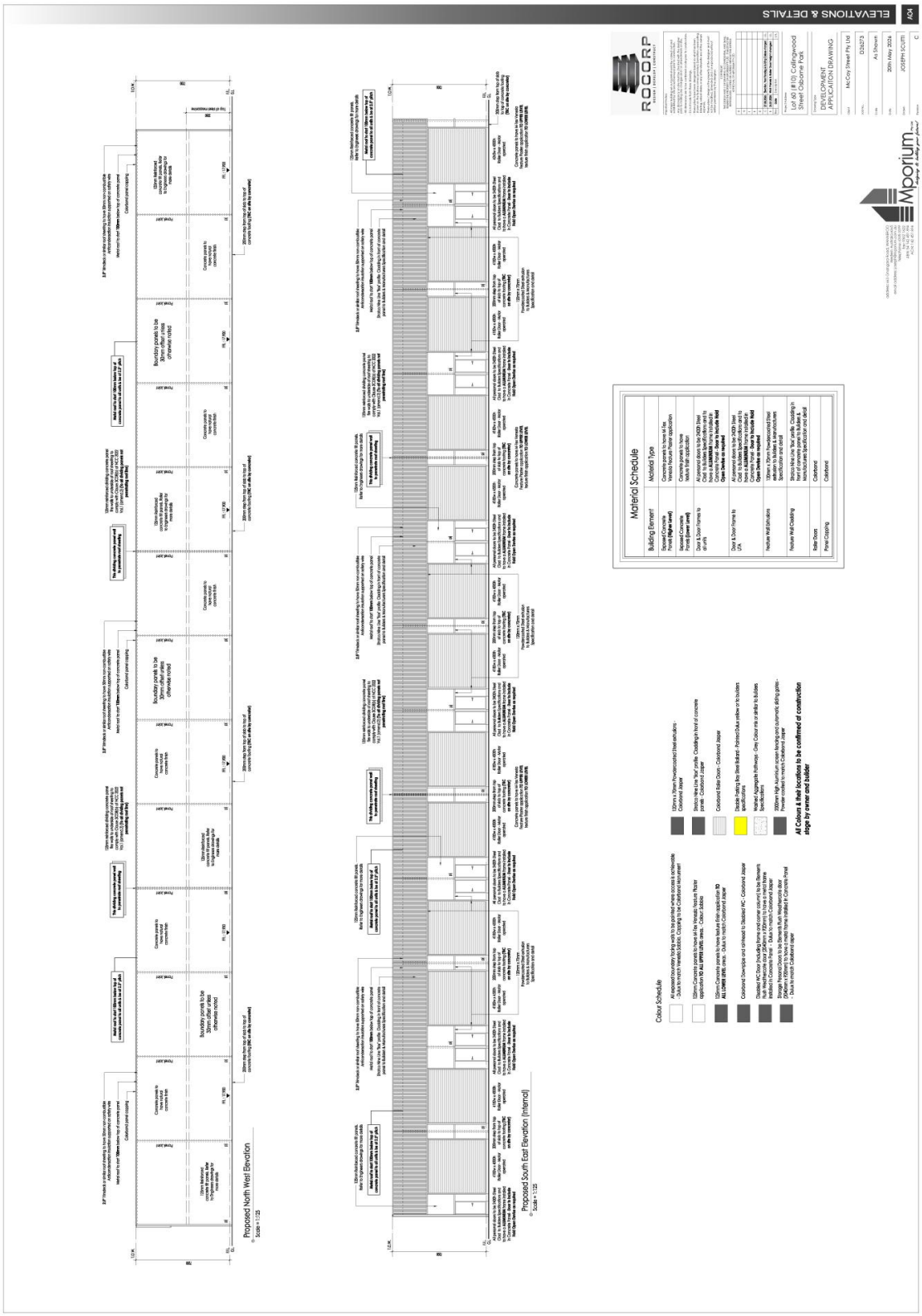
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Appendix B: Swept path diagrams

Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

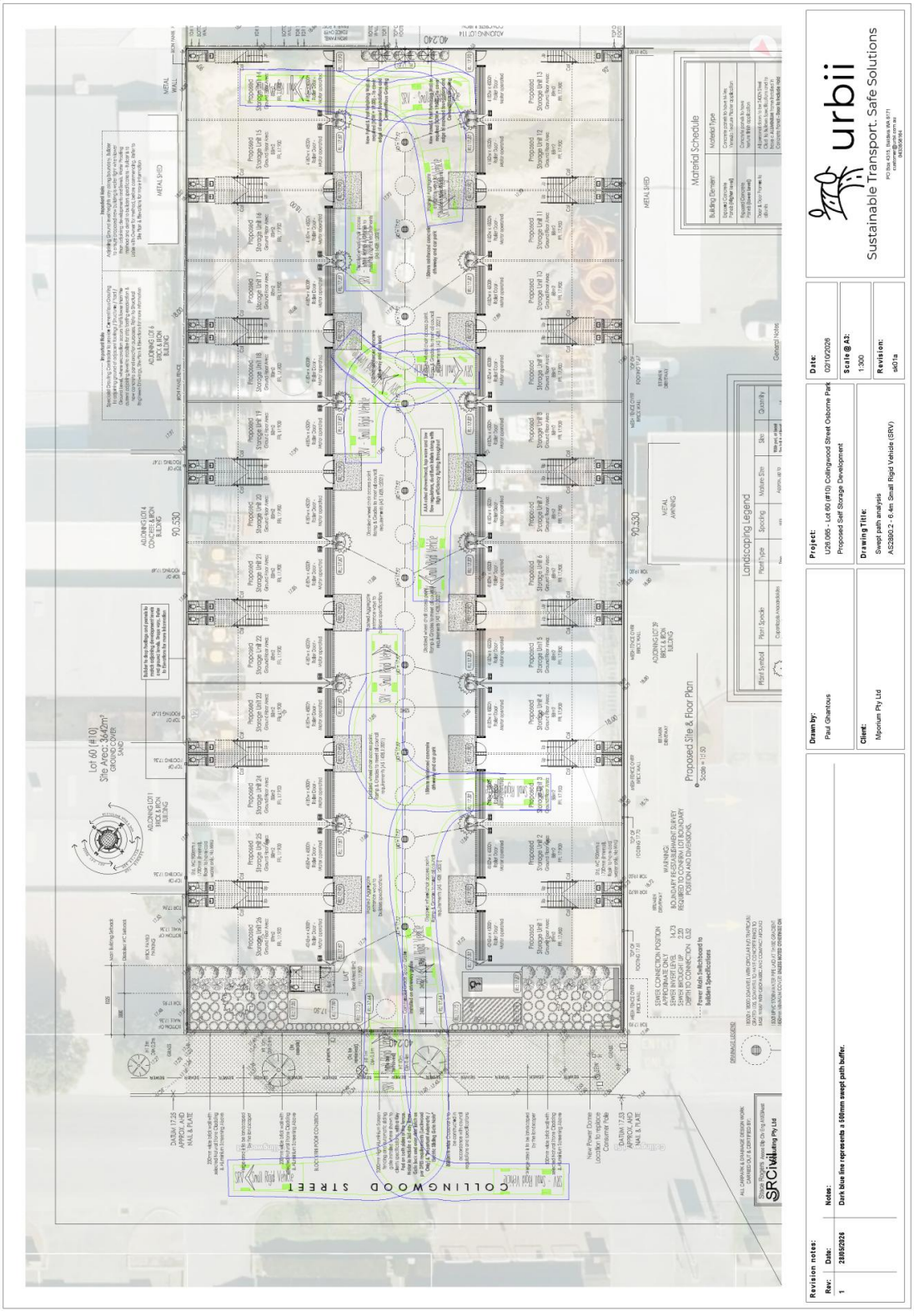
Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

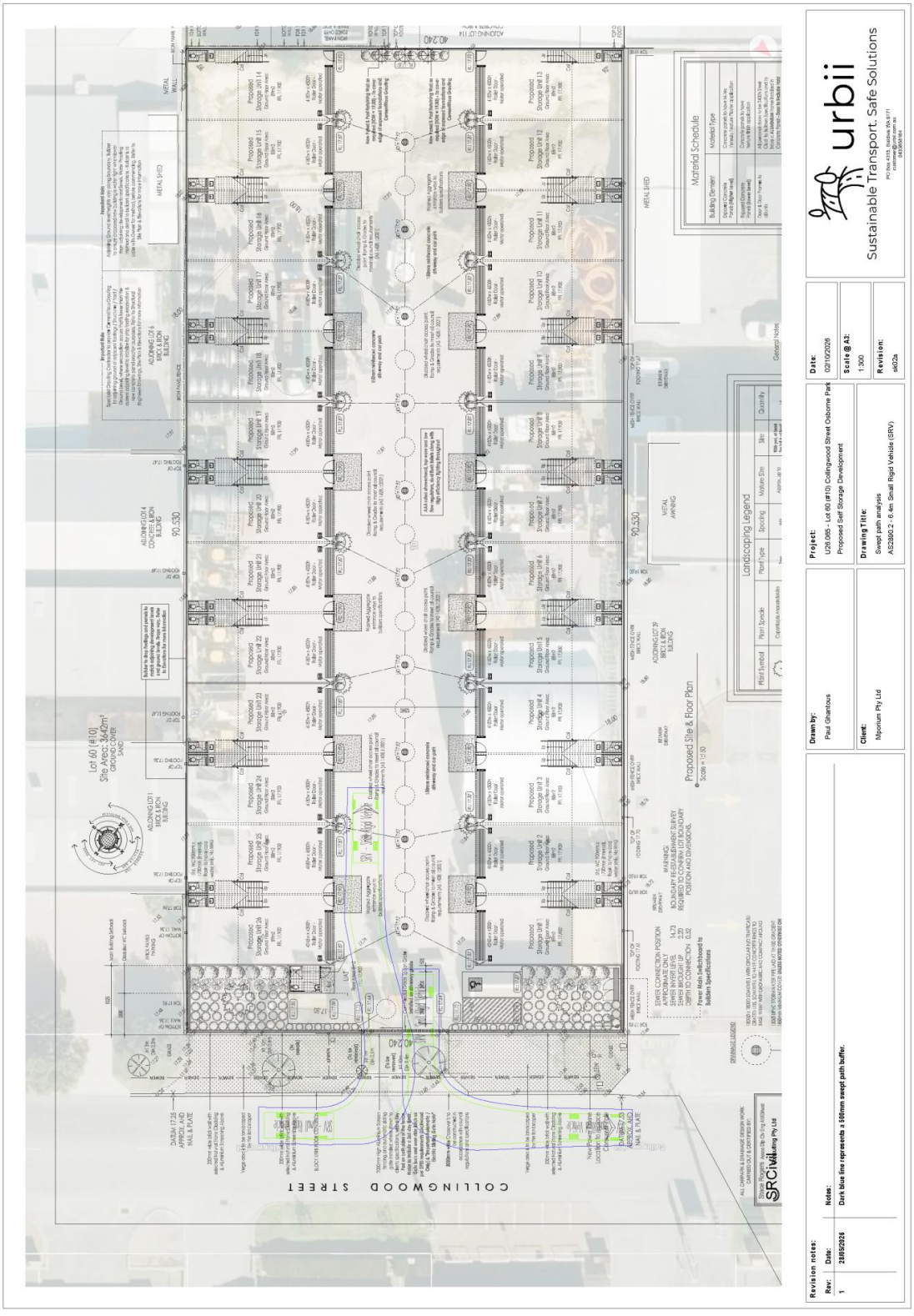
Blue represents a 500mm buffer line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.

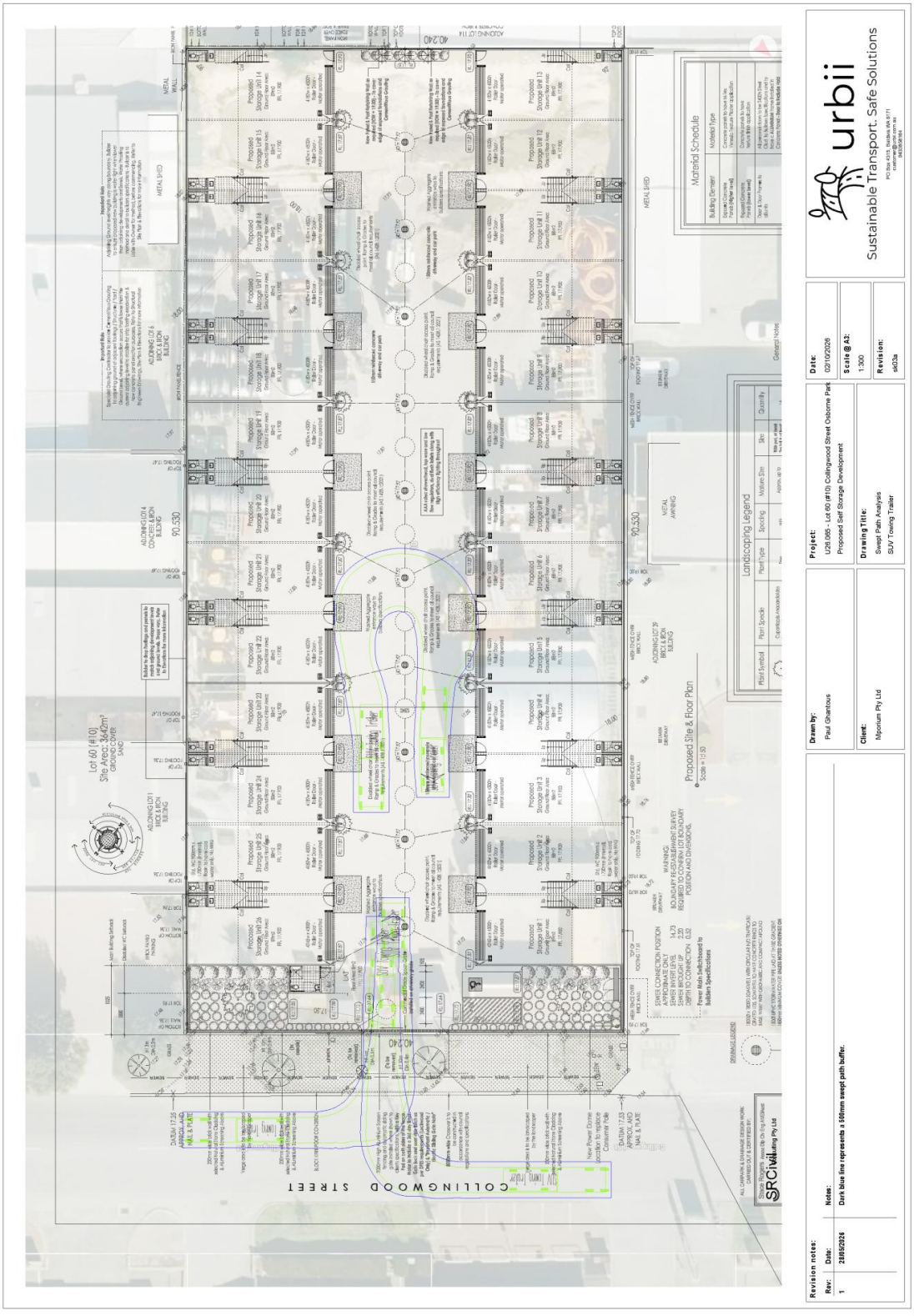
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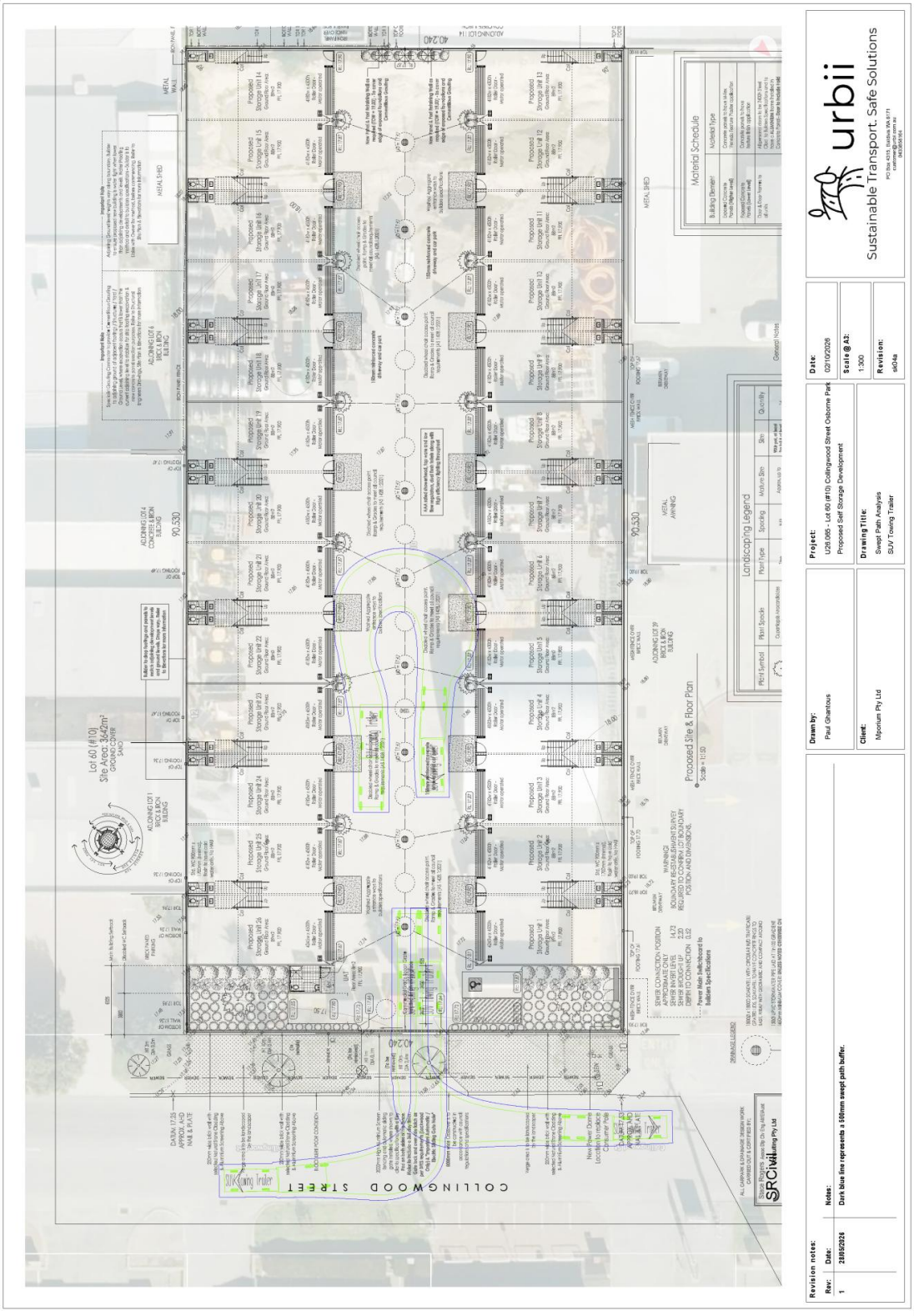
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SJR Civil Consulting Pty Ltd

22 May 2026

TO WHOM IT MAY CONCERN

STORMWATER DRAINAGE DESIGN
LOT 60 (#10) COLLINGWOOD STREET OSBORNE PARK

I am pleased to confirm I have undertaken the design of the stormwater system for the development at the above site in accordance with the requirements of AS/NZS3500-3 and the local authority.

Calculations:

Roof & hardstand area = 3,500m^2
Runoff = 90%
Equivalent impervious area = 3,150m^2
Peak storm (1in20year ARI, 2hour duration) = 21.1mm/hr
Total Rainfall volume = 132.93m^3
Soakwell capacity (1800dia x 1800deep) = 4.58m^3
Number of soakwells = 20
Infiltration in soakwells (2hours) = 42.41m^3 (based on 2m/day infiltration)
Storage Required = 132.93 – 42.41 = **90.52m^3**
Total soakwell storage = 20 x 4.58 = 91.61m^3
Above ground storage = 5m^3 (min)
Total on-site storage = **96.61m^3**

Notes:

- Soil infiltration based on conservative estimate for sandy soil - 2m/day.
- Adopted max groundwater level RL11.0mAHD based on geotechnical results and Perth Groundwater Atlas, plus an extra margin of safety.
- All soakwell depths selected to provide a base no lower than RL15.50mAHD (4500mm clearance above adopted maximum groundwater level).

Should there be any queries regarding the calculations or design please contact me.

Regards



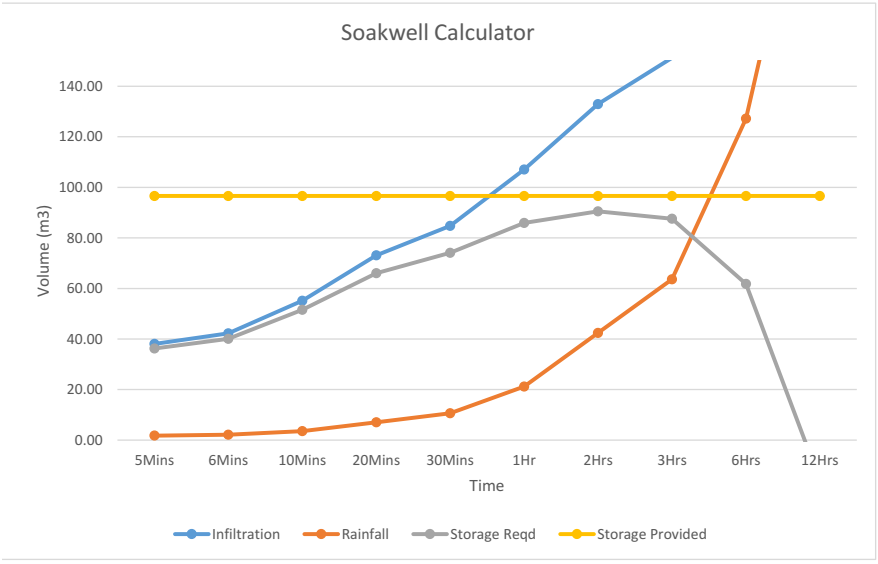
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Email : stace@sjrcivilconsulting.com

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Property address	Lot 60 (#10) Collingwood Street Osborne Park				
Roof & carpark area	3500	m2			
Runoff coefficient	0.9				
Impervious Area	3150	m2			
Design Storm ARI	20 years				
Soil infiltration	2	m/day	Conservative for sandy soil		
Soakwells	Dia (m)	Depth (m)	No	Total Vol	Total Soakage
1	1.8	1.8	20	91.61	254.47
2				0.00	0.00
3				0.00	0.00
Other Storage					
Volume	5	m3	Above ground		
Soakage area		m2			
Total Storage	96.61	m3			
Total Soakage area	254.47	m2			

Site analysis	Rainfall (mm/hr)	Total Rainfall (m3)	Total infiltration (m3)	Max Storage Required	Storage Provided
5Mins	145.00	38.06	1.77	36.29	96.61
6Mins	134.00	42.21	2.12	40.09	96.61
10Mins	105.00	55.13	3.53	51.59	96.61
20Mins	69.60	73.08	7.07	66.01	96.61
30Mins	53.80	84.74	10.60	74.13	96.61
1Hr	34.00	107.10	21.21	85.89	96.61
2Hrs	**21.10**	**132.93**	**42.41**	**90.52**	**96.61**
3Hrs	16.00	151.20	63.62	87.58	96.61
6Hrs	10.00	189.00	127.23	61.77	96.61
12Hrs	6.31	238.52	254.47	-15.95	96.61
24Hrs	4.09	309.20	508.94	-199.73	96.61
48Hrs	2.64	399.17	1017.88	-618.71	96.61
72Hrs	1.99	451.33	1526.81	-1075.48	96.61



Policy and Legislative Implications

The following policy and legislation were considered in assessing this application:

- Local Planning Scheme No. 3 (LPS 3)
- Schedule 2 of Planning and Development (Local Planning Schemes) Regulations 2015
- Local Planning Policy 4.3 – Industrial Design Guidelines (LPP 4.3)
- Local Planning Policy 6.1 – Advertising Signs (LPP 6.1)
- Local Planning Policy 6.3 – Bin Storage Areas (LPP 6.3)
- Local Planning Policy 6.6 – Trees Landscaping – Non-Residential (LPP 6.6)
- Local Planning Policy 6.7 – Parking and Access (LPP 6.7)
- Local Planning Policy 6.12 – Public Art on Private Land (LPP 6.12)
- State Planning Policy 7.0 – Design of the Built Development (SPP 7.0)
- Draft Local Planning Scheme No. 4 (LPS 4)

1. Local Planning Scheme No. 3 (LPS 3)

The proposed Warehouse use is a 'P' use in the Industry zone, which means the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.

Commentary on the relevant zone objectives is provided below, noting this consideration is referenced in LPP 4.3:

Clause 4.2.6 – LPS 3	
Objective	**Officer Comment**
(a) To provide for a range of industrial and business development, as well as facilities for the storage and distribution of goods.	This development provides a facility for the storage of goods.
(b) To ensure a high standard of development appropriate to a modern industrial area and which is conducive to safe and convenient access by all clientele.	The building façade includes design features to mitigate adverse visual building bulk impacts. Landscaping and tree planting is provided between the building and the street. The vehicle access and parking arrangements are safe and convenient for the tenants of the self-storage units facility.

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

The proposed development is required to be considered against the relevant matters listed under Schedule 2 Clause 67 (2) of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015. Commentary on the relevant considerations is provided below:

Clause 67 – Consideration of Application by Local Government	
Provision	**Officer Comment**
(a) the aims and provisions of this Scheme (including any planning codes that are read, with or without modifications, into this Scheme) and any other local planning scheme operating within the Scheme area;	The City's assessment concludes that the approval of this application is consistent with the aims of provisions of LPS 3. There are no planning codes that apply to the assessment of this application.
(b) the requirements of orderly and proper planning including scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	The City's assessment concludes that the approval of this application is consistent with orderly and proper planning principles. Comments on Draft LPS 4 are provided below.
(c) any approved State planning policy;	The City's assessment has had due regard to State planning policies applicable to this development, that being SPP 7.0, as outlined below.
(fa) any local planning strategy for this Scheme endorsed by the Commission;	The City's Local Planning Strategy identifies that the subject site is located within the Osborne Park Industrial Area and near the Stirling City Centre Strategic Metropolitan Centre.
(g) any local planning policy for the Scheme area;	The City's assessment has had due regard to the City's local planning policies applicable to this development, as outlined in this Attachment.
(i) any report of the review of the local planning scheme that has been published under the Planning and Development (Local Planning Schemes) Regulations 2015;	Given the City had prepared and advertised Draft LPS 4, the City's 2024 Report of Review was prepared primarily as a 'health check' of the City's Local Planning Strategy. The report compliments the preparation of the Draft LPS 4 and identifies the changes required to the City's local planning framework to align with LPS 4 once it is gazetted.

Clause 67 – Consideration of Application by Local Government	
Provision	**Officer Comment**
(m) the compatibility of the development with its setting, including – *(i) the compatibility of the development with the desired future character of its setting; and* *(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development.*	The development is a warehouse-style building in an industrial area. The proposed design is a comparable scale to other buildings in the street, and it provides an adequate aesthetic compatibility with its setting through the design of elements such as the façade and landscaping.
(n) the amenity of the locality including the following – *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development;*	The development results in a net increase to the landscaping of the site relative to existing site conditions. The use of the site fits in with the industrial character of the locality. The development is not expected to impose any adverse social impacts upon the locality.
(o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;	The development does not adversely affect the natural environment or water resources.
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	The proposed landscaping is shown in the submitted site plan. The City has assessed the application using the City's landscaping policy, LPP 6.6 – the provision of landscaping is supported, being consistent with the objectives of LPP 6.6. There is no existing vegetation on the subject site. The removal of the Mexican Fan Palm tree and the small Yellow Bloodwood sapling tree on the verge to facilitate vehicular access has been supported, with replacement trees to be planted on the verge after construction.
(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;	The site is suitable to construct this development. There are no evident abnormal characteristics of the locality or the site that present an enhanced risk to the development. For example, the site is not bushfire prone land under State Planning Policy 3.7, the site is not located on low-lying land or near a water source, the site is not located near an escarpment, and the site is not identified as a registered or potential contaminated site.
(r) the suitability of the land for the development taking into account the possible risk to human health or safety;	The site is suitable to construct this development. The site is located within the Osborne Park Industrial Area, and the

Clause 67 – Consideration of Application by Local Government	
Provision	**Officer Comment**
	development is for a commercial / industrial purpose. The Warehouse use poses a low health and safety risk to any people present on site, to people working in neighbouring buildings or people passing the site. There are no evident abnormal risks to people attending the development from the existing neighbouring developments.
(s) the adequacy of – *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*	The location and design of the vehicle access point is suitable. The development provides adequate on-site parking consistent with the planning provisions. The development provides adequate space for deliveries and waste collection.
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	The City's assessment has had due regard to the traffic and safety impacts, and is satisfied the proposal is suitable for approval.
(u) the availability and adequacy for the development of the following – *(i) public transport services;* *(ii) public utility services;* *(iii) storage, management and collection of waste;* *(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);* *(v) access by older people and people with disability;*	The nearest bus stop is located on Guthrie Street. In this instance, the distance to the bus stop is expected to have little practical impact on the use of the self-storage units facility, as it is impractical to transport large quantities of goods or bulky goods to and from the facility on a public bus. Public utility services are available for the development. A Waste Management Plan has been prepared for this development. This plan is suitable for implementation. Pedestrian access is shared with the vehicular access and is a suitable arrangement in the context of this development. No bicycle parking facilities are provided, though it is impractical for patrons to use bicycles to transfer bulky goods to and from the site. Step free access is available to the ground floor portion of the development from the street and car parking areas. The mezzanine level is used for additional storage space only.

3. Local Planning Policy 4.3 – Industrial Design Guidelines (LPP 4.3)

A merit-based assessment is required as the development does not meet all specific provisions of the policy. This includes the following provisions:

- Built Form & Design – Street Setbacks:
  - The proposed 3.8 metres to 6.3 metres street setbacks of the building are less than the minimum 9.0 metre street setback requirement.
- Built Form & Design – Street Façade:
  - The design of the building façade includes a mixture of finishes and projecting wall elements, that being only two of the three required design elements (the list provides four options).
- Streetscape Relationship – Fencing & Gates:
  - The proposal includes the provision of street fencing.
- Access & Parking – Pedestrian Access:
  - The design of the pedestrian access is shared with the vehicle access rather than a separate footpath from the car bays.
- Other Considerations – Sustainability Design Standards:
  - The proposal shows compliance with the irrigation sustainability provisions but does not show compliance with the other listed sustainability features that are relevant to the proposal.
- Specific Provisions for Industrial Units - Unit Sizes:
  - The size of the individual self-storage unit at 116m^2 with 6.3 metres width, is less than 150m^2 and 8.0 metres.

LPP 4.3 does not have general policy objectives and none of the abovementioned provisions have a corresponding objective. The Variations provision refers to the relevant Statement of Intent and the LPS 3 objectives for the zoning. Comment on the policy's Statement of Intent relevant to the Osborne Park industrial area is provided below.

LPP 4.3	
Statement of Intent	**Officer Comment**
Osborne Precinct *The Osborne Precinct is all the remaining industrial land not contained within any of the above precincts. This area is designed to allow for a broad range of large scale and small scale industrial uses on a variety of lot sizes. In the short term, large-scale office uses shall be permitted within 500 metres of Glendalough Train Station.*	A self-storage units facility is compatible with industrial uses and is a permitted use under LPS3. No office component is proposed and therefore this proposal does not conflict with the restriction on office uses distant from Glendalough Station.

Comments on the Industry zone objectives LPS 3 are provided above in this Attachment.

The development addresses to the Statement of Intent for LPP 4.3 and the zone objectives of LPS 3.

4. Local Planning Policy 6.1 – Advertising Signs (LPP 6.1)

No advertising signs are proposed as part of this application. Any future proposed signage that does not address to the Acceptable Development Standards of LPP 6.1 will require development approval, which can be sought separately.

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

A merit-based assessment is required as the development does not provide a distinct bin storage area. The submitted Waste Management Plan justifies that the self-storage units will have a low level of waste generated, the required bins can be stored within each storage unit, and individual tenants can suitably manage waste disposal.

Commentary on the policy objectives is provided below:

LPP 6.3	
Objective	**Officer Comment**
• *To provide sufficient space for the storage of bulk refuse bins; and*	There is sufficient space provided on site for bin storage. The submitted Waste Management Plan proposes for each tenant to be responsible for their waste. As such, each tenant can store their bins within their storage unit.
• *To ensure that bin areas are screened from the street and are in harmony with the materials and finishes of the building.*	These bins can be concealed from view, by being stored within the storage units.

The development conforms to the objectives of LPP 6.3.

6. Local Planning Policy 6.6 – Trees Landscaping – Non-Residential (LPP 6.6)

A merit-based assessment is required as the development provides less than 10%, which equates to 364.2m^2 of landscaped area and less than one tree per 500m^2 site area or part thereof, that being two ‘large’ trees with 36m^2 and 5.0 metres deep soil area per tree and six 'medium' trees with 16m^2 and 3.0 metres deep soil area per tree.

The development proposes 3.4% landscaping, which equates to a total of 123m^2 landscaped area with minimum 0.75 metres dimension. The development provides two 'medium' trees located at the front of the site that meets the required deep soil area. A further 15 trees are proposed between the two buildings, though these do not meet the deep soil area for a 'small' tree.

Commentary on the policy objectives is provided below:

LPP 6.6	
Objective	**Officer Comment**
a) To improve the amenity of areas by providing suitable landscaping for development sites;	The development is an enhancement relative to the existing site conditions. The provided landscaping is largely highly visible from the street. Some internal landscaping is provided to improve the visual appearance as viewed from the common property and the and aesthetics for tenants visiting the site.
b) To protect existing trees, and ensure new trees are planted to contribute to tree canopy coverage;	There are no existing trees on the subject site. The removal of the two street trees, a Mexican Fan Palm tree and the small Yellow Bloodwood sapling tree on the verge to facilitate vehicular access has been supported, with replacement trees to be planted on the verge after construction.
c) To provide shade coverage to car parking areas;	The provided trees are located near the provided car parking areas.
d) To ensure development provides optimal growing conditions to enable existing trees, new trees and landscape planting to reach maturity;	The two new trees at the front of the site have a large deep soil area suitable to support mature growth.
e) To provide a diversity of plant and tree species that are resilient to climatic, soil and site conditions; and	The landscape design provides a mixture of species.
f) To encourage waterwise landscaping through appropriate species selection, reduced water demand, and improved stormwater utilisation.	The landscape design notes irrigation addresses the LPP 4.3 sustainability requirement.

The development addresses to the objectives of LPP 6.6.

7. Local Planning Policy 6.7 – Parking and Access (LPP 6.7)

A merit-based assessment is required as the development provides less than one car parking bays per 50m^2 gross floor area or part thereof and less than one bicycle parking space per 400m^2 site area or part thereof, that being a minimum of 61 car parking bays and eight bicycle

parking spaces. The development proposes two marked on-site car parking bays and does not provide bicycle parking or end of journey facilities.

Comment on the policy objectives is provided below.

LPP 6.7	
Objective	**Officer Comment**
a) To ensure development provides an appropriate level of car parking, reflecting supply and demand so that a major parking problem is unlikely to occur;	In addition to the marked on-site car parking bays, there is ample space for informal parking in the common driveway or within the storage units to accommodate the likely low demand for parking for a self-storage unit facility.
b) To ensure safe, convenient, and efficient access for pedestrians, cyclists, and motorists;	The design of the communal driveway maintains clear sightlines and provides direct access to all storage units. Based upon the amount of space and likely number of movements, little conflict or safety risk between pedestrians and motorists is anticipated. The site is unlikely to be accessed by bicycle due to the practical constraints of bulky goods transportation.
c) To prioritise access by public transport, walking and cycling;	A self-storage facility is practically reliant on private motor vehicle use for transportation of bulky goods. In this instance, it is unlikely that tenant would utilise public transportation, walking or cycling to visit the site.
d) To facilitate the provision of adequate bicycle parking and end of trip facilities;	In this instance, it is unlikely that tenant would use a bicycle to visit the self-storage facility due to the impracticalities of transporting bulky goods on a bicycle. Notwithstanding, a bicycle can easily reach the entry points to the storage units and there is plenty of space inside each of the storage units to park a bicycle. The bathroom can function as a changing room if needed.
e) To provide a balanced parking supply that does not exceed the capacity of the road network, with sufficient publicly accessible parking;	The traffic demand from the development will not exceed the capacity of the road network. The applicant's modelling is estimating between 80 and 220 vehicle trips per day. The actual demand could be significantly less if the tenants do not need to regularly attend to the stored goods.
f) To ensure that an oversupply of parking does not occur that discourages alternative forms of transport; and	This development does not have an oversupply of parking.

LPP 6.7	
Objective	**Officer Comment**
g) To ensure the amount of parking is not detrimental to the urban design and character of the locality.	The space allocated to car parking is a minor component of the development and does pose adverse visual streetscape impacts.

The development addresses the objectives of LPP 6.7.

8. Local Planning Policy 6.12 – Public Art on Private Land (LPP 6.12)

The development is exempt from LPP 6.12, as the development is in the Industry zone. Accordingly, no public art is required.

9. State Planning Policy 7.0 – Design of the Built Development (SPP 7.0)

SPP 7.0 applies to all development in Western Australia. The purpose of SPP 7.0 is to inform and guide landowners, proponents, designers, reviewers and decision-makers to achieve good design outcomes in the built environment.

Commentary on the policy design principles is provided below:

SPP 7.0	
Design Principle	**Officer Comment**
1. Context and Character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	The proposal has identified the characteristics of the locality and designed a development that is consistent with the local character.
2. Landscape Quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	The proposal provides landscaped areas at the front of the site and adjacent to the communal driveway. The landscape design compliments the built form and enhances the visual and environmental amenity of the subject site.
3. Built form and scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*	The massing and scale design of the development is consistent with the existing commercial / industrial setting of the subject site, with some variations to the facade finishes and inclusion of some articulation to avoid an overly bulky appearance from the street.

SPP 7.0	
Design Principle	**Officer Comment**
4. Functionality and build quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.*	The development accommodates the practical needs of the future tenants of the self-storage facility and provides an adequate planning outcome for the subject site.
5. Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	The development addresses sustainability principles through the design of the landscaped spaces. The self-storage facility is beneficial to nearby businesses or residents that require additional space for the storage of bulky goods.
6. Amenity *Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*	The development is providing a secure storage facility in an industrial area. The design provides a reasonable amenity for tenants visiting the site for the purpose of accessing their stored goods.
7. Legibility *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*	The entry to the subject site and internal entrances to the individual storage units are clearly legible and supports logical wayfinding.
8. Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	All external areas are visible from the street and access to the site is restricted by the provided fencing. The design does not contain concealed areas.
9. Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*	The development is providing a secure storage facility in an industrial area. It addresses a community need for storage of bulky goods.
10. Aesthetics	The development is designed to provide a suitable aesthetic appearance for an industrial area.

SPP 7.0	
Design Principle	**Officer Comment**
Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.	

The development addresses to the objectives of SPP 7.0.

10. Draft Local Planning Scheme No. 4 (LPS 4)

In Draft LPS 4, the subject site is proposed to be in the General Industry zone. The proposed self-storage facility will be classified as Warehouse / Storage and this is a 'P' (permitted) use in the General Industry zone.

Commentary on the relevant zone objectives is provided below:

Clause 4.2.6 – LPS 3	
Objective	**Officer Comment**
To provide for a broad range of industrial, service and storage activities which, by the nature of their operations, should be isolated from residential and other sensitive land uses.	This development provides a storage facility. It is a permitted use and is compatible with the range of activities undertaken in an industrial area.
To accommodate industry that would not otherwise comply with the performance standards of light industry.	The self-storage facility is a permitted use and does not obstruct neighbouring sites from providing industrial uses.
Seek to manage impacts such as noise, dust and odour within the zone.	The self-storage will not pose to adverse noise, dust or odour amenity impacts to the surrounding commercial / industrial properties.

The Report for Review 2024 provides the following status of the City's local planning policies relevant to this proposal in relation to LPS 4:

Policy Number and Detail of Policy	***Upcoming Review***
4.3 Industrial Design Guidelines	*Investigated for review following LPS4.*
6.1 Advertising Signs	*Investigated for review following LPS4.*
6.3 Bin Storage	*To be revoked following LPS4.*
6.7 Parking and Access	*Investigated for review following LPS4.*
6.12 Public Art on Private Land	*Investigated for review following LPS4.*

The current LPP 6.6 was prepared after the Report of Review.

Councillor Chris Hatton disclosed a Financial Interest in Item 12.1/PCS1 as he has a family member who is the applicant for the Right of Way. Accordingly, he left the meeting at 7.59pm prior to consideration of the item.

Councillor Tony Krsticevic disclosed an Impartial Interest in Item 12.1/PCS1 as he has met the owners on a couple of occasions over the years in a private setting.

Councillor Karlo Perkov disclosed an Impartial Interest in Item 12.1/PCS1 as the owners of 2 Virgil Avenue are known to him.

12.1/PCS1 EXCISION OF A PORTION OF RIGHT OF WAY 25006 (RESERVE 53815), BEING PART OF LOT 504, HOUSE NUMBER 1R, WORDSWORTH AVENUE, YOKINE FOR AMALGAMATION INTO ABUTTING PROPERTY

Business Unit:	Property Services	Service: Property Services
Ward:	Lawley	Location: 1R Wordsworth Street, Yokine
Applicant:	Not Applicable	

Role

Quasi-Judicial - *Determining applications from the community.*

Council Resolution

1026/004

Moved Councillor Migdale, seconded Councillor Re

That the Minister for Lands be REQUESTED to approve the excision of a 105.1 m^2 portion of Crown Reserve 53815, Right of Way 25006, House Number 1R, Wordsworth Avenue, Yokine pursuant to section 51 (1) of the *Land Administration Act* 1997, allowing the land to be amalgamated into the abutting property Lot 36 on Plan 2563 as identified in Attachment 1, (House Number 2, Virgil Avenue, Yokine) subject to:

a. The area being closed to be surveyed to the satisfaction of the Department of Planning Lands and Heritage; and

b. That all costs associated with the closure of the portion of Crown Reserve 53815 - Right of Way 25006 and the amalgamation into Lot 36 be borne by the owner of Lot 36 on Plan 2563.

The motion was put and declared CARRIED (13/0).

For: Councillors Creado, Dudek, Giudici, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud, Re, Thornton and Mayor Irwin.
Against: Nil.

Committee Recommendation

That the Minister for Lands be REQUESTED to approve the excision of a 105.1 m^2 portion of Crown Reserve 53815, Right of Way 25006, House Number 1R, Wordsworth Avenue, Yokine pursuant to section 51 (1) of the *Land Administration Act* 1997, allowing the land to be amalgamated into the abutting property Lot 36 on Plan 2563 as identified in Attachment 1, (House Number 2, Virgil Avenue, Yokine) subject to:

a. The area being closed to be surveyed to the satisfaction of the Department of Planning Lands and Heritage; and

b. That all costs associated with the closure of the portion of Crown Reserve 53815 - Right of Way 25006 and the amalgamation into Lot 36 be borne by the owner of Lot 36 on Plan 2563.

Officer's Recommendation

That the Minister for Lands be REQUESTED to approve the excision of a 105.1 m^2 portion of Crown Reserve 53815, Right of Way 25006, House Number 1R, Wordsworth Avenue, Yokine pursuant to section 51 (1) of the *Land Administration Act* 1997, allowing the land to be amalgamated into the abutting property Lot 36 on Plan 2563 as identified in Attachment 1, (House Number 2, Virgil Avenue, Yokine) subject to:

a. The area being closed to be surveyed to the satisfaction of the Department of Planning Lands and Heritage; and

b. That all costs associated with the closure of the portion of Crown Reserve 53815 - Right of Way 25006 and the amalgamation into Lot 36 be borne by the owner of Lot 36 on Plan 2563.

Purpose

The owner of Lot 36, House Number 2, Virgil Avenue, Yokine has proposed that approximately 105.1m² portion of Right of Way 25006 (Lot 504 on Deposited Plan 406555, House Number 1R Wordsworth Avenue, Yokine, Certificate of Title LR3173-162 (Attachment 1), be amalgamated with Lot 36 on Plan 2563, House Number 2, Virgil Avenue, Yokine, Certificate of Title 1192-848 (Attachment 2).

Details

1R Wordsworth Avenue, Yokine is Crown Land Reserve 53815 and under Management Order to the City for the for the purposes of Right of Way. It is identified as Right of Way (ROW) 25006 within the City's Right of Way Management Strategy.

ROW 25006 is comprised of Lot 504 on Deposited Plan 406555 and is highlighted in Attachment 3 (page 5 of Deposited Plan 40655).

ROWs can be privately owned or owned by the State as a Reserve and while the ROW grants the public the right to pass and repass over the land, it is not a dedicated road. Dedicated roads are owned by the State of Western Australia and registered for public use as a roadway.

ROW 25006 is classified as a Category 5 ROW in the City's Rights of Way Management Strategy. The preferred outcome for Category 5 ROWs is that they be closed, and the land amalgamated with abutting owners.

In 2020 it was unlikely that a proposed closure would succeed and so the City proposed to request that the Minister for Lands acquire the ROW as crown land. At its meeting held 11 February 2020, Council resolved to request the Minister pursue the acquisition and once created, a Management Order for Crown Reserve 53815 was issued to the City, retaining the purpose of the land as a Right of Way. The acquisition into crown land was not intended to prevent any future closure of the Right of Way (Council Resolution Number 0220/021).

The owner of Lot 36, House Number 2, Virgil Avenue, Yokine has proposed that approximately 105.1m² portion of Right of Way 25006 be excised from the remainder of the land to allow the land to be amalgamated with their property. The portion to be excised is highlighted in yellow on Attachment 4. The portion highlighted green on Attachment 4 is the remaining portion of the ROW that abuts Lot 36 but will remain as a ROW and not be amalgamated into Lot 36.

The Department of Planning, Lands, and Heritage (DPLH) has advised the City it must satisfy its statutory requirements under section 51 (1) of the *Land Administration Act 1997*.

Section 51(1) permits the Minister, subject to the provisions referred to in that section, to cancel a reserve, change its purpose, reduce its area, excise an area from it or amend its boundaries or constituent lots. The legislation therefore provides mechanisms for either the whole Reserve or an identified part of it to be dealt with.

The City is satisfied that this proposal meets the criteria for using section 51 (1).

The owner consulted the Water Corporation and was advised that there is a gravity sewer pipe that runs the length of the ROW. Should the ROW be amalgamated into Lot 36 (Number 2) Virgil Avenue; Watercorp will require an easement to protect the gravity sewer pipe over the entire section of the ROW with the possibility of an additional area of the easement falling within the current Lot 36.

Buildings would not be allowed to encroach within this easement area but could allow for a driveway to be constructed.

The owner of Lot 36 has also consulted with the owners of other lots abutting the affected portion of ROW 25006 and has obtained letters of approval from them (Attachment 5). Consent was not received from the neighbour abutting the portion identified green on Attachment 4 and as such this portion of the ROW does not from part of the request.

One of the owners has provided consent on the basis that the proposal will not adversely affect existing drainage, services or stormwater flow to their property. Another has provided consent on the basis that continued access through the gate at the rear of their property will remain possible and that vehicle access from the gate through to Virgil Street will not be restricted or obstructed. The conditions requested by the adjoining owners when providing their consent will be included in the City's advice to the Minister for Lands accompanying its request to excise a portion of ROW 25006.

Internal consultation with the Development Services and Engineering Services Business Units returned no objections to the partial closure of ROW 25006 and its subsequent amalgamation into Lot 36. Planning Services also had no objections, provided the owner of 2 Virgil Avenue is made aware that they will be responsible for the installation of fencing at the terminus of the ROW.

Given the requirement from Watercorp for an easement protecting its assets and the intention of the owner to construct a driveway it is likely that vehicle access can be maintained as agreed between the neighbouring property owners and drainage and stormwater to neighbouring properties will be unaffected. However, it should be noted that once the property is amalgamated into Lot 36 there may not be a mechanism to ensure the wishes of the neighbours become enforceable obligations of the owner of Lot 36. It is recommended that these matters be brought to the attention of the Minister for Lands by way of inclusion in the request for excision of the portion of ROW 25006.

Financial Assessment and Implications

The owner of 2 Virgil Avenue, Yokine has agreed to pay all costs associated with the excision of land from the Right of Way and the amalgamation of the land with Lot 36.

Stakeholder Engagement

The *Land Administration Act 1997* has no requirement for any public consultation; however, the City advertised the proposed closure on 26 June 2026 for a period of 35 days.

No submissions were received during the consultation period.

Options Summary

The following option was considered.

OPTIONS	
1.	The application to close a portion of Right of Way 25006 for purchase by the owner of Lot 36 for amalgamation into the property was considered.

Recommended Action

That the application to close a portion of Right of Way 25006 for purchase by the owner of Lot 36 for amalgamation into the property be recommended for approval by the Minister for Lands.

Relevant Policies, Legislation and Council Resolutions

Land Administration Act 1997

Meeting Date	Council Resolution Number	Council Resolution
11 February 2020	0220/021	1. That Council APPROVES issuing notice of the intent to acquire portion of Lot 266 on Plan 517 being part of the land contained within Certificate of Title Volume 1038 Folio 117 in accordance with Section 52 of the *Land Administration Act 1997* being the following Rights of Way:- a. Right of Way 25001 being House Number 23R, Lonsdale Street, Yokine; b. Right of Way 25002 being House Number 26R, Wellington Parade, Yokine; c. Right of Way 25003 being House Number 38R, Wellington Parade, Yokine; d. Right of Way 25004 being House Number 37R, Latrobe Street, Yokine; e. Right of Way 25006 being House Number 1R, Wordsworth Avenue, Yokine; f. Right of Way 25007 being House Number 1R, Virgil Avenue, Yokine; g. Right of Way 25012 being House Number 42R, Wiluna Street, Yokine; h. Right of Way 24006 being House Number 32R, Wiluna Street, Yokine; and i. Right of Way 24007 being House Number 25R, Collins Street, Yokine; j. Right of Way 24008 being House Number 5R, Swanton Street, Yokine as shown in Attachment 1.

Meeting Date	Council Resolution Number	Council Resolution
		2. That the Minister for Lands be REQUESTED to acquire portion of Lot 266 on Plan 517 being part of the land contained within Certificate of Title Volume1038 Folio 117 in accordance with Section 52 of the *Land Administration Act 1997* as shown in Attachment 1, subject to:- a. No objections being received during the notice period; b. Creation of the acquired land as a Crown Reserve for the purpose of Rights of Way; and c. A Management Order being granted in favour of the City of Stirling to provide the City of Stirling rights to care for, control and manage the Crown land. 3. That the Minister for Lands be REQUESTED to dedicate portion of Lot 266 on Plan 517 being part of Right of Way 25006 and 25007 pursuant to Section 56 of the *Land Administration Act 1997* as shown in Attachment 2 and comprising of the following:- a. Approximately 71m² of Virgil Avenue Road Reserve subject to survey; and b. Approximately 64m² of Wordsworth Avenue Road Reserve subject to survey. 4. That the Minister for Lands be INDEMNIFIED against any claims arising from the actions to effect this proposal.

Sustainable Stirling 2026-2036

Key Result Area: Our built environment

Objective: Create unique and liveable neighbourhoods and places

Priority: Improve the quality, liveability and identity for local areas

Strategic Risk

Strategic Risk	Risk Appetite
Community & Partnerships	If the City does not maintain effective two-way engagement, trusted partnerships and clear communication with its diverse community and stakeholders, then expectations are misunderstood and social licence erodes, leading to reduced trust in Council decisions, opposition to projects and weaker delivery of SCP/CBP goals.

Relevant Documents and Information

Attachments

Attachment 1 - Certificate of Title for ROW - LR313-162 ⇩

Attachment 2 - Certificate of Title for 2 Virgil Avenue - CT1192-848 ⇩

Attachment 3 - Deposited Plan - DP406555 ⇩

Attachment 4 - Plan of proposed acquisition ⇩

Attachment 5 - Neighbours Letters of Consent ⇩

Available for viewing at the meeting

Nil.

Linked Documents

Nil.

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
LR3173	**162**

RECORD OF CERTIFICATE OF CROWN LAND TITLE

UNDER THE TRANSFER OF LAND ACT 1893
AND THE LAND ADMINISTRATION ACT 1997

The undermentioned land is Crown land in the name of the STATE OF WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 504 ON DEPOSITED PLAN 406555

STATUS ORDER AND PRIMARY INTEREST HOLDER:
(FIRST SCHEDULE)

STATUS ORDER/INTEREST: RESERVE UNDER MANAGEMENT ORDER

PRIMARY INTEREST HOLDER: CITY OF STIRLING OF PO BOX 1533 OSBORNE PARK WA 6916
(XE O679253) REGISTERED 23/3/2021

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

1. O679252 RESERVE 53815 FOR THE PURPOSE OF RIGHT OF WAY REGISTERED 23/3/2021.
O679253 MANAGEMENT ORDER. CONTAINS CONDITIONS TO BE OBSERVED. REGISTERED 23/3/2021.

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

----------END OF CERTIFICATE OF CROWN LAND TITLE----------

STATEMENTS:

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

SKETCH OF LAND:	DP406555
PREVIOUS TITLE:	1038-117
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF STIRLING
RESPONSIBLE AGENCY:	DEPARTMENT OF PLANNING, LANDS AND HERITAGE (SLSD)

NOTE 1: O679238 CORRESPONDENCE FILE 00005-2020-01RO

LANDGATE COPY OF ORIGINAL NOT TO SCALE 13/08/2026 03:09 PM Request number: 70246986
Landgate
www.landgate.wa.gov.au

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
1192	**848**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 36 ON PLAN 2563

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

TAMARA LEE THORNTON
TROY MARCUS KERRY THORNTON
BOTH OF 35 BROWNING STREET YOKINE WA 6060
AS JOINT TENANTS

(T Q584744) REGISTERED 16/9/2025

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

1. Q584745 MORTGAGE TO NATIONAL AUSTRALIA BANK LTD REGISTERED 16/9/2025.

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

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

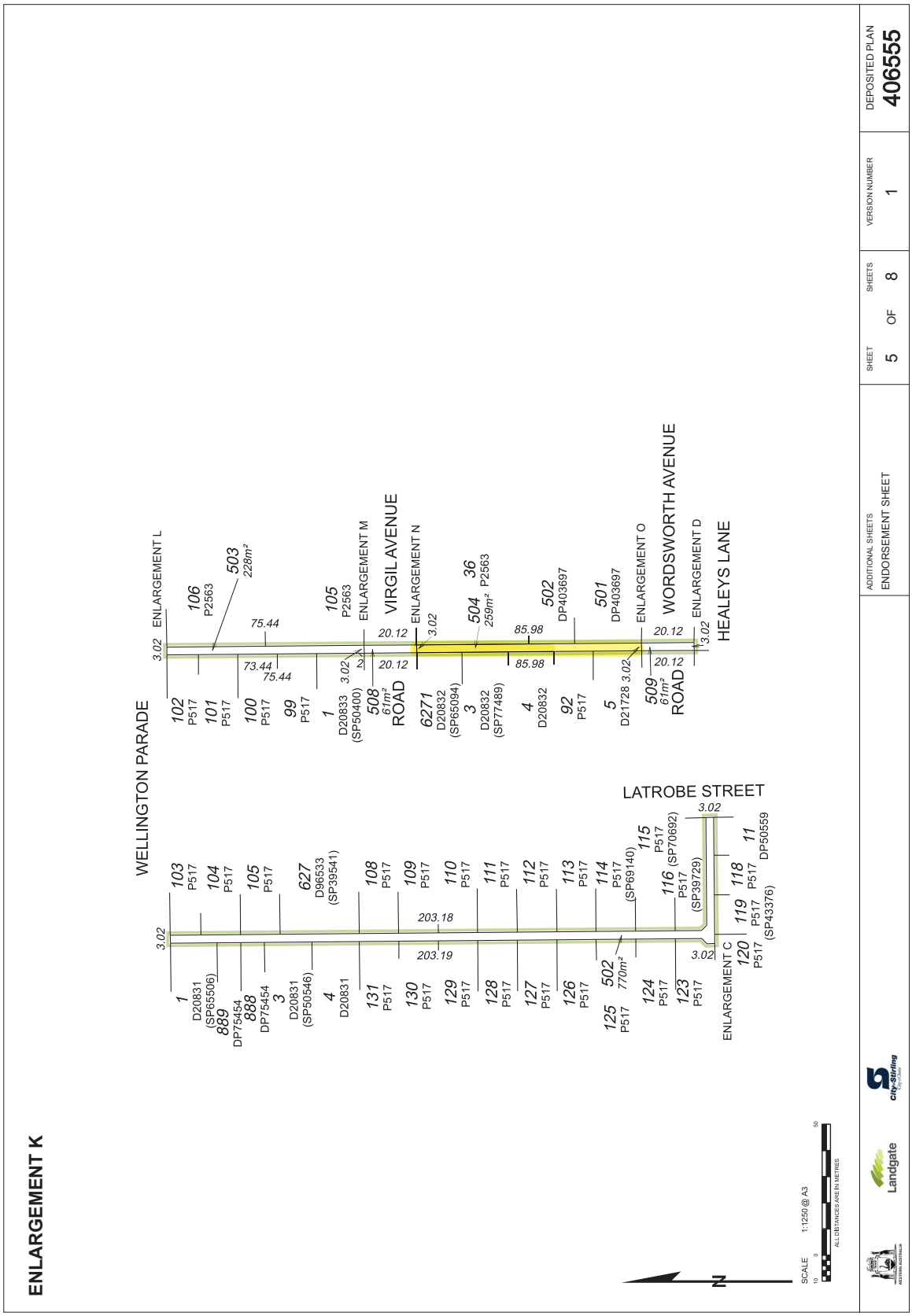
STATEMENTS:

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

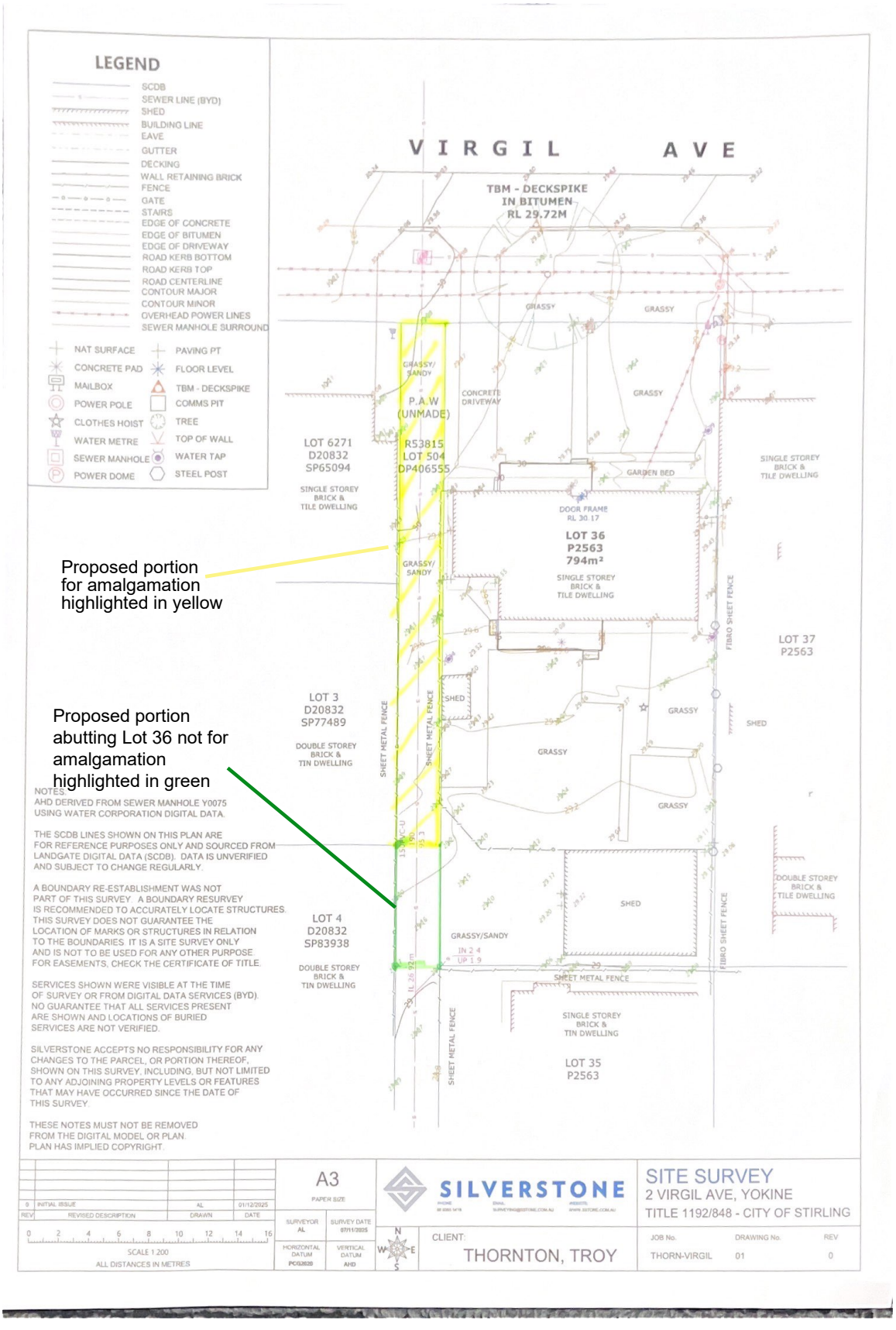
SKETCH OF LAND:	1192-848 (36/P2563)
PREVIOUS TITLE:	298-45
PROPERTY STREET ADDRESS:	2 VIRGIL AV, YOKINE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF STIRLING

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LANDGATE COPY OF ORIGINAL NOT TO SCALE 19/05/2026 11:19 AM Request number: 69853132
Landgate
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LEGEND
SCDB
SEWER LINE (BYD)
SHED
BUILDING LINE
EAVE
GUTTER
DECKING
WALL RETAINING BRICK
FENCE
GATE
STAIRS
EDGE OF CONCRETE
EDGE OF BITUMEN
EDGE OF DRIVEWAY
ROAD KERB BOTTOM
ROAD KERB TOP
ROAD CENTERLINE
CONTOUR MAJOR
CONTOUR MINOR
OVERHEAD POWER LINES
SEWER MANHOLE SURROUND
NAT SURFACE
PAVING PT
CONCRETE PAD
FLOOR LEVEL
MAILBOX
TBM - DECKSPIKE
POWER POLE
COMMS PIT
CLOTHES HOIST
TREE
WATER METRE
TOP OF WALL
SEWER MANHOLE
WATER TAP
POWER DOME
STEEL POST
VIRGIL AVE
TBM - DECKSPIKE IN BITUMEN RL 29.72M
Proposed portion for amalgamation highlighted in yellow
Proposed portion abutting Lot 36 not for amalgamation highlighted in green
LOT 6271 D20832 SP65094
SINGLE STOREY BRICK & TILE DWELLING
P.A.W (UNMADE)
R53815 LOT 504 DP406555
CONCRETE DRIVEWAY
GRASSY/ SANDY
GRASSY
GARDEN BED
DOOR FRAME RL 30.17
LOT 36 P2563 794m²
SINGLE STOREY BRICK & TILE DWELLING
LOT 37 P2563
FIBRO SHEET FENCE
LOT 3 D20832 SP77489
DOUBLE STOREY BRICK & TIN DWELLING
SHEET METAL FENCE
SHED
LOT 4 D20832 SP83938
GRASSY/SANDY
IN 2 4
UP 1 9
LOT 35 P2563
NOTES:
AHD DERIVED FROM SEWER MANHOLE Y0075 USING WATER CORPORATION DIGITAL DATA.
THE SCDB LINES SHOWN ON THIS PLAN ARE FOR REFERENCE PURPOSES ONLY AND SOURCED FROM LANDGATE DIGITAL DATA (SCDB). DATA IS UNVERIFIED AND SUBJECT TO CHANGE REGULARLY.
A BOUNDARY RE-ESTABLISHMENT WAS NOT PART OF THIS SURVEY. A BOUNDARY RESURVEY IS RECOMMENDED TO ACCURATELY LOCATE STRUCTURES. THIS SURVEY DOES NOT GUARANTEE THE LOCATION OF MARKS OR STRUCTURES IN RELATION TO THE BOUNDARIES. IT IS A SITE SURVEY ONLY AND IS NOT TO BE USED FOR ANY OTHER PURPOSE. FOR EASEMENTS, CHECK THE CERTIFICATE OF TITLE.
SERVICES SHOWN WERE VISIBLE AT THE TIME OF SURVEY OR FROM DIGITAL DATA SERVICES (BYD). NO GUARANTEE THAT ALL SERVICES PRESENT ARE SHOWN AND LOCATIONS OF BURIED SERVICES ARE NOT VERIFIED.
SILVERSTONE ACCEPTS NO RESPONSIBILITY FOR ANY CHANGES TO THE PARCEL, OR PORTION THEREOF, SHOWN ON THIS SURVEY, INCLUDING, BUT NOT LIMITED TO ANY ADJOINING PROPERTY LEVELS OR FEATURES THAT MAY HAVE OCCURRED SINCE THE DATE OF THIS SURVEY.
THESE NOTES MUST NOT BE REMOVED FROM THE DIGITAL MODEL OR PLAN.
PLAN HAS IMPLIED COPYRIGHT.
A3
PAPER SIZE
SCALE 1:200
ALL DISTANCES IN METRES
SILVERSTONE
SITE SURVEY
2 VIRGIL AVE, YOKINE
TITLE 1192/848 - CITY OF STIRLING
CLIENT:
THORNTON, TROY
JOB No.
DRAWING No.
REV
THORN-VIRGIL
01
0

Neighbour Consent Form – Right of Way (ROW)

Property Reference: Lot 504 on Deposited Plan 406555
Location: Between Virgil Avenue and Wordsworth Avenue, [Suburb]

Neighbour Consent Statement

I, [redacted] being the owner of the property located at:

Address: [redacted]

confirm that I have **no objection** and **no interest** in the closure or potential sale of the adjoining Right of Way (Lot 504 on DP406555) to the owner of the adjoining property at:

Applicant's Address: 2 Virgil Avenue

I understand that this statement supports the adjoining landowner's request to purchase and amalgamate the Right of Way with their property.

Signature: [redacted]

Name (print): [redacted]

Date: 28/10/25

Neighbour Consent Form- Right of Way (ROW)

Property Reference: Lot 504 on Deposited Plan 406555

Location: Between Virgil Avenue and Wordsworth Avenue, Yokine

Neighbour Consent Statement

I, [redacted], being the owner of property [redacted], Yokine confirm that I have no objection to the closure or potential sale of the adjoining Right of Way (Lot 504 on DP406555) to the owner of the adjoining property at 2 Virgil Avenue, Yokine, provided that the closure or sale does not adversely affect existing drainage, services, or stormwater flow relating to [redacted].

Signed:

[redacted]

[redacted]

Date: 15/03/2025

CONFIDENTIAL - Access on a need to know basis

Neighbour Consent Form- Right of Way (ROW)

Property Reference: Lot 504 on Deposited Plan 406555

Location: Between Virgil Avenue and Wordsworth Avenue, Yokine

Neighbour Consent Statement

I, [redacted], being the owner of property [redacted] confirm that I have no objection to the closure or potential sale of the adjoining Right of Way (Lot 504 on DP406555) to the owner of the adjoining property at 2 Virgil Avenue, Yokine.

This consent is given on the understanding that continued access through the gate at the rear of [redacted] will remain possible and that any future changes to the Right of Way will not restrict or obstruct vehicle access thru to Virgil Avenue from the rear gate of [redacted].

Signed: [redacted]

Date: 21/02/2026

13. REPORTS FOR CONSIDERATION IN ACCORDANCE WITH CLAUSE 4.2(4) OF THE MEETING PROCEDURES LOCAL LAW 2021

In accordance with Clause 4.2(4) of the City of Stirling Meeting Procedures Local Law 2021, the Chief Executive Officer may include on the agenda of a Council meeting, in an appropriate place within the order of business, any matter which must be decided, or which he considers is appropriate to be decided, by that meeting.

Councillor Chris Hatton returned to the meeting prior to consideration of Item 13.1.

13.1 MILESTONE EVENT APPLICATION - NAVAL ASSOCIATION OF AUSTRALIA PERTH NORTH SUB-SECTION

Business Unit:	Governance	Service: Council Governance
Ward:	Osborne	Location: Stirling Civic Gardens – 2A Cedric Street, Stirling WA 6021
Applicant:	Naval Association of Australia Perth North Sub-section	

Role

Executive - *Governing the City and the community through executive powers.*

Council Resolution

1026/005

Moved Councillor Krsticevic, seconded Councillor Re

That Council APPROVES a one-off donation of $3,800 to the Naval Association of Australia Perth North Sub-section to support the Commemorative Service for the Remembrance Day, to be held Wednesday 11 November 2026, in accordance with the Elected Members' Entitlements Policy.

The motion was put and declared CARRIED (14/0).

For: Councillors Creado, Dudek, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud, Re, Thornton and Mayor Irwin.
Against: Nil.

Recommendation

That Council APPROVES a one-off donation of $3,800 to the Naval Association of Australia Perth North Sub-section to support the Commemorative Service for the Remembrance Day, to be held Wednesday 11 November 2026, in accordance with the Elected Members' Entitlements Policy.

Purpose

To consider the application from the Naval Association of Australia (NAA) Perth North Sub-section for a donation towards coordinating a 2026 Commemorative Service at Stirling Civic Gardens.

Details

The NAA Perth North Sub-section, chartered in 2005, currently has 40 members and is open to serving and ex-serving members of any Allied Naval Force.

For the past 21 years, the Sub-section has delivered commemorative services across the Cities of Stirling, Joondalup and Wanneroo. These events include the Battle of the Coral Sea, Anzac Day, Vietnam Veterans' Day, and Remembrance Day.

This Commemorative Service will be held at the Stirling Civic Garden War Memorial to remember and honour those who have served and sacrificed in wars, conflicts and peace operations. This year also marks 125 years since the establishment of the Australian Army.

Financial Assessment and Implications

The NAA Perth North Sub-section has submitted a formal application for financial assistance in line with the requirements of the Elected Members' Entitlements Policy.

The Policy states:

> *"Subject to a Formal Application submitted to the City and approved by Council, a donation may be made in addition to the annual donation, towards holding a Significant Milestone celebration. A 'one-off' monetary donation will be available to the above branches of up to $6,000."*

The Sub-section is requesting $3,800 to cover costs for audio equipment, a marquee, chairs and catering. They will contribute $840 towards the Service for additional infrastructure, wreaths and audio equipment.

It is recommended that Council approves the requested $3,800, from within the existing 2026/2027 budget, to support the NAA Perth North Sub-section's Remembrance Day Commemorative Service.

Financial History

During the 2026/2027 financial year, the City has provided the following donations to support the Sub-section's commemorative activities:

Date	Commemorative Service	Donation Amount
13 July 2026	Vietnam Veterans Day	$3,500.00
14 October 2026	Annual ANZAC Day Donation 2026/2027	$1,500.00
	Total	**$5,000.00**

Stakeholder Engagement

Nil.

Relevant Policies, Legislation and Council Resolutions

The Elected Member Entitlements Policy adopted 29 October 2024 (Council Resolution Number 1024/022) provides:

- An annual donation of $3,000 to each City of Stirling RSL Sub-Branch;
- An annual donation of $1,500 to the NAA Perth North Sub-section for the Anzac Day Service; and
- One-off milestone contributions of up to $6,000.

Sustainable Stirling 2026-2036

Key Result Area: Our community

Objective: An inclusive and harmonious City

Priority: Encourage active participation and volunteering

Priority: Build strong relationships with our multicultural and diverse community

Strategic Risk

Strategic Risk	Risk Appetite
Partnerships	The City will be proactive in improving existing relationships and working with new partners to grow its reputation as an organisation that the community, business, government and other organisations choose to engage with.

Relevant Documents and Information

Attachments

Nil.

Available for viewing at meeting

Nil.

Linked Documents

Nil.

Councillor Daniela Ion disclosed an Impartial Interest in Item 13.2 as she is a member of the Mount Lawley Society.

Councillor Suzanne Migdale left the meeting at 8.30pm during consideration of Item 13.2, and returned at 8.34pm.

Councillor Michael Dudek left the meeting at 8.40pm during consideration of Item 13.2, and returned at 8.42pm.

13.2 REVOCATION - DRAFT LOCAL PLANNING SCHEME NO.4: LOCAL PLANNING POLICY - BEAUFORT STREET AND CENTRES IN HERITAGE AREAS - OUTCOMES OF ADVERTISING

Business Unit:	City Future	Service: Schemes, Policies & Heritage
Ward:	Lawley and Inglewood	Location: Beaufort Street and Centres in Heritage Areas
Applicant:	Not Applicable	

Role

Legislative - *Making local laws, policies and planning instruments.*

CALL FOR ONE-THIRD SUPPORT TO REVOKE A PREVIOUS COUNCIL DECISION (COUNCIL RESOLUTION NUMBER 0926/003)

One-third support is required for the Motion, as per Regulation 10 of the Local Government (Administration) Regulations 1996, which prescribes the following procedure for dealing with revoking or changing decisions made at Council or Committee Meetings:

> *"If a decision has been made at a Council meeting, then any motion to revoke or change the decision must be supported by at least one-third of the number of offices (whether vacant or not) of members of the Council.*
>
> *If supported by one-third of the members, then any decision to revoke a resolution of the Council is required to be passed by an Absolute Majority."*

Support from one-third of the members of Council was given in writing prior to the meeting. Support to revoke Council's resolution in relation to Council Resolution Number 0926/003 was given by Councillors Proud JP, Ferrante, Paparde, Hatton and Perkov.

Reasons to revoke decision to readvertise Beaufort Street and Centres LPP

When Council considered the outcomes of advertising of the Beaufort Street policy, there was a lot of debate, and a number of alternative recommendations proposed – far more than we as a Council usually have to consider.

Without time to properly consider the changes before us, we were being asked to make a decision where on one hand the community were telling us to keep the LDP, and then on the other hand change parts of the LDP that related to Inglewood only.

It was clear following the meeting speaking to other Councillors that the number of alternative recommendations and the debate surrounding those presented Council with real challenges when asked to make a decision about changing the height controls that have been in place for 8 years.

Reflecting on the meeting, it would have been preferable if we, as a Council, could have had time to give these height changes greater consideration before being asked to vote on these changes.

When officers came to us with the policy in May, they were clear that the main provisions of the LDP, including height controls, were being carried into the new policy. The LDP heights controls are for four storeys along Beaufort Street in Inglewood. This is consistent with the heights we as a Council supported for Local Planning Scheme No 4.

I've looked at the consultation report in the minutes of the 8 September meeting. We wrote to 2200 individuals and sent out 380 emails.

We received 165 submissions – with 156 objecting to the proposal. And yes 95% of submitters objected to the policy, for a number of reasons.

Those 156 submissions represent just over 7% of those who we consulted as objecting to the plan. The main reason for objecting was *Loss of heritage character and streetscape identity*. The percentage of those objecting based on excessive height, density and bulk is 5.7% of those we wrote to.

Having had time to consider all of these things – I firmly believe that revoking the resolution on 8 September is the correct decision.

When we, in May last year considered draft Local Planning Scheme No 4, we were told that the scheme was aligning building height with residential density.

If we advertise the policy with a three-storey building height for Inglewood, we will be raising community expectation that heights along this portion of Beaufort Street will be limited to three storeys.

This will be inconsistent with the LDP, which the community tells us they support, and the building height that is permitted through an R80 coding in LPS4 – that density allows a four-storey building height.

Looking back on Council's previous decision and revisiting the consultation that occurred, the planning framework, and the ambiguity of the alternative recommendations on the night, I believe the best course of action for Council is to reconsider our decision and proceed with the policy presented to Council at its meeting on 8 September 2026.

Council Resolution

1026/006

Moved Councillor Perkov, seconded Councillor Hatton

1. That Council Resolution Number 0926/003, resolved at the Ordinary Council Meeting held 8 September 2026, which reads as follows:

"Moved Councillor Giudici, seconded Councillor Re

That pursuant to the Planning and Development (Local Planning Schemes) Regulations 2015, Council READVERTISES 'Local Planning Policy – Beaufort Street and Centres in Heritage Areas' as shown in Attachment 6 with Figure 19 amended to show a three storey height for the following lots:

a. All lots between Waterford Street and Crawford Street;
b. All lots on the eastern side of Beaufort Street between Crawford Street and Stuart Street; and
c. House Number 3 and 5 Nelson Street.

The motion was put and declared CARRIED (14/1).

For: Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud, Re and Thornton.
Against: Mayor Irwin."

be REVOKED and replaced with:

2. That Council, pursuant to the Planning and Development (Local Planning Schemes) Regulations 2015, PROCEEDS with 'Local Planning Policy – Beaufort Street and Centres in Heritage Areas' in a modified form as shown in Attachment 6, upon gazettal of Loal Planning Scheme No.4, subject to the following modification:

a. Figure 19 of Attachment 6 to be amended to show a four storey height for House Number 3 & 5 Nelson Street, Inglewood.

The motion was put and declared CARRIED (9/5) by an Absolute Majority.

For: Councillors Creado, Hatton, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud and Mayor Irwin.
Against: Councillors Dudek, Giudici, Ion, Re and Thornton.

Recommendation

1. That Council Resolution Number 0926/003, resolved at the Ordinary Council Meeting held 8 September 2026, which reads as follows:

   "Moved Councillor Giudici, seconded Councillor Re

   That pursuant to the Planning and Development (Local Planning Schemes) Regulations 2015, Council READVERTISES 'Local Planning Policy – Beaufort Street and Centres in Heritage Areas' as shown in Attachment 6 with Figure 19 amended to show a three storey height for the following lots:

   a. All lots between Waterford Street and Crawford Street;
   b. All lots on the eastern side of Beaufort Street between Crawford Street and Stuart Street; and
   c. House Number 3 and 5 Nelson Street.

   The motion was put and declared CARRIED (14/1).

   For: Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud, Re and Thornton.
   Against: Mayor Irwin."

   be REVOKED.

2. That Council, pursuant to the Planning and Development (Local Planning Schemes) Regulations 2015, PROCEEDS with 'Local Planning Policy – Beaufort Street and Centres in Heritage Areas' in a modified form as shown in Attachment 6, upon gazettal of Loal Planning Scheme No.4, subject to the following modification:

   a. Figure 19 of Attachment 6 to be amended to show a four storey height for House Number 3 & 5 Nelson Street, Inglewood.

NB. ABSOLUTE MAJORITY VOTE REQUIRED

Purpose

This report is to consider a revocation motion submitted by Deputy Mayor Karlo Perkov (and supported by one third of Council, as legislatively required) to revoke Council Resolution Number 0926/003, and to consider a replacement motion.

Details

At its meeting held 8 September 2026, Council Resolution Number 0926/003 was adopted (page 34 of the Minutes of the 8 September 2026 Council meeting contains the full report and associated attachments).

The resolution to readvertise the draft Beaufort Street and Centres in Heritage Areas Local Planning Policy (the draft Policy) was made following a motion from Councillor Giudici that building heights along a portion of the Inglewood section of Beaufort Street be amended (reduced from four to three storeys).

Debate whether the change to building height was an appropriate planning outcome was challenging due to a number of alternative recommendations that were moved to address an error in the draft Policy relating to the building heights for House Numbers 3 & 5 Nelson Street, Inglewood. The alternative recommendations impacted on the ability to debate the recommendation.

Following the meeting, some Councillors formed the view that the debate and decision to readvertise the draft Policy may have been impacted by these factors.

The City's officers have yet to commence advertising the draft Policy. Advertising of the draft Policy in line with the resolution of Council has been delayed due this being an unplanned body of work, and following a decision to advertise the Draft Policy once school holidays had concluded.

A revocation motion was subsequently received from Deputy Mayor Karlo Perkov on 15 September 2026, and supported by Councillors Joe Ferrante, Chris Hatton, Rob Paparde, Karlo Perkov and Stephanie Proud JP. An Absolute Majority vote is required.

Financial Assessment and Implications

Nil.

Stakeholder Engagement

Advertising of the draft LPP was carried out in accordance with the requirements of the Planning and Development (Local Planning Schemes) Regulations 2015 and the City's Public Consultation Policy. Further details on the advertising are provided within the report presented to the Ordinary Meeting of Council held 8 September 2026 (refer to page 46 – 47 of the Minutes).

Recommended Action

It is recommended that Council revokes Council Resolution Number 0926/003 of 8 September 2026, and considers the recommendation contained within this report, which is to proceed with 'Local Planning Policy – Beaufort Street and Centres in Heritage Areas' in a modified form, and which is subject to one modification to Attachment 6.

Relevant Policies, Legislation and Council Resolutions

- Section 5.25(1)(e) of the *Local Government Act 1995*
- Regulation 10 of the Local Government (Administration) Regulations 1996

Meeting Date	Council Resolution Number	Council Resolution
8 September 2026	0926/003	*That pursuant to the Planning and Development (Local Planning Schemes) Regulations 2015, Council READVERTISES 'Local Planning Policy – Beaufort Street and Centres in Heritage Areas' as shown in Attachment 6 with Figure 19 amended to show a three storey height for the following lots:* *a. All lots between Waterford Street and Crawford Street;* *b. All lots on the eastern side of Beaufort Street between Crawford Street and Stuart Street; and* *c. House Number 3 and 5 Nelson Street.*

Sustainable Stirling 2026-2036

Key Result Area: Our leadership

Objective: Provide accountable and ethical governance

Priority: Comply with legislation, standards and obligations

Strategic Risk

Strategic Risk	Risk Appetite
Governance, Integrity & Compliance	If governance integrity or compliance practices degrade, then decisions and operations may breach obligations or erode trust, leading to regulatory action and impaired service legitimacy.

Relevant Documents and Information

Attachments

Nil.

Available for viewing at the meeting

Nil.

Linked Documents

Minutes of the Council meeting held 8 September 2026

14. NOTICES OF MOTION FOR CONSIDERATION

'Notices of Motion for Consideration' include a brief report to assist Council in deciding to approve or not approve the Motion.

A further and more detailed report will be submitted at a future Ordinary Council meeting for Motions that are approved, in accordance with Clause 4.5(2)(c) of the City of Stirling Meeting Procedures Local Law 2021.

Councillor Karlo Perkov left the meeting at 8.49pm during consideration of Item 14.1, and returned at 8.51pm.

14.1 PROPOSED NOTICE OF MOTION - COUNCILLOR TONY KRSTICEVIC - SHARK MITIGATION STRATEGIES

Business Unit:	Recreation & Leisure Services	Service: Leisure Services
Ward:	Coastal	Location: Not Applicable
Applicant:	Not Applicable	

Role

Information - *Receiving information about the City or its community.*

Moved Councillor Krsticevic, seconded Councillor Paparde

That a report be PRESENTED to a future Community and Resources Committee meeting outlining:

a. The current mitigation and safety measures employed along the City's coastline to prevent shark attacks; and
b. Any further mitigation measures such as drone technologies and resourcing that can be implemented by the City of Stirling.

It was suggested that the following wording be ADDED to include point C as follows:

c. "The feasibility, cost, funding options, environmental impacts, maintenance requirements, and suitability of installing a shark barrier at Scarborough Beach, including consultation with the State Government, Surf Life Saving WA, and relevant coastal management agencies."

The suggested addition was not accepted by the mover and seconder.

AMENDMENT

Moved Councillor Migdale, seconded Councillor Hatton

That point c be added to the end of Recommendation:

c. The feasibility, cost, funding options, environmental impacts, maintenance requirements, and suitability of installing a shark barrier at Scarborough Beach, including consultation with the State Government, Surf Life Saving WA, and relevant coastal management agencies.

The amendment was put and declared CARRIED (11/3).

For: Councillors Creado, Dudek, Hatton, Ion, Migdale, Olow, Paparde, Perkov, Proud, Thornton and Mayor Irwin.
Against: Councillors Giudici, Krsticevic and Re.

Council Resolution

1026/007

Moved Councillor Krsticevic, seconded Councillor Paparde

That a report be PRESENTED to a future Community and Resources Committee meeting outlining:

a. The current mitigation and safety measures employed along the City's coastline to prevent shark attacks; and

b. Any further mitigation measures such as drone technologies and resourcing that can be implemented by the City of Stirling.

c. The feasibility, cost, funding options, environmental impacts, maintenance requirements, and suitability of installing a shark barrier at Scarborough Beach, including consultation with the State Government, Surf Life Saving WA, and relevant coastal management agencies.

The substantive motion was put and declared CARRIED (14/0).

For: Councillors Creado, Dudek, Ferrante, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud, Thornton and Mayor Irwin.

Against: Nil.

Notice of Motion Recommendation

That a report be PRESENTED to a future Community and Resources Committee meeting outlining:

a. The current mitigation and safety measures employed along the City's coastline to prevent shark attacks; and
b. Any further mitigation measures such as drone technologies and resourcing that can be implemented by the City of Stirling.

Background provided by Elected Member

"Shark attacks across the Western Australian Coastline have seen a significant increase over recent years. Over the weekend I had some preliminary discussions with a few members of the Trigg Surf Lifesaving Club about what more the City of Stirling can do to improve the safety of their members and all beach users along our coastline."

Details

The City of Stirling manages approximately 7.5km of metropolitan coastline. Given the popularity of locations such as Brighton Beach, Mettams Pool, Scarborough Beach, Trigg Beach and Watermans Bay, the City experiences significant visitations throughout the year. These beaches are patrolled by the City's Beach Services team members 365 days per year, seven days a week.

This Team undertakes:

- Continuous shoreline and ocean observations utilising jet ski, inflatable rescue boats and four-wheel drive vehicles;
- Public safety messaging and education;
- Shark sighting response;
- Beach closure implementation where required;
- Liaison with Surf Life Saving WA, the Department of Primary Industries and Regional Development (DPIRD) and emergency services; and
- Elevated observational surveillance using permanent and semi-permanent Lookout Towers.

Importantly, Beach Services works collaboratively with both Trigg Island and Scarboro Surf Life Saving Clubs' volunteer patrols that are conducted during weekend and public holiday periods from October to March each year.

Current Shark Hazard Mitigation Measures

The City works closely with DPIRD, Surf Life Saving Western Australia (SLSWA), Department of Biodiversity Conservation and Attractions (DBCA), WA Police, and other emergency management agencies to manage shark-related risks. Shark hazard management is currently undertaken through a range of education, monitoring, notification and beach management measures.

Aerial Surveillance

The City benefits from aerial shark surveillance conducted by the SLSWA Westpac Lifesaver Rescue Helicopter Service along the metropolitan coastline. Beach Services are in direct radio contact with the rescue helicopter to receive immediate notifications of shark sightings and to coordinate beach closures. This information assists the City in assessing potential risks, responding to shark sightings, and determining appropriate beach management actions such as public notification.

In addition to the aerial surveillance provided by the SLSWA Westpac Lifesaver Rescue Helicopter Service, both surf clubs utilise drones intermittently as part of the club volunteer patrols when prevailing whether conditions permit their use and trained operators are available.

SharkSmart and Shark Monitoring Systems

The City promotes and utilises information provided through:

- SharkSmart WA;
- Shark Monitoring Network – tagged shark detection through four shark monitoring receivers located adjacent to the City's coastline. These receivers are at inshore Scarborough Beach, 1.5km off Scarborough Beach, 2km off Scarborough Beach and 2.5km off Trigg Beach; and
- DPIRD shark sighting notifications.

These systems provide Beach Services with real-time information regarding shark sightings and tagged shark detections.

Warning Signage and Public Information

Beach Services provide direct advice to the public during incidents and deploy temporary signage, as required, to inform beach users of:

- Shark activity.
- Beach closures.
- Recommended safety practices.

The City also utilises social media channels to advise the community of shark sightings and beach closures.

Shark Sighting Response Procedures

Upon receiving a confirmed shark sighting (direct observation, aerial surveillance observation, shark monitoring system notification or a confirmed public report), the City's Beach Services undertake the following:

- Assess available information;
- Broadcast warnings to beach users;
- Sound the shark alarm siren to clear the water;
- Implement beach closures in accordance with established procedures;
- Engage with relevant surf life saving and emergency management agencies;
- Erect warning signage;
- Continuously monitor beaches and water until such time as it is deemed safe to re-open the beaches; and
- Beaches re-open one hour after the last confirmed sighting of a shark.

Shark Enclosures

Shark enclosures are generally installed in low-energy, sheltered foreshore environments (i.e. Bathers, Coogee, Cottesloe, Dunsborough and Quinns beaches), where wave and wind action are minimal. They run continuously from the seabed to the surface. Calmer water experienced at these locations puts limited movement stress on the associated buoys, anchors, and mesh panels. This ensures the enclosure structure remains intact. Such enclosures are generally not considered suitable for installation at open ocean surf beaches within City of Stirling (particularly Scarborough, Trigg and Brighton beaches) which experience heavy swells, strong currents, and violent wave action. The constant wave action moves large amounts of sand along the coast which can bury parts of the barrier or undermine its seabed anchors. This causes permanent damage to, and failure of, a rigid or netted structure.

In addition, shark enclosures are permanently fixed in one location. Given the dynamic and ever-changing nature of the City's coastline this may result in a permanently fixed enclosure being potentially located at the most dangerous swimming spot on the beach.

Potential Further Shark Hazard Mitigation Measures

There are a range of future mitigation considerations some of which may be considered beneficial to provide additional or improved mitigation along the Stirling coastline. Such measures may include:

- Enhanced drone surveillance.
- Use of artificial intelligence assisted shark detection.
- Improvements to the existing shark monitoring network.
- Shark barriers.
- Procurement of additional patrol and surveillance resources.
- Advocacy to assist in identifying additional funding to assist with risk mitigation associated with shark activity.

Officers can prepare a further report for consideration at the Community and Resources Committee meeting to be held 24 November 2026 with additional information on potential further shark hazard mitigation measures, although it is expected that this information will largely rely upon collaboration and engagement with key agencies such as DPIRD and SLSWA.

Financial Assessment and Implications

Potential further shark hazard mitigation measures, such as those identified within this report, are yet to be investigated or costed. It should be noted that on 6 October 2026, the State Government announced an additional $5 million funding boost to strengthen shark mitigation. This includes:

- $2.3 million for SLSWA to increase helicopter patrols and expand aerial surveillances.
- $1.2 million to support additional beach and drone patrols at high-use metropolitan and regional beaches.
- $800,000 for DPIRD to double shark tagging efforts.
- $200,000 to assess alternative drone technology and operational models to determine if they can be used as an added layer of shark surveillance at beaches.
- $500,000 for 10 additional Shark Monitoring Network receivers to expand coverage along the coastline.

Sustainable Stirling 2026-2036

Key Result Area: Our community

Objective: Work with the community to create a safer City

Priority: Strengthen Partnerships to improve community safety

Strategic Risk

Strategic Risk	Risk Appetite
Community & Partnerships	If the City does not maintain effective two-way engagement, trusted partnerships and clear communication with its diverse community and stakeholders, then expectations are misunderstood and social licence erodes, leading to reduced trust in Council decisions, opposition to projects and weaker delivery of SCP/CBP goals.
Health, Safety & Wellbeing	If the WHS Management System, including safe systems of work, contractor management, and verification of critical controls, is not designed, implemented and verified, people may be harmed (physical or psychosocial), leading to serious injury or fatality, regulatory action and loss of trust.

Relevant Documents and Information

Attachments

Nil.

Available for viewing at the meeting

Nil.

Linked Documents

Nil.

14.2 PROPOSED NOTICE OF MOTION - COUNCILLOR TONY KRSTICEVIC - SCARBOROUGH TOURIST PRECINCT - PROPOSED UNRESTRICTED DAILY TRADING

Business Unit:	City Future	Service: Economic Development
Ward:	Coastal	Location: Scarborough Tourist Precinct
Applicant:	Not Applicable	

Role

Legislative - *Making local laws, policies and planning instruments.*

Council Resolution

1026/008

Moved Councillor Krsticevic, seconded Councillor Paparde

1. **That Council NOTES that the State Government is currently considering broader metropolitan trading reforms through the Retail Trading Hours Amendment (Sunday Trading) Bill 2026.**

2. **That the City MONITORS the outcome of the current legislative process before providing a further report when there is certainty regarding the legislative process.**

3. **That the Chief Executive Officer WRITES to the Premier and the Leader of the Opposition expressing Council's desire to see major changes within the Scarborough Development Area.**

The motion was put and declared CARRIED (13/1).

For: Councillors Creado, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud, Re, Thornton and Mayor Irwin.
Against: Councillor Dudek.

Notice of Motion Recommendation

That a report be PRESENTED to a future Ordinary Council Meeting outlining the potential benefits and pathway to having the Scarborough Tourist Precinct classified as an 'unrestricted daily trading' precinct under the *Retail Trading Hours Act 1987*.

(Suggested Alternative Recommendation – refer to end of report)

Background provided by Elected Member

"Having unrestricted trading hours in Scarborough would encourage more large retailers to establish a business in and around the Scarborough Tourist Precinct thus supporting an increase in local tourism, boost coastal business revenue, and provide greater convenience for local residents and visitors.

Scarborough is a major beach and entertainment hub. Visitors and tourists often want to shop outside standard restricted hours, such as early Sunday mornings or late weekend evenings.

Extended hours bring more people into the beachfront precinct. Nearby cafes, restaurants, and bars benefit from the extra visitors who stay longer in the area.

Allowing stores to open according to customer demand rather than fixed state limits helps local shops maximize their revenue during peak summer and holiday periods.

Major supermarkets or general retail shops in Scarborough must wait until 11.00am to open on Sundays. If a holidaymaker or local wants to buy groceries at 8.00am on a Sunday morning before heading to the beach, supermarkets cannot serve them.

The beachfront is primarily built around hospitality, entertainment, and accommodation. However, its general retail presence is limited because of the metropolitan closing times."

Details

The Notice of Motion seeks advice on the potential benefits and pathway to establishing unrestricted retail trading within the Scarborough precinct.

Retail trading hours in metropolitan Perth are regulated by the Western Australian Government under the *Retail Trading Hours Act 1987* (the Act). The City does not have the authority to independently establish unrestricted trading hours within Scarborough. Advice received from the Department of Local Government, Industry Regulation and Safety (LGIRS), confirms that the Act does not currently provide a clear mechanism to create a new metropolitan tourism or special trading precinct, nor do they have plans to amend the Act at this time.

Historically, metropolitan tourism and special trading precincts existed in locations including Fremantle, Joondalup, Midland, Armadale and Perth. These arrangements were removed through the 2012 retail trading reforms, which introduced consistent metropolitan trading hours and removed precinct-specific trading hours. Subsequent reforms in 2016 also removed provisions relating to previous Rockingham and Wanneroo holiday resorts.

Current legislation allows metropolitan general retail shops to trade from 11.00am to 5.00pm on Sundays. The Retail Trading Hours Amendment (Sunday Trading) Bill 2026, currently before Parliament, proposes extending Sunday trading to commence at 8.00am across metropolitan Perth, but does not provide for a Scarborough-specific exemption or unrestricted trading arrangement.

There is no timeframe for this Bill to progress through Parliament. A further report on this matter will be presented to Council once there is greater certainly regarding progress and content of the Bill.

The current trading framework differs by business type:

Business type	Position under current trading framework
Restaurants, cafés and takeaway food shops	Excluded from the operation of the Act and may generally trade at any time, subject to other approvals
Certified small retail shops (defined as *owned by up to six people; operating no more than four retail stores, and having up to 25 people working at the same time across all stores (excluding apprentices*). *Small retail shops can sell any goods other than motor vehicles and trade 24 hours a day, every day of the year.* Source Department of Local Government, Industry Regulation and Safety.	May trade at any time
Certified special retail shops	May trade from 6.00am to 11.30pm daily, but only in prescribed categories and goods
Petrol stations	May open at any time, with restrictions on goods sold outside general retail hours
General retail shops	Subject to metropolitan hours
Motor vehicle shops	Subject to separate, more restrictive hours

Accordingly, many businesses that contribute to Scarborough's visitor economy already have broad operating flexibility. Any Scarborough-specific exemption would primarily benefit larger general retail operators, including supermarkets and department-style retailers.

Local visitation data indicates strong weekend activity in Scarborough, particularly on Sundays, suggesting an opportunity to better align retail trading with existing visitor demand. Earlier or extended trading may provide greater convenience for residents and visitors, improve operating flexibility and potentially support retail investment. However, the available evidence does not demonstrate that unrestricted trading would directly increase tourism, visitation, expenditure or investment outcomes.

Potential benefits would also need to be balanced against impacts on small businesses, increased operating costs, competitive effects and the possibility that expenditure may be redistributed across businesses or trading periods rather than generating new economic activity.

Any future proposal to create a Scarborough-specific trading arrangement would require State Government support and legislative amendment. It would also benefit from further consultation with retailers, property owners, hospitality businesses and other stakeholders to understand potential impacts and establish an evidence-based advocacy position.

The current legislative framework does not provide the City with a direct pathway to establish unrestricted retail trading within Scarborough. While extended trading hours may offer benefits in terms of convenience, retail flexibility and potential investment attraction, any permanent Scarborough-specific arrangement would likely require State Government support and amendments to the *Retail Trading Hours Act 1987*.

The City has confirmed through LGIRS advice that metropolitan tourism and special trading precincts no longer exist. The introduction of the Retail Trading Hours Amendment (Sunday Trading) Bill 2026 also indicates that the State Government is currently considering broader metropolitan trading reforms.

Accordingly, it would be prudent for the City to monitor the outcome of the current legislative process before considering any future advocacy. While a Scarborough-specific trading arrangement may present opportunities, it should be viewed as a potential enabling measure with both benefits and risks, rather than a proven mechanism for increasing tourism, expenditure or investment outcomes.

Financial Risks

There is no immediate direct financial implication from noting this report. Further investigation or advocacy could involve data validation, consultation and legal or economic analysis.

Sustainable Stirling 2026-2036

Key Result Area: Our economy

Objective: Encourage economic investment

Priority: Attract and promote investment and partnership opportunities

Objective: Attract visitors to our City

Priority: Activate local centres to increase visitor and economic activity

Key Result Area: Our community

Objective: Connect communities with their local areas

Priority: Facilitate social connections and access to services locally

Strategic Risk

Strategic Risk	Risk Appetite
Community & Partnerships	If the City does not maintain effective two-way engagement, trusted partnerships and clear communication with its diverse community and stakeholders, then expectations are misunderstood and social licence erodes, leading to reduced trust in Council decisions, opposition to projects and weaker delivery of SCP/CBP goals.

Suggested Alternative recommendation

That Council NOTES that the State Government is currently considering broader metropolitan trading reforms through the Retail Trading Hours Amendment (Sunday Trading) Bill 2026 and that officers will monitor the outcome of the current legislative process before providing a further report when there is certainty regarding the legislative process.

Relevant Documents and Information

Attachments

Nil.

Available for viewing at meeting

Nil.

Linked Documents

Nil.

14.3 PROPOSED NOTICE OF MOTION - COUNCILLOR ELIZABETH RE - PEACE POLE AT THE STIRLING FORECOURT

Business Unit:	Facilities, Projects & Assets	Service: Facility Management
Ward:	Osborne	Location: 25 Cedric Street Stirling
Applicant:	Not Applicable	

Role

Executive - *Governing the City and the community through executive powers.*

Council Resolution

1026/009

Moved Councillor Re, seconded Councillor Thornton

That the installation of a Peace Pole in Civic Gardens be CONSIDERED during the 2027/28 Integrated Planning and Budgeting Process.

The motion was put and declared CARRIED (11/3).

For: Councillors Creado, Giudici, Hatton, Ion, Krsticevic, Olow, Perkov, Proud, Re, Thornton and Mayor Irwin.
Against: Councillors Dudek, Migdale and Paparde.

Notice of Motion Recommendation

That a Peace Pole be ESTABLISHED at the forecourt at the City of Stirling Administration Building, to confirm our commitment to peace on Earth.

(Suggested Alternative Recommendation – refer to end of report)

Background provided by Elected Member

"In 1976, in Japan the first peace pole was established. Each pole displays the peace prayer 'May Peace Prevail on Earth' on four or six sides, usually written in multiple languages.

The World Peace Prayer and Flag Ceremony was created by Mrs. Saionji in 1983 as a global celebration of the oneness of humanity. The first Ceremony outside of Japan was held in Los Angeles, California - USA, in 1986 and since then, it has been presented to international audiences on every continent and in every prominent city throughout the world. Today, over 200,000 to 300,000 Peace Poles stand in nearly every country globally, installed in locations like schools, parks, the Pentagon, and the Giza pyramids.

With the City of Stirling's multicultural population, it's an important symbol of our unity and respect of cultures, to support the motto 'May peace prevail on Earth'."

Details

There are many Peace Poles already in Perth including Rankin Gardens, Subiaco, University Hall, University of Western Australia, Crawley, and several primary schools in Perth. More information can be found online at https://www.worldpeace.org/peacepoleproject/.

There are two options available in the forecourt - installation of a new Peace Pole or repurposing an existing pole with a graphic design. Considerations include access and alignment with existing forecourt design.

While the Notice of Motion specifically mentioned the forecourt at the City of Stirling Administration Building, another nearby option would be Civic Gardens. This may be a more appropriate location due to the existence of both the War Memorial and the Rwandan Kwibuka Memorial. It is also a quieter place for reflection.

Options Summary

The following options were considered, presented in the order in which they are recommended.

OPTIONS		
1.	New Peace Pole installed in Civic Gardens (preferred)	This is the preferred location due to the existence of other similar 'memorials', the War Memorial and Rwandan Kwibuka Memorial. It provides more space for gatherings as well as a quiet place for reflection if required. The exact location would be determined if the proposal is to proceed.
2.	Existing pole repurposed in the forecourt	There are several metal poles and rendered columns in the forecourt that could be repurposed as a Peace Pole by the addition of graphic design material.
3.	New Peace Pole installed in the forecourt	The is the option most consistent with the Notice of Motion. A location would need to be factored into the existing design of the forecourt. This is to ensure access and design intent is maintained as a peace pole has not been previously considered at this location and was not included in the design brief.
4.	No Peace Pole is installed.	'Do nothing' option to maintain the status quo.

Financial Assessment and Implications

Installation of a new Peace Pole would cost between $1,000 and $3,000 (depending on the location).

Repurposing an existing pole as a Peace Pole would cost between $600 and $1,800 depending on the graphic design.

Sustainable Stirling 2026-2036

Key Result Area: Our community

Objective: Connect communities with their local areas

Priority: Build strong relationships with our diverse community

Strategic Risk

Strategic Risk	Risk Appetite
Community & Partnerships	If the City does not maintain effective two-way engagement, trusted partnerships and clear communication with its diverse community and stakeholders, then expectations are misunderstood and social licence erodes, leading to reduced trust in Council decisions, opposition to projects and weaker delivery of SCP/CBP goals.

Relevant Documents and Information

Attachments

Nil.

Available for viewing at the meeting

Nil.

Linked Documents

Nil.

Suggested Alternative Recommendation

That the installation of a Peace Pole in Civic Gardens be CONSIDERED during the 2027/28 Integrated Planning and Budgeting Process.

Reason

The Civic Gardens is a more appropriate place for optimal access around the pole, with landscape design considerations, while also providing an opportunity to gather and reflect.

14.4 PROPOSED NOTICE OF MOTION - COUNCILLOR ELIZABETH RE - SUPPORT KEEPING INNALOO POST OFFICE OPEN

Business Unit:	City Future	Service: Economic Development
Ward:	Doubleview	Location: Westfield Innaloo Post Office - 1038/388 Scarborough Beach Rd, Innaloo WA 6018
Applicant:	Not Applicable	

Role

Advocacy - *Advocating to government or other organisations.*

Council Resolution

1026/010

Moved Councillor Re, seconded Councillor Perkov

1. **That the Mayor WRITES, as soon as practicable, to Australia Post and the Federal Members whose oversight governs Australia Post, namely: Senator the Honourable Katy Gallagher MP, who is responsible for the Australian federal portfolios of Finance, Women, the Public Service, and Government services. And Honourable Anika Wells MP, the Minister for Communications and the Minister for Sport, for their support in Keeping the Innaloo Post office, open, that was established nearly sixty years ago, at the Innaloo Shopping Centre, Innaloo.**

2. **That Council NOTES the advocacy to retain the existing Innaloo Post Office contained in Attachments 1, 2 and 3, specifically the requests that community accessibility and future service needs have been fully considered, and that exploration of options to retain or facilitate an accessible postal service presence within the Innaloo community are undertaken.**

The motion was put and declared CARRIED (14/0).

For: Councillors Creado, Dudek, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud, Re, Thornton and Mayor Irwin.
Against: Nil.

Notice of Motion Recommendation

That the Chief Executive Officer WRITES to Australia Post and the Federal Members whose oversight governs Australia Post, namely: Senator the Honourable Katy Gallagher MP, who is responsible for the Australian federal portfolios of Finance, Women, the Public Service, and Government services. And Honourable Anika Wells MP, the Minister for Communications and the Minister for Sport, for their support in Keeping the Innaloo Post office, open, that was established nearly sixty years ago, at the Innaloo Shopping Centre, Innaloo.

(Suggested Alternative Recommendation – refer to end of report)

Background provided by Elected Member

"Since 1967, the Innaloo Post Office has been an integral part of the local Community, especially with Seniors and disabled persons. So, for nearly 60 years has serviced low-income earners and war service area of the suburb of Innaloo and the surrounding growing suburbs. A suburban post office provides vital local access to parcel pickup, postal shipping, and essential community banking services without requiring a trip into the city centre and encourages people to safely walk to their centres, talk and feel they belong to a community.

1. *The planned closure of the Innaloo Post Office will severely impact the local community, particularly elderly residents, small business owners, and those with limited mobility, who rely heavily on its accessible, central services within the shopping precinct. Also, the access to all proposed post office locations is more than 2 km in walking distance and are not readily serviceable by public transport, especially as many seniors may not have their driving licences, or the ability to walk themselves, which many residents believe is discriminating and ageist. The loss of this vital local hub will reduce essential postal, banking, and identity services, causing significant public inconvenience and economic disruption and anxiety.*

2. *Flawed Evaluation Metrics and Future Growth: The evaluation completely ignored the impact of the ongoing Stephenson Avenue Extension roadworks, which have restricted access to the Innaloo shopping precinct by car, foot, and public transport for over two years. Also, their decision relied heavily on local patronage data severely skewed by the retail downturn during the COVID-19 years. Crucially, it fails to account for the City of Stirling City Centre Project, which is projected to bring an additional 30,000 residents into this immediate catchment area over the coming years. The consultation period timeframe, failed to consider winter weather constraints, local digital literacy gaps, or physical transport realities.*

3. *Australia Post has admitted in writing, in their recent "Transition Plan' poster: "Some customers may experience longer travel times, increased walking distances or may need to use public transport to access services". And "Older community members, including residents from nearby aged care facilities, may need additional support to transition their services". And "Innaloo customers have a relatively high use of bill payments, meaning some customers may need additional support to access alternative ways to pay their bills".*

4. *Australia Post has failed to properly identify or deploy the additional services required to support customers, access other facilities, and the alternative bill payment program, which has contributed to confusions, anxious feelings and is eroding the independence of many senior residents and locals with disability issues, who do not have the means to travel further distances, for their day-to-day transactions."*

Details

The proposed closure of the Australia Post outlet at Westfield Innaloo on 23 October 2026 has generated community concern regarding ongoing access to postal services within the Innaloo locality.

While alternative Australia Post outlets remain available, including the Innaloo Morris Place outlet, the current Westfield Innaloo location occupies a unique position within one of the suburb's key retail and community precincts. It is co-located with retail, banking, health and community services and is supported by significant public transport infrastructure, enabling residents to access multiple services during a single trip.

Public reporting indicates Australia Post has attributed the proposed closure to declining customer numbers and financial losses over a number of years. Australia Post has also identified alternative outlets within the surrounding area and acknowledged that some customers may need support transitioning to alternative services following the closure.

The City acknowledges that Australia Post's network includes both corporate and licensed post offices and that the ownership and operating arrangements of the Innaloo outlet have not been confirmed. The closure may also be influenced by commercial viability, leasing, licensing or operational considerations outside the control of both Australia Post and the City.

Notwithstanding this, concerns raised by the community extend beyond the availability of alternative postal outlets. Residents have highlighted the accessibility and convenience of the current location, particularly for older residents, people living with disability, nearby aged care and retirement village residents, local businesses and those who rely on public transport.

The City notes the proximity of two aged care and independent living facilities located several hundred meters from the Westfield Innaloo centre, and that alternative outlets may not provide the same level of integration with public transport and surrounding services. While alternative postal services remain available, the current location provides a highly accessible service within a well-established retail, service and community hub.

The proposed closure also raises broader strategic considerations. The Stirling City Centre area is expected to accommodate significant residential and employment growth over coming decades, increasing the importance of maintaining accessible community services within the area.

For these reasons, the City's officers support seeking further clarification regarding the decision-making surrounding the proposed closure of this Post Office. In particular, clarification should be sought from Australia Post on the following matters:

1. Further information regarding the reasons for the proposed closure;
2. Whether options have been explored to retain an Australia Post presence within Westfield Innaloo;
3. Whether all existing services will continue to be available at alternative outlets; and
4. Outline the accessibility and transition arrangements that will be provided to affected customers.

As the Post Office is proposed to close on 23 October 2026, there was little time between the meeting where this Notice of Motion will be considered, and the intended closure date itself to allow the City's correspondence to be considered by the respective parties. As such, correspondence has already been sent from the Mayor, with letters from His Worship the Mayor dated 9 October 2026 seeking clarification on the matters above. This correspondence has been sent to the Honourable Katy Gallagher MP and the Honourable Anika Wells MP as well as the Chief Executive Officer and Managing Director of Australia Post, and is contained in Attachments 1, 2 and 3.

While Council correspondence may be unlikely to determine the outcome of Australia Post's decision-making process, advocacy may assist in ensuring community concerns are formally considered and that appropriate alternative arrangements are available should the closure proceed.

This Notice of Motion is consistent with Council's role in advocating for the interests of its community.

The City acknowledges Australia Post's advice that declining customer numbers and ongoing financial losses have contributed to the proposed closure, together with the availability of alternative postal outlets within the local area. However, community concerns relate not only to the availability of postal services but also to their accessibility, convenience and integration with other essential services.

The proposed closure would result in the loss of a centrally located postal service within one of Innaloo's key retail and community precincts, supporting older residents, people with disability, public transport users, local businesses and a growing residential population. Accordingly, it is appropriate for Council to seek clarification from Australia Post and communicate community concerns to both Australia Post and relevant Federal representatives to help ensure future service arrangements continue to meet the needs of the Innaloo community.

Financial Assessment and Implications

There are no direct financial implications for the City arising from this Notice of Motion.

Sustainable Stirling 2026-2036

Key Result Area: Our community

Objective: Connect communities with their local areas

Priority: Facilitate social connections and access to services locally

Strategic Risk

Strategic Risk	Risk Appetite
Community & Partnerships	If the City does not maintain effective two-way engagement, trusted partnerships and clear communication with its diverse community and stakeholders, then expectations are misunderstood and social licence erodes, leading to reduced trust in Council decisions, opposition to projects and weaker delivery of SCP/CBP goals.

Suggested Alternative Recommendation

That Council NOTES the advocacy to retain the existing Innaloo Post Office contained in Attachments 1, 2 and 3, specifically the requests that community accessibility and future service needs have been fully considered, and that exploration of options to retain or facilitate an accessible postal service presence within the Innaloo community are undertaken.

Relevant Documents and Information

Attachments

Attachment 1 - Letter to Senator Honourable Katy Gallagher MP ⇩

Attachment 2 - Letter to Honourable Anika Wells MP ⇩

Attachment 3 - Letter to the Managing Director of Australia Post ⇩

Available for viewing at meeting

Nil.

Linked Documents

Nil.

OFFICIAL

City of Stirling
25 Cedric Street
Stirling WA 6021
Telephone (08) 9205 8555
www.stirling.wa.gov.au/enquiries

Office of the Mayor

9 October 2026

Senator the Hon Katy Gallagher
Parliament House Office
PO Box 6100
Senate, Parliament House
Canberra ACT 2600

Via email: senator.katy.gallagher@aph.gov.au

Dear Senator Gallagher,

CLOSURE OF INNALOO POST OFFICE AND COMMUNITY CONCERNS

I write on behalf of the City of Stirling seeking your support opposing the proposed closure of the Australia Post outlet at Westfield Innaloo on 23 October 2026.

Council has considered community concerns regarding the proposed closure and its potential impact on residents, businesses and the wider community who rely on the service. While decisions regarding postal services remain a matter for Australia Post, the City believes there is value in ensuring that community accessibility and future service needs have been fully considered.

The existing outlet is located within the suburb of Innaloo in Western Australia and provides vital access to postal services alongside shopping, banking, health services and public transport. This accessibility is particularly important for older residents, people living with disability, nearby aged care and retirement village residents, and those who rely on public transport. Council also notes the significant future growth planned within the Stirling City Centre catchment.

While alternative Australia Post outlets remain available, community concerns extend beyond proximity and relate to the accessibility, convenience and integration of the current location within a major shopping centre. The City recognises that retaining the current outlet may not ultimately be feasible, particularly if commercial, leasing or licensing issues are involved. However, we believe there is merit in ensuring all reasonable options have been explored and that suitable alternative arrangements are available.

OFFICIAL

Accordingly, I respectfully seek your assistance in advocating to Australia Post for:

1. Greater clarity regarding the reasons for the proposed closure;
2. Consideration of the needs of older residents, people with disability and public transport users;
3. Consideration of future population growth within the Stirling City Centre; and
4. Exploration of options to retain or facilitate an accessible postal service presence within the Innaloo community.

Given the proposed closure date of 23 October 2026, Council would greatly appreciate any assistance you can provide in raising these matters with Australia Post on behalf of the local community.

Should you require any further information, please do not hesitate to contact Philip Osborne, Acting Manager City Future on (08) 9205 8043 or Philip.Osborne@stirling.wa.gov.au

Yours sincerely,



Mark Irwin AM
MAYOR

OFFICIAL

City of Stirling
25 Cedric Street
Stirling WA 6021
Telephone (08) 9205 8555
www.stirling.wa.gov.au/enquiries

Office of the Mayor

9 October 2026

Hon Anika Wells MP
Minister for Communications; Sport
Parliament House
House of Representatives
PO Box 6022
Canberra ACT 2600

Via email: Minister.Wells@mo.communications.gov.au

Dear Minister Wells,

CLOSURE OF INNALOO POST OFFICE AND COMMUNITY CONCERNS

I write on behalf of the City of Stirling seeking your support opposing the proposed closure of the Australia Post outlet at Westfield Innaloo on 23 October 2026.

Council has considered community concerns regarding the proposed closure and its potential impact on residents, businesses and the wider community who rely on the service. While decisions regarding postal services remain a matter for Australia Post, the City believes there is value in ensuring that community accessibility and future service needs have been fully considered.

The existing outlet is located within the suburb of Innaloo in Western Australia and provides vital access to postal services alongside shopping, banking, health services and public transport. This accessibility is particularly important for older residents, people living with disability, nearby aged care and retirement village residents, and those who rely on public transport. Council also notes the significant future growth planned within the Stirling City Centre catchment.

While alternative Australia Post outlets remain available, community concerns extend beyond proximity and relate to the accessibility, convenience and integration of the current location within a major shopping centre. The City recognises that retaining the current outlet may not ultimately be feasible, particularly if commercial, leasing or licensing issues are involved. However, we believe there is merit in ensuring all reasonable options have been explored and that suitable alternative arrangements are available.

OFFICIAL

Accordingly, I respectfully seek your assistance in advocating to Australia Post for:

1. Greater clarity regarding the reasons for the proposed closure;
2. Consideration of the needs of older residents, people with disability and public transport users;
3. Consideration of future population growth within the Stirling City Centre; and
4. Exploration of options to retain or facilitate an accessible postal service presence within the Innaloo community.

Given the proposed closure date of 23 October 2026, Council would greatly appreciate any assistance you can provide in raising these matters with Australia Post on behalf of the local community.

Should you require any further information, please do not hesitate to contact Philip Osborne, Acting Manager City Future on (08) 9205 8043 or Philip.Osborne@stirling.wa.gov.au

Yours sincerely,



Mark Irwin AM
MAYOR

OFFICIAL

City of Stirling | 25 Cedric Street | Stirling WA 6021 Telephone (08) 9205 8555 | Enquiries www.stirling.wa.gov.au/enquiries

Office of the Mayor

9 October 2026

Mr Paul Graham
Group Chief Executive Officer and Managing Director
Australia Post
GPO Box 1777
Melbourne Vic 3001

Via email: paul.graham@auspost.com.au

Dear Mr Graham,

CLOSURE OF INNALOO POST OFFICE AND COMMUNITY CONCERNS

I write on behalf of the City of Stirling regarding the proposed closure of the Australia Post outlet at Westfield Innaloo, in Western Australia on 23 October 2026.

Council acknowledges that decisions regarding postal services may be influenced by commercial, operational, leasing or licensing considerations, and that the closure may be associated with circumstances beyond Australia Post's direct control. The City is not seeking to oppose a decision that may be driven by legitimate commercial factors. Rather, we are seeking assurance that community accessibility, future growth and the needs of vulnerable residents have been appropriately considered.

The current outlet occupies a unique position within the suburb of Innaloo, providing access to postal services alongside strong public transport links, retail, banking, health and community services. This is particularly important for older residents, people living with disability, residents of nearby aged care and retirement accommodation, and those who rely on public transport. Council notes the proximity of two aged care facilities, which accommodate a significant number of older residents within walking distance of the shopping centre.

While alternative outlets remain available, community concerns relate not only to distance, but also to convenience, accessibility and the ability to access multiple services during a single visit. Council also notes the significant residential and employment growth planned within the Stirling City Centre and the importance of maintaining accessible community services as the area grows.

OFFICIAL

Accordingly, Council respectfully requests that Australia Post:

1. Provide further information regarding the reasons for the proposed closure;
2. Advise whether options have been explored to retain an Australia Post presence within Westfield Innaloo;
3. Confirm whether all existing services will continue to be available at alternative outlets; and
4. Outline the accessibility and transition arrangements that will be provided to affected customers.

Given the proposed closure date of 23 October 2026, Council would appreciate a response at your earliest convenience. We look forward to working constructively with Australia Post to ensure the needs of the Innaloo community are appropriately considered.

Should you require any further information, please do not hesitate to contact Philip Osborne, Acting Manager City Future on (08) 9205 8043 or Philip.Osborne@stirling.wa.gov.au

Yours sincerely,



Mark Irwin AM
MAYOR

14.5 PROPOSED NOTICE OF MOTION - COUNCILLOR DANIELA ION - ADVOCACY FOR SAFE DISPOSAL PATHWAYS FOR E-CIGARETTES/VAPES

Business Unit:	Waste and Fleet	Service: Waste Operations
Ward:	Not Applicable	Location: Not Applicable
Applicant:	Not Applicable	

Role

Advocacy - *Advocating to government or other organisations.*

Council Resolution

1026/011

Moved Councillor Ion, seconded Councillor Re

That the Chief Executive Officer / Mayor WRITES to:

- **Hon Meredith Hammat BA MIR MLA - WA Minister for Health;**
- **Dr Shirley Bowen - WA Department of Health Director General;**
- **Hon Mark Butler MP - Federal Minister for Health and Ageing; and**
- **Prof Tony Lawler - Deputy Secretary of the Health Products Regulation Group (HPRG) and Head of the Therapeutic Goods Administration (TGA)**

to raise the important issue of safe disposal options for e-cigarettes/vapes, both legal and illegal, and to encourage the escalation of a national product stewardship scheme and an amnesty collection program proposed by WALGA for the still predominantly illegal vapes which are in the community.

The motion was put and declared CARRIED (14/0).

For: Councillors Creado, Dudek, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud, Re, Thornton and Mayor Irwin.
Against: Nil.

Notice of Motion Recommendation

That the Chief Executive Officer / Mayor WRITES to:

- Hon Meredith Hammat BA MIR MLA - WA Minister for Health;
- Dr Shirley Bowen - WA Department of Health Director General;
- Hon Mark Butler MP - Federal Minister for Health and Ageing; and
- Prof Tony Lawler - Deputy Secretary of the Health Products Regulation Group (HPRG) and Head of the Therapeutic Goods Administration (TGA)

to raise the important issue of safe disposal options for e-cigarettes/vapes, both legal and illegal, and to encourage the escalation of a national product stewardship scheme and an amnesty collection program proposed by WALGA for the still predominantly illegal vapes which are in the community.

Background provided by Elected Member

"E-cigarettes, or vapes, continue to be a problematic waste item for Local Government. As there is not yet a vape disposal option for individuals, many vapes are found littered in the environment, or disposed of in public bins or kerbside waste and recycling bins."

Details

When a lithium-ion battery contained within a vape is damaged, punctured or crushed during collection, compaction or processing, it can ignite or explode, causing fires in bins, waste collection vehicles, transfer stations and material recovery facilities (MRFs). These incidents present significant safety risks to collection crews, facility operators and the community, while also damaging critical waste infrastructure and disrupting waste management services.

In February 2025, WALGA published the findings of an E-Cigarette Collection Study undertaken with funding from the Waste Authority and in partnership with the City of Stirling. The study examined the range of vape products currently available, opportunities for resource recovery and the prevalence of nicotine within these products.

The study found that e-cigarettes are highly recoverable, with more than 65% of their materials being recyclable and a further 34% recoverable through energy recovery or conversion into waste-derived fuel. Testing of a representative sample of 32 e-cigarettes found that all but one contained nicotine.

While the study demonstrates that e-cigarettes can be effectively recycled and recovered, a nationally coordinated product stewardship scheme is required to provide a clear, consistent and appropriately funded end-of-life management pathway for these products. Until such a scheme is established, interim State-funded collection and recovery options are needed to reduce the risks associated with vape disposal.

WALGA has advised that it is working with State and Federal Governments to progress an amnesty collection program for the significant number of illegal vapes currently in the community. However, these discussions remain at an early stage.

Given the increasing incidence of battery-related fires across the waste sector, there is a strong case for expediting the development and implementation of a vape amnesty and collection program to reduce risks to workers, infrastructure and essential waste services.

Accordingly, the Notice of Motion is supported. Subject to Council endorsement, officers can prepare the necessary correspondence for the consideration of the Mayor and CEO.

Financial Assessment and Implications

Nil.

Sustainable Stirling 2026-2036

Key Result Area: Our natural environment

Objective: Support a low-waste, circular economy that protects our environment from the impacts of waste

Priority: Improve resource recovery for all waste streams across the City

Strategic Risk

Strategic Risk	Risk Appetite
Asset Stewardship & Financial Sustainability	If asset lifecycle, prioritisation and long-term funding are not aligned to service objectives and future delivery commitments, reliability and affordability will deteriorate, compromising service outcomes and financial sustainability.

Relevant Documents and Information

Attachments

Nil.

Available for viewing at the meeting

Nil.

Linked Documents

https://walga.asn.au/awcontent/Web/Documents/Waste/WALGA-E-cigarette-Collection-Study-Report.pdf

https://www.health.wa.gov.au/Articles/A_E/Electronic-cigarettes-in-Western-Australia

https://www.healthywa.wa.gov.au/articles/u_z/vaping

https://www.tga.gov.au/products/unapproved-therapeutic-goods/therapeutic-vaping-goods/vaping-hub

https://www.tga.gov.au/about-us/leadership-and-business-divisions#vaping-implementation-and-enforcement-branch

15. NOTICES OF MOTION FOR CONSIDERATION AT THE NEXT MEETING

15.1 PROPOSED NOTICE OF MOTION - COUNCILLOR SUZANNE MIGDALE - PUBLIC ART CONTRIBUTIONS

That a report be PRESENTED to a future meeting of the Planning and Development Committee investigating options for the City to establish a mechanism that would enable developers, where appropriate, to make a financial contribution toward public art in lieu of providing public art directly as part of a development, with contributions to be used by the City to deliver coordinated and meaningful public art outcomes.

Reason for Motion

"Public art makes an important contribution to the identity, amenity and character of the City. Feedback through the development assessment process has identified that delivering public art individually on development sites may not always achieve the best outcome. Providing an option for public art contributions to be pooled and strategically directed by the City could support larger, better coordinated and more meaningful public art projects that provide broader community benefit.

A report would enable Council to understand the available options, including relevant planning, governance and administrative considerations, with consideration given to the timing of LPS4 and the City's broader planning policy review schedule, before determining whether and how such an approach should be progressed."

15.2 PROPOSED NOTICE OF MOTION - COUNCILLOR SUZANNE MIGDALE - AUSTRALIAN FLAG DISPLAY AT CITY FACILITIES

That the City considers providing Australian flags, and the required flag-mounting infrastructure, to all City of Stirling community centres and sporting facilities.

This consideration should include:

- **Australian National Flag protocols.**
- **An audit of all City of Stirling community centres and sporting facilities to identify which sites currently display the Australian National Flag and any existing infrastructure available.**
- **A cost estimate to purchase flags and install or upgrade the infrastructure required to enable the Australian National Flag to be flown, or shown, at each identified facility.**
- **Outline any ongoing operational, maintenance and replacement costs associated with implementing and maintaining the program.**
- **Identify any practical, safety, site-specific or policy considerations relevant to implementation.**

Subject to consideration of the report and Council funding approval through the 2026/27 Mid-Year Budget Review Process, adopt a policy position that the Australian National Flag be displayed at all suitable City-owned community centres and sporting facilities.

Reason for Motion

The Australian flag should be proudly displayed at every City sporting and community centre as a meaningful symbol of the shared values that bring our community together and unite us all. These places welcome people of every age, background, and ability. They are where children learn teamwork, families recreate, volunteers give their time and neighbours build lasting connections. Flying our National flag reminds us that we belong. It is an enduring expression of pride in Australia and gratitude for the country we are fortunate to call home.

15.3 PROPOSED NOTICE OF MOTION - COUNCILLOR LISA THORNTON - LOCAL PLANNING POLICY FOR TREE RETENTION ON PRIVATE LAND

1. That Council REQUESTS the Chief Executive Officer to prepare a draft Local Planning Policy for Tree Retention on Private Land, informed by the Western Australian Local Government Association's revised August 2026 Model Local Planning Policy for Tree Retention, with the objective of protecting and retaining significant trees on privately owned land throughout the City of Stirling.
2. That, in preparing the draft policy, Council CONSIDERS:
   a. Existing tree retention policies adopted by other Western Australian local governments, including the Town of Claremont, City of South Perth and Town of Bassendean;
   b. Relevant State Administrative Tribunal decisions and the applicable Western Australian planning framework;
   c. Appropriate provisions relating to regulated trees, exemptions, assessment criteria, qualified arboricultural advice and implementation requirements; and
   d. Alignment with the City's urban forest, biodiversity, environmental sustainability and urban heat mitigation objectives.
3. That Council REQUESTS the Chief Executive Officer to develop a proposed community engagement approach, including a public survey to gauge community views on the protection of significant trees on private land and the proposed Local Planning Policy, with the outcomes of the engagement to inform the policy's development and refinement.
4. That a report be PRESENTED to Council, by February 2027, which includes:
   a. The draft Local Planning Policy for Tree Retention on Private Land;
   b. The proposed community engagement approach;
   c. Implementation considerations and any associated resource implications; and
   d. A recommendation on whether the draft policy should be approved for formal public advertising and consultation in accordance with the applicable statutory requirements.

Reason for Motion

“Planting trees is important, but protecting the mature trees we already have is equally essential. Stirling cannot achieve our urban canopy objectives through planting alone while continuing to lose established trees.

We're not reinventing the wheel. WALGA has already developed a model policy, obtained legal advice and refined it following recent SAT decisions.

Other councils are already doing this. 12 metropolitan councils have adopted tree retention LPPs, including Claremont in August 2026. Three more councils are voting on it soon.

There is legal precedent. Recent SAT decisions have supported the ability of local governments to regulate the removal of significant trees through planning controls. Zorzi v Town of Cambridge [2025] WASAT 77 & Town of Bassendean v Nee [2026] WASAT 66
This is a sensible first step.

The motion simply asks the City to prepare a draft policy for Council to consider. It doesn't adopt a policy tonight.
Stirling should be leading on urban canopy protection. As one of Perth's largest local governments, it has an opportunity to make a substantial difference.”

16. QUESTIONS BY MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN

16.1 QUESTIONS ON NOTICE - COUNCILLOR TONY KRSTICEVIC - MOTOR VEHICLE PRIVACY AND INFORMATION SHARING

Councillor Tony Krsticevic submitted the following questions prior to the Council meeting held 20 October 2026:

Q1. *"How are we dealing with the possibility that data generated here doesn't stay here and some vehicle manufacturers answer to foreign laws that can compel access to both data, voice recordings and video footage?"*

A1. Vehicle manufacturers operating in Australia and collecting personal information from Australian customers are subject to the Privacy Act 1988 and the Australian Privacy Principles (APPs). Under APP 8, before an Australian entity discloses personal information overseas, it must take reasonable steps to ensure the overseas recipient handles the information consistently with the APPs. The Australian entity remains accountable for mishandling by the overseas recipient.

Under the Act, the overseas recipient may be required to disclose personal information under a foreign law; and such disclosure may not breach the APPs. This is not just limited to vehicle data, this applies to all data.

We have had no advice that a foreign entity has requested access to City data, only advice that it is possible. Should there be advice that this has happened or is happening, the City will act according to advice given by the Australian Signals Directorate (ASD).

Q2. *"Are we aware which connected vehicles have been flagged as a privacy risk and what are we doing to mitigate the risk?"*

A2. All connected vehicles and electronic devices have some level of risk. The city reviews security of all systems connecting to our network and requires sensitive data to be stored in Australia to mitigate this type of risk.

The City is aware that vulnerabilities have been reported across several connected-vehicle brands. Most reported issues were subsequently addressed by manufacturers, and no make or model is considered completely risk-free.

We have reviewed our vehicle transfer and disposal process, and the City wipes data from vehicles before sale or transfer to mitigate any data leak resulting from vehicle transfer.

Q3. *"What are we doing about the risks identified by ASIO on the use of internet-connected cars?"*

A3. It was reported that ASIO's Deputy Director-General recently advised politicians and public servants not to have sensitive or classified conversations in cars. There have been no advisories apart from what was reported.

Q4. *"What are our protocols around the fact that microphones and cameras on some connected cars make them an ideal surveillance device?"*

A4. Australian cyber-security guidance recognises that connected vehicles can present privacy and information-security risks if data is collected, transmitted, accessed or retained inappropriately.

We will continue to monitor for any reports and act according to advice.

Q5. *"Which make and model of vehicles should we be purchasing to reduce the risk of our data being stolen?"*

A5. Any connected vehicle could potentially be vulnerable regardless of make and country of origin if it has a security vulnerability. All major auto manufacturers currently offshore data and are subject to the Privacy Act 1988.

The city receives threat feeds from the Australian Signals Directorate and will act on advice where there is a known vulnerability with a vehicle.

Context

Councillor Tony Krsticevic has submitted several questions regarding cybersecurity and privacy concerns associated with connected vehicles.

Connected vehicles include electric, hybrid and internal combustion engine vehicles that incorporate technologies such as inbuilt SIM cards, internet connectivity, smartphone applications, Bluetooth pairing, cloud-based services, cameras, microphones, telematics, infotainment systems and over-the-air software updates.

The primary concern identified by Australian cybersecurity agencies is that connected vehicles may collect, store and transmit data through these technologies. Guidance issued by the Australian Signals Directorate (ASD) and the Australian Cyber Security Centre (ACSC) recognises that connected vehicles can present privacy and cybersecurity risks and provides practical measures to reduce those risks. ASIO has also publicly advised politicians and public servants not to discuss sensitive or classified information within vehicles.

Relevant Documents and Information

Attachments

Nil.

Available for viewing at the meeting

Nil.

Linked Documents

Nil.

17. NEW BUSINESS OF AN URGENT NATURE

Nil.

18. MATTERS BEHIND CLOSED DOORS

Council Resolution

1026/012

Moved Councillor Perkov, seconded Councillor Migdale

1. That in accordance with the *Local Government Act 1995*, the meeting is to BE CLOSED TO THE PUBLIC to ensure confidentiality for the following matter as the information contained in the report (and subsequent discussion) details information or may discuss information so prescribed:

a. Item 18.1 – BEHAVIOURAL BREACH as it deals with a matter under Section 5.23(4)(g) of the Local Government Act 1995 and regulation 4A(b) - a complaint that alleges a behavioural breach under the local government's adopted code of conduct (as defined in section 8A.2(1)) and any information relating to the complaint.

2. That following discussion and decision being made on the item detailed in Part 1 above, the meeting will BE OPENED TO THE PUBLIC.

The motion was put and declared CARRIED (14/0).

For: Councillors Creado, Dudek, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud, Re, Thornton and Mayor Irwin.
Against: Nil.

At 9.17pm the meeting was closed to the public and all employees who were not required left the meeting prior to consideration of Item 18.1.

Councillor Elizabeth Re retired from the meeting at 9.18pm prior to consideration of Item 18.1.

Councillor Lisa Thornton left the meeting at 9.25pm prior to consideration of Item 18.1.

18.1 BEHAVIOURAL BREACH COMPLAINT

Confidentiality

This report is **CONFIDENTIAL** in accordance with Section 5.23(4)(g) of the *Local Government Act 1995*, which permits the meeting to be closed to the public for business relating to the following:-

Admin Reg 4A(b) — *a complaint that alleges a behavioural breach under the local government's adopted code of conduct (as defined in section 8A.2(1)) and any information relating to the complaint.*

Council Resolution

1026/013

Moved Councillor Migdale, seconded Councillor Paparde

That clauses 4.1, 7.4 and 7.8 of the City's Meeting Procedures Local Law 2021 be SUSPENDED to enable the Elected Member to be heard.

The motion was put and declared CARRIED (13/0).

For: Councillors Creado, Dudek, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud, Thornton and Mayor Irwin.
Against: Nil.

At 9.20pm clauses 4.1, 7.4 and 7.8 of the City's Meeting Procedures Local Law were suspended.

At 9.31pm in accordance with Clause 5.2(14) of the City of Stirling's Meeting Procedures Local Law 2021, Mayor Mark Irwin ruled to extend the meeting for 10 minutes.

Council Resolution

1026/014

Moved Councillor Migdale, seconded Councillor Paparde

That clauses 4.1, 7.4 and 7.8 of the City's *Meeting Procedures Local Law 2021* be REINSTATED.

The motion was put and declared CARRIED (12/0).

For: Councillors Creado, Dudek, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud and Mayor Irwin.
Against: Nil.

At 9.31pm clauses 4.1, 7.4 and 7.8 of the City's Meeting Procedures Local Law were reinstated.

Council Resolution

1026/015

Moved Councillor Migdale, seconded Councillor Dudek

That Council DOES NOT MAKE a finding that an alleged breach has occurred by the Elected Member and subject of the complaint detailed in the report for the following reason:

- **Based on the evidence provided and in view of the general principles as stated in Division 2 of the City's Code of Conduct for Council Members, Committee Members and Candidates, Council does not form the view the alleged behaviour constitutes a breach of clause 8 of the City's Code of Conduct for Council Members, Committee Members and Candidates.**

The motion was put and declared CARRIED (12/0).

For: Councillors Creado, Dudek, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud and Mayor Irwin.
Against: Nil.

Council Resolution

1026/016

Moved Councillor Migdale, seconded Councillor Krsticevic

That the Meeting be REOPENED to the public.

The motion was put and declared CARRIED (12/0).

For: Councillors Creado, Dudek, Giudici, Hatton, Ion, Krsticevic, Migdale, Olow, Paparde, Perkov, Proud and Mayor Irwin.
Against: Nil.

At 9.39pm the meeting was reopened to the public.

Councillor Lisa Thornton returned to the meeting at 9.39pm after consideration of Item 18.1.

The Presiding Member read the motion that was passed behind closed doors.

19. CLOSURE

The Presiding Member declared the meeting closed at 9.40pm.

These minutes were confirmed as a true and correct record of proceedings on:

Date: .....

SIGNED:

.....

Presiding Member Signature

.....

Presiding Member Name (*please print*)