Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 9 September 2026; 9:30am
Meeting Number: MIDAP/152
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MIDAP/152 - 9 September 2026 - City of Stirling - City of Subiaco

PART A – INTRODUCTION

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

PART B – CITY OF STIRLING

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lot 1127, House Number 1, Windemere Crescent, Nollamara - Child Care Premises – DAP/26/03113
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – CITY OF SUBIACO

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1a Lot 26. (No. 315) Hay Street, Subiaco - Change of Use from a Restaurant to a Bulky Goods Showroom and Two Offices with Additions and Alterations – DAP/26/03079
   - 3.1b Lot 26. (No. 315) Hay Street, Subiaco - Change of Use from a Restaurant to a Bulky Goods Showroom and Two Offices with Additions and Alterations – DAP/26/03079
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

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

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

DAP Members
Karen Hyde (Presiding Member)
Francesca Lefante (Deputy Presiding Member)
Peter Lee
Cr Suzanne Migdale (Part B – City of Stirling)
Cr Rob Paparde (Part B – City of Stirling)
Cr Penny O'Connor (Part C – City of Subiaco)
Cr Rosemarie de Vries (Part C – City of Subiaco)

DAP Secretariat
Kristen Gray
Ashlee Kelly

PART A – INTRODUCTION

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

PART B – CITY OF STIRLING

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lot 1127, House Number 1, Windemere Crescent, Nollamara - Child Care Premises – DAP/26/03113

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Part B – Item 3.1
LOT 1127, HOUSE NUMBER 1 WINDEMERE CRESCENT NOLLAMARA

RESPONSIBLE AUTHORITY REPORT – FORM 1	
DAP Name:	Metro Inner DAP
DAP File No:	DAP/26/03113
LG Reference:	DA26/0538
Proposed Development:	Child Care Premises
Value of Development:	$2.5 million
Owner:	Coastal Horizon Developments Pty Ltd
Applicant:	CTF Town Planning & Development
Local Government Area:	City of Stirling
Responsible Authority:	City of Stirling
Authorising Officer:	Amanda Sheers, Director Planning and Development
Application Acceptance Date:	15 May 2026

LOCATION PLAN



Figure 1 Location Plan and Surrounding Context

Publication Date: 2 July 2026

RESPONSIBLE AUTHORITY RECOMMENDATION

That the Metro Inner DAP resolves to **APPROVE** DAP Application reference DAP/26/03113 for the proposed Child Care Premises at Lot 1127, House Number 1 Windemere Crescent, Nollamara, in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015, and the provisions of the City of Stirling Local Planning Scheme No. 3, subject to the following conditions:

1. The development is to be undertaken in accordance with the approved plans and documents attached to this approval, as listed below, except where amended by subsequent conditions:

Plan/ Document Name	Reference	Date
3D Perspectives	02	7 July 2026
3D Perspectives	03	7 July 2026
Existing Site Survey	04	7 July 2026
Site Plan	05	7 July 2026
Context Plan	06	7 July 2026
Overlay	07	7 July 2026
Ground Floor	08	7 July 2026
Elevations	09	7 July 2026
Elevations	10	7 July 2026
Roof Plan	11	7 July 2026
Sections & Solar Study	12	7 July 2026
Breeze Path Plan	13	7 July 2026

2. This decision constitutes planning approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

3. Prior to lodgement of the Building Permit application, a detailed fencing plan shall be submitted to, and approved by, the City incorporating a 1.8m high masonry/modular fence abutting all outdoor play areas to minimise noise and vibration. Prior to occupation of the development, the approved fencing plan shall be implemented, and thereafter maintained by the landowner for the life of the development, to the satisfaction of the City of Stirling.

<u>Landscaping</u>

4. Prior to lodgement of the Building Permit application, an amended Landscaping Plan shall be submitted to, and approved by, the City of Stirling incorporating the following modifications:

    i) Deep soil areas, contained within underground soil cells, for the 10 *Corymbia ficifolia* trees within the car parking area, of an appropriate volume (as certified by the soil cell manufacturer or suitable qualified person) to accommodate the nominated species throughout their expected lifespan; and

ii) One large tree shall be planted on-site with a minimum deep soil area of 36m^2.

5. Prior to occupation of the development, all landscaped areas shall be planted, reticulated and mulched in accordance with the amended Landscaping Plan and thereafter maintained by the landowner, to the satisfaction of the City of Stirling.

6. The three (3) existing on-site trees to be retained shall be protected during the demolition and construction phases of the development, to the satisfaction of the City of Stirling. The trees shall thereafter be maintained by the landowner for the life of the development, to the satisfaction of the City.

7. Planting of one (1) new street tree at the landowner's expense will be scheduled to occur in the next available planting season after the completion of the development. The landowner shall pay the cost of planting of the new street tree prior to commencement of development as determined by the City in the City's Local Planning Policy 6.11 - Trees and Development (refer associated advice note).

Parking and Access

8. Prior to occupation of the development;
   a) The redundant crossover shall be removed and the verge, footpath and kerb reinstated at the landowner's cost; and
   b) The new crossover shown on the approved plans shall be constructed and thereafter maintained by the landowner for the life of the development to the satisfaction of the City of Stirling.

9. Prior to occupation of the development, all parking bays, manoeuvring and circulation areas shall be sealed/paved and drained in accordance with *Australian Standard 2890.1:2004 - Off-street car parking*. The accessible parking bay shown on the approved plans shall comply with *Australian Standard 2890.6:2022 - Off-street Parking for People with Disabilities*. The parking bays and manoeuvring areas shall thereafter be maintained by the landowner for the life of the development, to the satisfaction of the City of Stirling.

10. Prior to occupation of the development, a minimum of four (4) bicycle parking spaces shall be provided on-site in accordance with *Australian Standard 2890.3:2015 - Bicycle Parking*, and thereafter maintained by the landowner for the life of the development, to the satisfaction of the City of Stirling.

11. Prior to occupation of the development, pedestrian pathways providing wheelchair accessibility from all entries to buildings to public footpath and car parking areas shall comply with *Australian Standard 1428.1:2021 - Design for access and mobility, Part 1: General requirements for access – New building work,* to the satisfaction of the City of Stirling.

12. Prior to occupation of the development, the landowner shall liaise with the City to implement appropriate line marking and signage for the embayed area (as shown on the approved plans) abutting the northern side of the site fronting

Windemere Crescent, at the landowner's cost, to the satisfaction of the City of Stirling.

Acoustics and Operational Management

13. Prior to lodgement of the Building Permit application, the landowner shall provide written confirmation from a qualified acoustic consultant that the noise amelioration measures contained in Section 6 of the "State Planning Policy 5.4 Noise Management Plan" (prepared by Herring Storer Acoustics, received 6 April 2026, Rev. 2) have been incorporated into the working drawings of the Building Permit application, to the satisfaction of the City of Stirling, specifically:
    a) Activity Room 1: All Windows – Upgrade to 6mm Glass (Minimum Rw+Ctr 27 dB)
    b) Cot Room: All Windows – Upgrade to 6mm Glass (Minimum Rw+Ctr 27 dB)
    c) All Other Windows: Standard Construction
    d) West Facing Walls: Minimum Construction Rw+Ctr 45 dB

    Prior to occupation of the development, the noise amelioration measures shall be implemented and thereafter maintained by the landowner, to the satisfaction of the City of Stirling.

14. Prior to lodgement of the Building Permit application, an amended Environmental Acoustic Assessment shall be submitted to, and approved by, the City of Stirling incorporating the following modifications:
    a) An updated acoustic assessment, based on selected mechanical plant technical details; and
    b) Measures to address noise from the assumed mechanical plant location within the staff/drying court area.

15. Prior to commencement of use, the amended Environmental Acoustic Assessment shall be implemented (including a restriction on using car bay 20 to parking vehicles after 7pm on weekdays) and thereafter complied with by the landowner for the life of the development, to the satisfaction of the City of Stirling.

15. Prior to commencement of use, the landowner shall provide consent to a Notification, pursuant to Section 70A of the *Transfer of Land Act 1893*, being placed on the certificate of title of Lot 1127 (No. 1) Windemere Crescent Nollamara stating:

    "This lot is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected by transport noise. Additional planning and building requirements may apply to development on this land to achieve an acceptable level of noise reduction."

16. The operational details outlined in the Development Application Report (prepared by CF Town Planning & Development, received 22 July 2026, Rev. 2) forms part of this approval, and shall be implemented upon commencement of use, and thereafter operated accordingly for the life of the development, to the satisfaction of the City of Stirling, specifically:

a) The Child Care Premises shall be limited to a maximum of 72 children and 11 staff on-site at any one time;
b) The Child Care Premises shall be limited to operate between 6.30am and 7pm, Monday to Friday (no operation shall occur on Saturdays, Sundays or Public Holidays); and
c) Customer arrival and departure shall occur between 7am to 6.30pm Monday to Friday.

Waste Management and Stormwater

17. Prior to commencement of use, the approved Waste Management Plan (prepared by CF Town Planning & Development and received 6 April 2026, Rev. 1) shall be implemented and thereafter complied with by the landowner for the life of the development, to the satisfaction of the City of Stirling.

18. Stormwater from all roofed and paved areas shall be collected and contained on-site. Stormwater shall not affect or be allowed to flow onto or into any other property or road reserve. There shall be no connection to the City's drainage infrastructure without separate written consent from the City of Stirling.

General

19. Prior to commencement of development, a Construction Management Plan (CMP) shall be submitted to the City of Stirling for its approval. The CMP shall address dust, noise, waste management, parking, storage of materials, traffic, site safety/security, staging of the development and any other relevant matters to the satisfaction of the City. The CMP as approved by the City shall be complied with for the duration of implementation of the development.

20. Where located along a public street frontage, air conditioning units, ducts and other services shall be screened from view to the satisfaction of the City of Stirling.

Colours and Materials

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

22. Prior to occupation of the development, the external finish of the boundary wall/s shall be to the same standard as the rest of the development, to the satisfaction of the City.

Public Art

23. Prior to occupation of the development, a public art proposal for the subject development to the value of 1% of the construction value shall be submitted to, and approved by, the City of Stirling. Prior to commencement of use, the approved public art shall be completed and installed, and thereafter maintained by the landowner for the life of the development, to the satisfaction of the City of Stirling.

Advice Notes

General

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

2. If an applicant is aggrieved by this determination, there is a right of review under Part 14 of the *Planning and Development Act 2005*. Any appeal must be lodged within 28 days of the date of the determination with the State Administrative Tribunal.

3. This is a Development Approval under the City of Stirling Local Planning Scheme No.3 and related policies. It is not a Building Permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents and licences required under any other law, and to commence and carry out development in accordance with all relevant laws.

4. This approval is not an authority to ignore any constraint to development of the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the Applicant to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether it has been drawn to the attention of the City of Stirling or the Development Assessment Panel.

5. The applicant is responsible for ensuring all lot boundaries as shown on the approved plans are correct.

6. Development shall comply in all respects with the attached approved plans and any requisite amended plans required by a condition of this approval which have been stamped accordingly.

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

Landscaping

8. In relation to Condition 7, the current cost for the planting of one new verge tree is $715.00 (excluding GST) in accordance with the City of Stirling's current adopted Fees and Charges. This cost accounts for 2 years of watering and provision that the City will replace the tree should it be damaged or die during that period. This cost could change depending on the adopted Fees and Charges at time of payment. The verge tree species will be selected by the City.

Parking and Access

9. The proposed crossover is subject to separate approval from the City of Stirling Verge Control Business Unit. A "Crossover Installation Application" shall be submitted to, and approved by the City, prior to commencement of the crossover installation.

Public Art

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

    Based upon the estimated cost of development specified on the development application forms, the 1.0% public art contribution will equate to $25,000.

Miscellaneous

11. The condition in relation to the Section 70A is not imposing an obligation on the Local Government. If the Local Government chooses to lodge a Notification under Section 70A, the proponent's obligation is to give their consent to the Local Government's application and nothing more.

12. External lighting shall be positioned so as not to unduly affect the amenity of the locality in accordance with *Australian Standard 4282:2023 - Control of the obtrusive effects of outdoor lighting*, to the satisfaction of the City of Stirling.

13. The location, installation and operation of all fixed plant and equipment shall ensure that noise emissions will comply with the assigned levels of the *Environmental Protection (Noise) Regulations 1997*.

14. With respect to food premises and handing practices;
    a) Compliance in all respects with the *Food Act 2008*, Australian Standard AS4674:2004 - Design, construction and fit-out of food premises, and the Food Standards Codes is required, including completion and submission of the City of Stirling Food Premises Notification Form prior to commencement of use.
    b) The development shall operate in compliance with Standard 3.3.1 – Food Safety Programs for Food Service to Vulnerable Persons.
    c) The premises operator shall submit a Food Premises Notification-Registration form.
    d) Prior to the commencement of the use, details of the proposed kitchen fit out are to be submitted to and approved in writing by the City's Environmental Health Team. The following details will be required to support the application:
        i) Two copies of scaled floor plans showing the position of all fixtures and equipment (scale 1:50);
        ii) Two copies of scaled sectional elevation plans showing the position of all fixtures and equipment;
        iii) Finishes of every wall, floor and ceiling;
        iv) Indication of hot and cold water supply and waste water services;
        v) Location of all sinks including hand washbasin; and

vi) Details of ventilation and exhaust system servicing the kitchen area.

e) The landowner shall contact the City of Stirling Environmental Health team to arrange a final inspection, prior to commencement of commercial food operations.

16. The landowner is advised of underground Water Corporation assets located within the south-east corner of the subject site. Any works undertaken in proximity to Water Corporation Assets will require prior approval via an Asset Protection Risk Assessment (APRA). Guidance on prescribed proximities and relevant legislation are available in our guidelines.

    Building Approval Application
    Prior to construction the land owner is required to submit a commercial building application by using our online portal BuilderNet. Attachments required for approval will include:

    - Final construction site & architectural floor plans
    - Hydraulics for both water & wastewater
    - Trade Waste Application form with Supplement forms (Food Preparation)

PROPOSAL:

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

- Construction of a 507m^2 single-storey Child Care Premises accommodating 72 children and 11 staff.
- Proposed operating hours of 6:30am to 7pm weekdays only (no weekends or public holidays), with customer drop-off and pick-up times limited to between 6.30am and 6:30pm.
- Vehicle access and egress proposed via a 6m wide crossover from Windemere Crescent.
- A total of 20 car parking bays on-site, including one ACROD parking bay and a reversing/manoeuvring bay.
- A total of 380m² of landscaping, comprising natural turf, garden beds and deep soil areas. Three existing mature trees are to be retained as well as the planting of 15 new trees on-site. In addition, one new verge tree is proposed within the abutting road reserve.

SUBJECT SITE AND SURROUNDS:

The subject site is located at Lot 1127 (House Number 1) Windemere Crescent, Nollamara and is situated on the south-east corner of the Windemere Crescent and Flinders Street intersection. As Flinders Street is a District Distributor 'A' Road, vehicle access is proposed from Windemere Crescent.

The site is approximately 1,664m² in size and historically contained a single dwelling. However, this was removed circa 2016 and the site has since remained vacant. Three mature trees exist in the north-west corner of the site and portions of an existing masonry fence along the northern and western street boundaries remain.

To the west of the subject site, on the opposite side of Flinders Street, is Our Lady of Lourdes Catholic Primary School, which includes the Our Lady of Lourdes Catholic Church. Approximately 50m south-west of the subject site is an existing Child Care Premises (Read 2 Grow Early Learning Child Care), which is located on the north-west corner of the Flinders Street/Morley Drive intersection.

The subject site is an irregular "wedge-shaped" lot, with its longest boundaries abutting existing single and two-storey grouped dwellings, zoned 'Residential' R40 to its respective eastern and southern boundaries. Natural ground level is approximately 65.94m AHD at the Windemere Crescent frontage, and approximately 64.90m AHD towards the southern (rear) boundary, representing an approximate fall of 1m across the site.

PLANNING ASSESSMENT:

PLANNING FRAMEWORK	
Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Stirling Local Planning Scheme No. 3
Local Planning Scheme - Zone	Residential R40
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Lot Size	1,664m^2
Existing Land Use	Nil – vacant site
Heritage Status	☒ N/A ☐ State Register of Heritage Places ☐ Local Heritage List ☐ Local Heritage Area
Bushfire Prone Area	No

Legislation and Policy:

The following instruments are relevant to the proposed development.

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Development Assessment Panels) Regulations 2011*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- Metropolitan Region Scheme
- City of Stirling Local Planning Scheme No. 3
- Draft City of Stirling Draft Local Planning Scheme No. 4

State Planning Policies

- State Planning Policy 5.4 – Road and Rail Noise
- State Planning Policy 7.0 – Design of the Built Environment

Planning Codes

- Residential Design Codes Volume 1 – Part C *[refer Clause 5.3.1 of Local Planning Scheme No. 3]*

Local Planning Policies

- Local Planning Policy 6.1 – Advertising Signs
- Local Planning Policy 6.3 – Bin Storage Areas
- Local Planning Policy 6.4 – Child Care Premises
- Local Planning Policy 6.7 – Parking and Access
- Local Planning Policy 6.6 – Trees and Landscaping – Non-Residential
- Local Planning Policy 6.12 – Public Art on Private Land
- Local Planning Policy 6.18 – Public Consultation

Other

- City of Stirling Local Planning Strategy
- Australian Standard 1428.1:2021 - Design for access and mobility, Part 1: General requirements for access - New building work
- Australian Standard 2890.1:2004 - Off-street car parking
- Australian Standard 2890.3:2015 - Bicycle parking
- Australian Standard 2890.5:2020 - On-street parking
- Australian Standard 2890.6:2022 - Off-street Parking for People with Disabilities
- Australian Standard 4282:2023 - Control of the obtrusive effects of outdoor lighting

PLANNING ASSESSMENT:

The proposal has been assessed against the relevant provisions of the instruments listed in the preceding section of this RAR. The following matters have been identified as key considerations in the assessment of this application:

1. Proposed Land Use
2. Primary Planning Controls
3. Local Planning Policy 6.4 - Child Care Premises
4. Local Planning Policy 6.6 - Trees and Landscaping – Non-Residential
5. Car Parking, Traffic and Access
6. Waste Management
7. Public Art and Signage

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

1. Proposed Land Use

Local Planning Scheme No. 3 Clause 4.3 - Land Use Permissibility		
Land Use	**Use Class**	
Child Care Premises	A	'A' means that the use is not permitted unless the Council has exercised its discretion by granting planning approval after giving special notice in accordance with Clause 9.4 [public advertising]

With respect to the above, public consultation was undertaken in accordance with the requirements set out in the *Planning and Development (Local Planning Schemes)*

Regulations 2015 and the City's Local Planning Policy 6.18 - Public Consultation (LPP 6.18), as detailed in the relevant later section of this RAR.

In considering the appropriateness of the proposed land use, the development has been considered against the objectives of the Residential Zone, as per the City's Local Planning Scheme No. 3 (LPS3). This assessment is tabled below:

Residential Zone Objectives	
Objective	**Officer Comment**
a) "*To provide for residential development at a range of densities with a variety of housing type and size* [sic]*, to meet the current and future needs of the community."*	***Consistent with Objective*** Whilst the proposed 'Child Care Premise' is a commercial use, it is capable of approval within the Residential zone. Furthermore, it is considered that the use provides a service for the current and future needs of the community.
b) "*To provide for a range of non-residential uses, which are compatible with and complementary to residential development."*	***Consistent with Objective*** The proposed Child Care Premises is considered complementary to the surrounding locality on the basis that its built form is single-storey in nature, it is adequately setback to the street, has sufficient separation to adjoining residence and provides suitable landscaping with a clearly defined building entrance.

As such, the City concludes that the proposed development satisfies the Local Planning Scheme No 3 Residential Zone Objectives and is therefore considered acceptable.

City of Stirling Draft Local Planning Scheme No. 4

Draft Local Planning Scheme No. 4 (Draft LPS4) was advertised between 18 October 2024 and 24 January 2025 and was endorsed by Council at its 10 June 2025 Ordinary Council Meeting.

Council endorsed Draft LPS4 and has been forwarded to the WAPC for consideration. On 27 May 2026, the Western Australian Planning Commission's Statutory Planning Committee considered Draft LPS4, and it is currently before the Honourable Minister for Planning for final consideration.

Pursuant to Schedule 2, Clause 67(2)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (LPS Regulations), due regard shall be given to a proposed local planning scheme.

Under Draft LPS4, the subject site is proposed to retain its Residential (R40) zoning and 'A' use permissibility. Accordingly, the proposal is considered consistent with the expected future planning framework and is therefore acceptable in this regard.

2. Primary Planning Controls

The specific built form controls of State Planning Policy 7.3 (SPP 7.3) apply to the development. A summary of the proposed development in relation to the primary built form controls are provided below.

Element	Provisions	Proposed
Building Height	Permitted building height of 8m.	***Complies*** Proposed building height of 5.8m
Street Setbacks	Primary Street Setback – 4m from the identified future road widening.	***Complies*** Proposed minimum street setback of 4.9m
Side and Rear Setbacks	Minimum 1.5m setback to side and rear boundaries.	<u>Eastern Boundary</u> Proposed minimum setback of 1.2m to lot boundary – ***Discretion sought*** <u>Southern Boundary</u> Proposed minimum setback of 3.2m - ***Complies*** <u>Boundary wall</u> Proposed minimum setback of nil for a length 9.8m (Boundary length 56.9m/3*2 = 37.93m) - ***Complies***
Preferred Child Care Premises Location	• On a private or public-school site; • Within 100m of a Centre identified in the Local Planning Strategy; or • Fronting a Corridor Class 1, Class 2 and Class 3 road as identified in the Local Planning Strategy.	***Complies*** • The Child Care Premises fronts a Corridor Class 2 road as identified by the City's adopted Local Planning Strategy
Landscaping and Trees	• 10% Deep Soil Area. • 1.5m landscaping buffer to adjoining properties.	• 22.8% (308m²) Deep Soil Area provided - ***Complies*** • Nil to 1.1m landscaping strip to the east boundary and a nil to 1.3m wide landscaping strip to the southern lot boundary – ***Discretion sought***

Element	Provisions	Proposed
Parking	• 21 car parking bays.	***Discretion sought*** • 20 car bays proposed in lieu of 21-bay deemed-to-comply requirement (1-bay shortfall).

Where discretion is sought by the development (as outlined in the table above) detailed commentary is provided within Attachment 5 of this RAR.

3. Local Planning Policy 6.4 - Child Care Premises

The proposed Child Care Premises has been assessed against the provisions of the City's Local Planning Policy 6.4 - Child Care Premises (LPP6.4) (refer Attachment 5). The development satisfies the relevant provisions of LPP6.4, with the exception of the following aspects where discretion is sought:

- Hours of operation are proposed from 6.30am.
- Fencing design and height along the secondary street (Flinders Street) boundary.
- Landscaping strip ranging between nil and 1.3m in width.
- The bin store abuts a residential common property accessway.
- A boundary wall maximum height of 3.7m in lieu of 3.5m.

An assessment of the development against the Objectives of LPP 6.4 is provided below.

LPP 6.4 – Policy Objectives	
Objective	**Officer Comment**
Prioritise the location of Child Care Premises close to activity centres and along urban corridors.	***Objective satisfied*** The subject site is located along a District Distributor A category road as per the City's Functional Road Hierarchy and fronts a Corridor Class 2 Road (Flinders Street) as identified by the Local Planning Strategy.
Ensure new buildings respect the existing or future built form, scale and character of the area.	***Objective satisfied*** The proposed development satisfies the relevant built form controls and integrates well with both the existing and future context of the locality.
Provide landscaping to mitigate development impacts on the amenity of the surrounding area.	***Objective satisfied*** Significant landscaping and tree planting is proposed, with a detailed landscaping plan provided prepared by Childscapes dated 21 July 2026 which includes the retention of three mature tree and the planting of 15 new trees. This landscaping

LPP 6.4 – Policy Objectives	
Objective	**Officer Comment**
	amounts to 22.8% (308m²) of on-site landscaping, which exceeds the required minimum of 10% (209m²). The proposed landscaping is predominantly located to the street, internal northern and southern lot boundaries, providing a buffer from the development to adjoining properties and improving the visual appeal of the development from main street.
Ensure developments in residential areas are located along roads that can carry anticipated traffic volumes and minimises the impact on the function and safety of the local road network.	***Objective satisfied*** The proposed Child Care Premises abuts Flinders Street (District Distributor A Road. The forecasted additional traffic generation of the proposal is within the design capacity of Flinders Street and the wider surrounding road network.
Ensure Child Care Premises operate in a manner that mitigates the impacts of amenity on people living in nearby dwellings with regard to intensity of use, hours of operation, noise, traffic impacts, light spill, waste management and the provision of facilities. *Require buildings to be designed in a way which minimises the impacts of noise, overlooking, overshadowing, traffic, car parking and access.* *Provide a safe and connected environment for pedestrians both on and around the site.*	***Objective satisfied*** The proposed Child Care Premises has been designed to complement the residential character and scale of buildings in the locality. The capacity of the centre, staffing levels, car parking provision, noise attenuation, external lighting, waste management, and access for vehicles and pedestrians has been addressed by the development application and condition setting.

Clause 6.2 of LPP 6.4 notes that boundary fencing is to be constructed from masonry materials to minimise noise impacts to residential neighbours. The use of metal sheet boundary fencing for Child Care Premises is discouraged as this can result in adverse noise and vibration impacts from outdoor play activities, which can unduly impact adjoining residential properties.

It is acknowledged that the submitted Environmental Acoustic Assessment specifies metal sheet fencing would ensure compliance with the assigned noise levels of the *Environmental Protection (Noise) Regulations 1997*. However, from an amenity perspective, it is considered appropriate that a 1.8m high masonry/modular fencing be provided to outdoor play areas to noise and vibration concerns, consistent with LPP 6.4.

Accordingly, in the event of DAP approval, it is recommended that a condition be imposed along the length of the eastern and southern boundaries, to this effect, as indicated in the Figure 2.



Figure 2 – Portion of dividing fence to be made of masonry or modular material shown in red

4. Local Planning Policy 6.6 – Trees and Landscaping – Non-Residential

The proposed Child Care Premises has been assessed against the relevant provisions of the City's LPP 6.6 (refer to Attachment 5). The development meets the deemed-to-comply provisions of LPP 6.6, with the exception of the proposed landscaping strip along the eastern and southern (rear) boundaries from the following matters for which discretion is sought:

- A nil to 1.1m landscaping strip is provided to the east boundary, and a nil to 1.3m landscaping strip is provided to the southern boundary in lieu of a 1.5m landscaping strip.

An assessment of the development against the Objectives of LPP 6.6 is provided below.

Local Planning Policy 6.6 – Objectives	
Objectives	**Officer Comment**
a) To improve the amenity of areas by providing suitable landscaping for development sites;	***Objective satisfied*** The proposed landscaping design incorporates a mix of trees, shrubs and groundcovers that will enhance the visual amenity of the site, soften the appearance of built form, and contribute to an attractive streetscape and pedestrian environment.
b) To protect existing trees, and ensure new trees are planted to contribute to tree canopy coverage;	***Objective satisfied*** An existing mature tree is retained where practicable and will be conditioned to be protected during construction. New canopy trees are proposed throughout the site to increase long-term tree canopy coverage and contribute to the City's urban forest objectives.
c) To provide shade coverage to car parking areas;	***Objective satisfied*** Canopy trees are strategically located adjacent to parking areas to provide shade, reduce heat absorption from hardstand surfaces, and improve user comfort over time as the trees mature.
d) To ensure development provides optimal growing conditions to enable existing trees, new trees and landscape planting to reach maturity;	***Objective satisfied*** Landscape areas are designed with sufficient soil volume, suitable planting zones, and appropriate setbacks from buildings and infrastructure to support healthy plant growth and long-term establishment.
e) To provide a diversity of plant and tree species that are resilient to climatic, soil and site conditions; and	***Objective satisfied*** A diverse range of species has been selected, including native and climate-resilient plants suited to local soil and environmental conditions. This diversity promotes landscape resilience, biodiversity, and reduced susceptibility to pests and diseases.

Local Planning Policy 6.6 – Objectives	
f) To encourage waterwise landscaping through appropriate species selection, reduced water demand, and improved stormwater utilisation.	***Objective satisfied*** The landscaping incorporates drought-tolerant and waterwise species to minimise irrigation requirements. Landscape areas are designed to maximise infiltration and utilise stormwater where practicable, reducing overall water consumption while supporting healthy plant growth.

As per LPP6.6, a minimum deep soil area of 16m² is required to adequately support the long-term health and growth of the proposed medium trees identified within the landscaping plan.

The trees proposed within the car parking area (10 *Corymbia ficifolia* trees) will require underground soil cells, of an appropriate volume to accommodate deep soil areas for the species throughout their expected lifespan. Accordingly, it is recommended that the final landscaping details of these deep soil areas be secured via by a condition of approval.

Subject to a condition addressing the above, the proposal is acceptable from a landscaping perspective.

5. Car Parking, Traffic, and Access

Car Parking

The table below provides a summary of the City's car parking requirements for Child Care Premises;

LPP 6.7 Parking and Access			
Land Use	**Policy Rate**	**Variable**	**Bays Required**
Child Care Premises	1 bay per staff member	11 staff	11 bays
	1 bay per 7 children	72 children	10 bays (rounded down)
		Total Required:	21 bays
		Total Provided:	20 bays
		Total Surplus / Shortfall: without the application of car parking reductions	1 bay shortfall

An assessment of the development against the Objectives of LPP 6.7 is provided below.

Local Planning Policy 6.7 – Parking and Access	
Objective	Officer Comment

Local Planning Policy 6.7 – Parking and Access	
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;	***Objective satisfied*** The Applicant's Traffic Impact Statement (TIS) and Planning Report has been reviewed by the City and provides suitable justification regarding the provision and allocation of customer and staff car parking bays for the development to accommodate the peak demands periods.
b) To ensure safe, convenient, and efficient access for pedestrians, cyclists, and motorists;	***Objective satisfied (subject to condition imposition)*** The proposed development has been designed to satisfy the relevant access and parking provisions to provide for safe convenient and efficient access for pedestrians, cyclists and motorists. Though the development does not incorporate a specific delivery bay, deliveries to the site are to be scheduled outside of peak hours as per the Applicant's Operational Management Plan (OMP) which will allow for two available bays for deliveries. Additionally, given the nature of the development and available car parking bays, the provision of designated loading bay is not considered necessary in this instance as it is noted in the OMP that deliveries are expected to be conducted with regular size passenger vehicles / small vans outside of the peak times of the development using any of the available car bays. Waste collection is planned to occur from the verge, with bin placement designed to facilitate efficient and unobstructed servicing. A condition is recommended for delivery and collection times to appropriately address any potential conflict between staff, visitors, deliveries and waste collection.
c) To prioritise access by public transport, walking and cycling;;	***Objective satisfied*** The subject site is within proximity to a high frequency public transport route on Morley Drive. The proposal includes the provision of 4 bicycle parking bays.
d) To facilitate the provision of adequate bicycle parking and end of trip facilities;	***Objective satisfied***

Local Planning Policy 6.7 – Parking and Access	
	The development provides four (4) bicycle parking bays in accordance with LPP 6.7.
e) To provide a balanced parking supply that does not exceed the capacity of the road network, with sufficient publicly accessible parking;	***Objective satisfied*** As per the Applicant's TIS and Planning Report, the provision of car parking is deemed to be sufficient relative to the volume of traffic generated by the proposed development as accommodated by the surrounding road network.
f) To ensure that an oversupply of parking does not occur that discourages alternative forms of transport; and	**Objective N/A** There is no car parking oversupply.
g) To ensure the amount of parking is not detrimental to the urban design and character of the locality.	***Objective satisfied*** The siting, design and layout of the parking is sufficient and provides an acceptable urban design outcome, having regarding to the site's setting and nearby existing residential properties.

Based on the above, the proposed car parking meets the relevant objectives of LPP6.7 and is therefore considered acceptable.

Bicycle Parking

Bicycle Parking Assessment		
Land Use	**Provision**	**Spaces Required**
Child Care Premise	1 space per 400m^2 GFA	4 spaces (rounded down)
Residential Total Required (Minimum):		4 bicycle spaces
Residential Total Provided:		4 bicycle spaces
Total Bicycle Parking Required:		4 spaces
Total Bicycle Parking Required:		4 spaces
Total Shortfall / Surplus:		No shortfall/ surplus

Based on the above, the proposed bicycle parking meets the relevant deemed-to-comply requirements of LPP6.7 and is therefore considered acceptable.

On-Street Parking

The northern side of the site, where it adjoins Windemere Crescent, contains an existing informal embayment area. To ensure parked vehicles utilising this embayment area do not obstruct the proposed crossover location, that sufficient sightlines are provided, and an appropriate turnover of bays occurs, line marking and signage is recommended. This will formalise the parking arrangement for two (2) bays within the embayed area and will address the abovementioned matters. This will also clarify the embayed area in front of the proposed bin pad location will remain accessible for verge collection by the waste collection vehicle. While these bays are not included in the car

parking calculations of LPP6.7 it is expected that they will nonetheless be utilised for drop off and pick up of children due to their proximity and convenience to the main entrance of the building.

Based on the above, the proposed formalisation of the existing embayed area is considered acceptable subject to a condition of approval requiring line marking and signage.

Transport Impact Statement

A TIS prepared by Coastal Horizon Developments Pty Ltd Received 6 April 2026 Revision A was submitted in support of the proposal.

The TIS forecasts that the development will generate an additional 58 vehicle trips (combined in/out) during the morning peak hour period (8am to 9am) and 57 vehicle trips (in/out) during the afternoon peak hour period (3pm to pm), (refer to Attachment 6a).

The findings of the TIS acknowledge that whilst there would be a moderate impact on traffic volumes within the locality, the City's assessment indicates it would nonetheless be within the design capacity of the surrounding road network.

Based on the above, the proposal is considered acceptable from a traffic perspective.

6. Waste Management

A Waste Management Plan (WMP) prepared by CF Town Planning & Development has been prepared in support of the proposal (refer Attachment 6d). The WMP provides for waste collection from the Windemere Crescent verge by a private contractor on a twice-weekly basis (Thursdays and Fridays) between 9:00am and 2:00pm, outside peak drop-off and pick-up periods.

The bin store is located on the eastern side of the site adjacent to the Activity 3 room and is accessed via a gate connecting to the car park. The 8.76m² bin store accommodates 10 bins, comprising five 240L general waste bins and five 240L recycling bins. The indicative collection area shown on the Development Plans (refer Attachment 1) has been reviewed and accepted by the City.

On collection days, bins will be moved by staff to the Windemere Crescent verge the evening prior to collection and returned to the bin store once serviced, or before 6:00pm on the day of collection. Waste collection will be undertaken by a standard waste vehicle and is consistent with the existing domestic waste collection arrangements in the surrounding area.

Based on the above, the proposal is considered acceptable from a waste perspective.

7. Public Art and Signage

Local Planning Policy 6.12 – Public Art on Private Land (LPP 6.12) applies to all development with a cost of $2 million and above, with a minimum 1% cost-of-development contribution provided as on-site public art. The cost of the development is $2.5 million which will result in a $25,000 public art contribution requirement.

The applicant has indicated the public art proposal will comprise a mural, to be located on the western wall of the staff room, visible from Flinders Street. The City considers that this matter can be adequately addressed via a condition of any approval with further details being considered as part of the City's public art panel and conditions clearance process.

Based on the above, subject to a condition of approval, the proposal is considered acceptable from a public art perspective.

Signage

The proposed signage meets the relevant deemed-to-comply provisions of Local Planning Policy 6.1 – Advertising Signs (LPP6.1) with the exception of the following:

- Two wall signs are proposed in lieu of one within the Residential zone is permitted
- A hoarding sign is proposed in the Residential Zone where they are not otherwise permitted.

With respect to the above, the proposal signage is considered acceptable on the basis of its indicated scale, which is proportionate with the building's single-storey built form, and its proposed locations facing Windemere Cresent and Flinders Street. The full assessment of the proposed signage against LPP6.1 is contained in Attachment 5.

Based on the above, the proposal is considered acceptable from a signage perspective.

CONSULTATION:

The proposed development was advertised for a period of 28 days in accordance with the 'complex application' requirements of clause 64(3) and (6)(a) of the Planning and Development (Local Planning Schemes) Regulations 2015.

The consultation period commenced on 29 May 2026 and concluded on 26 June 2026. During the consultation period a total of 29 submissions, all of which were objections. The submissions received during the consultation period and their relative locations are tabled below. A response to the schedule of submissions can be seen in Attachment 9.

Submissions Received	Within 100m Radius of Proposed Site	Within 200m Radius of Proposed Site	Within the City of Stirling	Outside of the City of Stirling
SUPPORT	0 (0%)	0 (0%)	0 (0%)	0 (0%)
OBJECT	27 (5.8%)	2 (17.6%)	0 (0%)	0 (0%)
OTHER (COMMENT)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

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

No. of times matter raised	Matter	Responsible Authority response
29	Concerns in relation to proximity to other Child Care Premises	A Child Care Premises use is capable of approval within the 'Residential Zone' subject to satisfying the relevant planning framework. The City's assessment concludes the development satisfies the provisions of the City's planning framework.
29	Concerns regarding safe pedestrian and vehicle manoeuvring around the site.	The TIS, Planning Report and OMP submitted in support of the proposed development provides detailed information regarding the functionality of the proposed access arrangement which is supported by the City. This matter is discussed in detail later in this report.
28	Concerns relating to traffic and congestion.	The TIS provided in support of the proposed development (refer to Attachment 6a) includes reference to traffic volumes and demonstrates that traffic associated with the use can be accommodated in principle and without prejudice, by the existing adjoining road network.
28	Concerns in relation to insufficient car parking on-site.	The TIS, Planning Report and OMP Plan submitted in support of the proposed development provides detailed information regarding the functionality of the proposed car parking arrangement which is supported by the City. This matter is discussed in detail later in this report.
11	Incompatibility with residential area	A Child Care Premises use is capable of approval within the 'Residential Zone' subject to satisfying the relevant planning framework. The City's assessment concludes the development satisfies the provisions of the City's planning framework.
2	Concern regarding noise from the proposed development to surrounding properties.	The development application was accompanied by an Acoustic Report which concludes the use can operate without prejudice to the surrounding properties. Compliance with the submitted Acoustic Report forms part of the City's recommendation for approval. An additional condition of approval recommended to require confirmation

No. of times matter raised	Matter	Responsible Authority response
		that the use operates in accordance with the conclusions of the noise report, with additional confirmation as such to be provided within three months of the use becoming operational.
2	Concern relating to a housing shortfall.	A Child Care Premises use is capable of approval within the 'Residential Zone' subject to satisfying the relevant planning framework. The City's assessment concludes the development satisfies the provisions of the City's planning framework.

REFERRALS/CONSULTATION WITH GOVERNMENT/SERVICE AGENCIES

The proposed development was referred to the Water Corporation. The relevant responses are incorporated into the recommended conditions of approval and advice notes and the referral response is contained in Attachment 9.

DESIGN REVIEW PANEL ADVICE

The role of the City's Design Review Panel (DRP) is to provide design advice and is supplementary to City's planning assessment. The proposed development was reviewed by the City's DRP at its 13 March 2025 Meeting with the relevant Minutes being contained within Attachment 7.

It is considered that the amended plans received address the DRP's 13 March 2025 comments as follows;

- The proposal demonstrates a well-considered site layout, contemporary architectural design and a landscaped entry from Windemere Crescent commensurate with existing residential built form within the immediate locality.
- Internal circulation has been designed to support the efficient movement of children, staff and visitors, while staff amenity is enhanced through access to natural light, cross-ventilation and shaded outdoor areas.
- The design also incorporates passive solar principles and durable building materials to support sustainability and long-term functionality.
- An amended Landscaping Plan has been provided demonstrating sufficient landscaping for the site, particularly regarding deep soil areas within the car parking area (subject to a condition for underground soil cells being provided).

Based on the above, the proposal is consistent with SPP7.0 and is therefore acceptable in this regard.

CONCLUSION:

The proposed built form satisfies the applicable primary controls, and the design is contemporary and is in keeping with both the existing context of one and two storey

single and grouped dwelling developments, whilst providing an essential service for residents within the local and wider area.

The location of the proposed Child Care Premises is consistent with the City's planning framework, and the development has been appropriately designed to mitigate any adverse impacts to the surrounding area.

The proposed development includes the retention of three mature trees and the provision of 15 new trees, and the proposed development provides for significant landscaping whilst providing a suitable buffer between it and the adjoining residential area.

The application is therefore recommended for approval, subject to conditions.

ATTACHMENTS

1. Development Plans as specified in Condition No 1
2. Location Plan
3. Metropolitan Region Scheme Map
4. City of Stirling Local Planning Scheme No.3 Zoning Map
5. City of Stirling Planners Assessment
6. Applicant Final Submission:
    a. Transport Impact Statement prepared by Coastal Horizon Developments Pty Ltd received 6 April 2026
    b. Noise Management Plans prepared by Herring Storer Acoustics received 6 April 2026
    c. Environmental Acoustic Report prepared by Herring Storer Acoustics received 6 April 2026
    d. Waste Management Plan prepared by CF Town Planning & Development received 6 April 2026
    e. Landscaping Plans prepared by Childscapes received 26 July 2026
7. City of Stirling Design Review Panel Report dated 13 March 2025
8. Water Corporation Referral received 12 June 2026
9. Applicants Response to Public Consultation received on 1 August 2026

Coastal Horizon Developments PTY LTD

Address:Lot 1127 (#1) Windemere Crsnt NOLLAMARA

Childcare Centre

Job Number: 24096

Attachment 1 - Development Plans

Drawing No	Description
01	Cover Page
02	3D Perspectives
03	3D Perspectives
04	Existing Site Survey
05	Site Plan
06	Context Plan
07	Overlay
08	Ground Floor
09	Elevations
10	Elevations
11	Roof Plan
12	Section & Solar Study
13	Breeze Path Plan



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8.00	Council Changes	30.06.26
7.00	Development Approval	14.04.26
6.00	Development Approval	23.03.26
5.00	Development Approval	20.02.26
4.00	Re-Design	06.05.25
3.00	Re-Design	29.04.25
2.00	DRP	13.02.25
1.00	Concept	07.02.25

Project North:

N

Client
Coastal Horizon Developments PTY LTD

Project Name
Childcare Centre

Project Address
Lot 1127 (#1) Windemere Crsnt
NOLLAMARA

Drawing Title:
3D Perspectives

Scale:	Sheet Size:
1:3.33	A1
Project No:	**Revision Number:**
24096	8.00

Drawing No.:
02 of 13

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

SOUTH
EAST
WEST
NORTH

LOT 1127

1664m²

SERVICE INFORMATION			
AREA	ESTABLISHED		
SEWERAGE	YES	DEPTH	1.48
WATER	TBC	PRELAID	NO
ELECTRICAL	YES	O/H	
TELECOM	YES		
GAS	TBC		
DRAFTED	SSW	SURVEYOR	FM

SERVICE LEGEND

SURVEY
- DATUM
- PF PEG FOUND
- PG PEG GONE

SEWERAGE
- SEW SEWER MANHOLE
- IO INSPECTION OPENING
- IS INSPECTION SHAFT

WATER
- M WATER METER
- H HYDRANT
- F FLUSH POINT
- V STOP VALVE

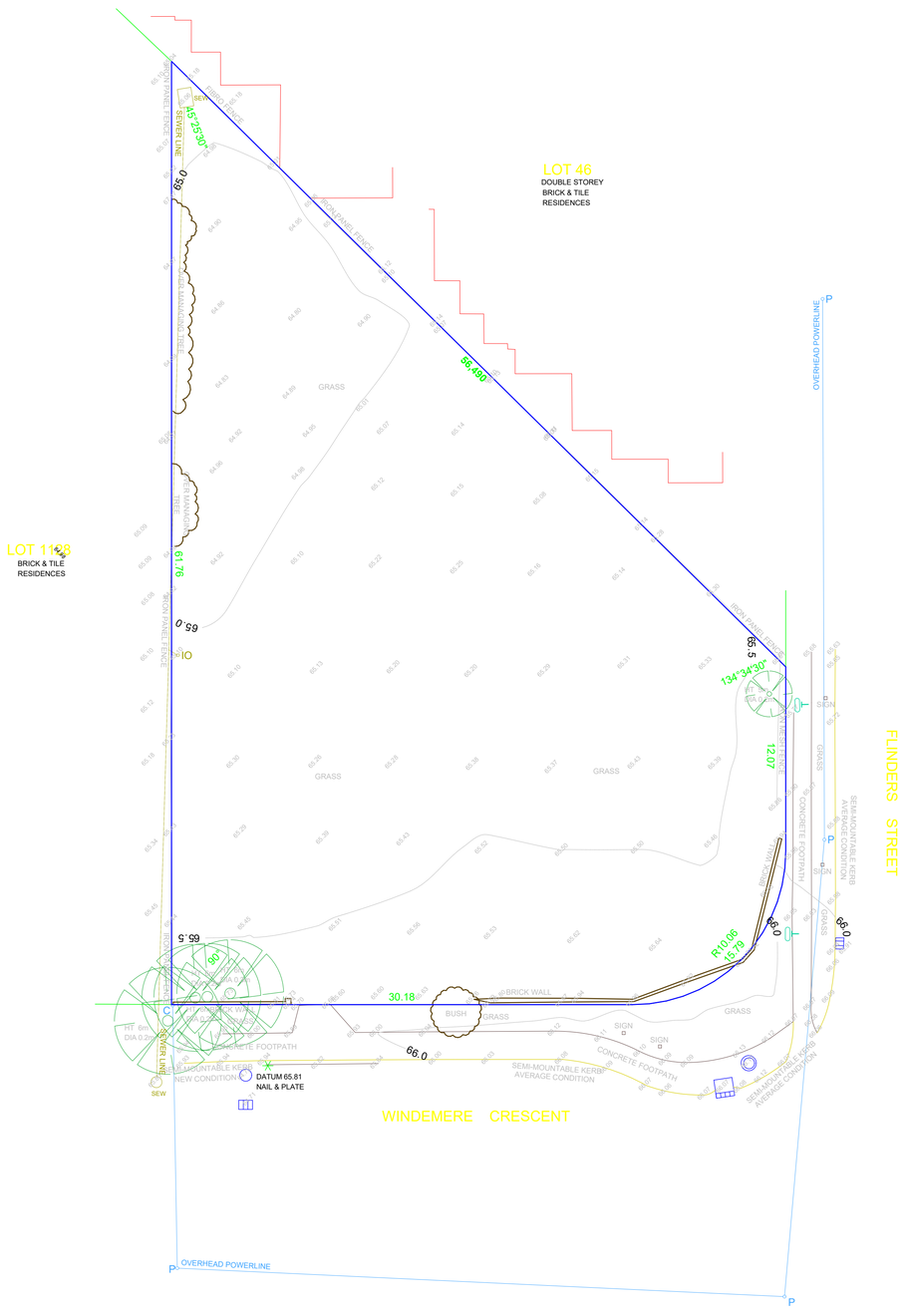
ELECTRICAL
- D POWER DOME/PILLAR
- P POWER POLE
- L LAMP POST
- C CONSUMER POLE
- A STAY WIRE ANCHOR

STORMWATER
- STORMWATER MANHOLE
- GRATE
- SIDE ENTRY PIT

GAS
- G GAS METER
- S SERVICE VALVE

TELECOM
- T COMMUNICATION PIT
- TMH TELSTRA MANHOLE

SEWER CONNECTION POSITION
APPROXIMATE ONLY
SEW INV. 63.61
UP. 0.00
DEPTH. 1.48







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Project North:

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Client
Coastal Horizon Developments PTY LTD
Project Name
Childcare Centre
Project Address
Lot 1127 (#1) Windemere Crsnt
NOLLAMARA
Drawing Title:
Existing Site Survey

Scale: 1:200
Sheet Size: A1
Project No: 24096
Revision Number: 8.00
Drawing No.: 04 of 13

CLIENT: COASTAL HORIZON DEVELOPMENT PTY. LTD.
ADDRESS: LOT 1127 (#1) WINDEMERE CRESCENT, NOLLAMARA
PLAN: P5437 C/T: 1209/564 AUTHORITY: CITY OF STIRLING
DATE: 18/11/2024 JOB REFERENCE: TSA6181 - FS
H. Grid : LOCAL Local level : 65.06 A.H.D. value SEWER M/H Distance
V. Datum : AHD A.H.D. level 65.06 derived from : W0807 from Datum : 63.61m

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EAST
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1664m²

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Zone	Area	Perim
Store 1	3.52	8,020
Store 2	4.83	8,971
Bin Store	8.76	13,740
Portico	9.90	12,600
Staff / Drying	16.92	17,180
Childcare Building 2	172.72	59,790
Childcare Building 1	288.28	89,626
	504.93 m²	209,927 mm

Site Calculations

Site Area:	1664m2
Building Footprint:	469.35m²
Site Coverage:	28.20%
Allowable Site Coverage:	NA%
Zoning:	R40
Policies:	Scheme
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	LHS Boundary
Power:	TBC
Coastal:	NA
Water:	TBC
Wind Rating:	TBC

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Project North:

N

Client
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Project Name
Childcare Centre

Project Address
Lot 1127 (#1) Windemere Crsnt
NOLLAMARA

Drawing Title:
Site Plan

Scale: 1:200
Sheet Size: A1
Project No: 24096
Revision Number: 8.00
Drawing No.: 05 of 13

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105 Harrison Street, Nollamara 6061



259 Flinders Street, Nollamara 6061



264 Flinders Street, Nollamara 6061
4 Windemere Crescent, Nollamara 6061





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2.00	DRP	13.02.25
1.00	Concept	07.02.25

Project North:

N

Client
Coastal Horizon Developments PTY LTD

Project Name
Childcare Centre

Project Address
Lot 1127 (#1) Windemere Crsnt
NOLLAMARA

Drawing Title:
Context Plan

Scale:	Sheet Size:
	A1
Project No:	Revision Number:
24096	8.00

Drawing No.:
06 of 13

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6.00	Development Approval	23.03.26
5.00	Development Approval	20.02.26
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1.00	Concept	07.02.25

Project North:

Client
Coastal Horizon Developments PTY LTD

Project Name
Childcare Centre

Project Address
Lot 1127 (#1) Windemere Crsnt
NOLLAMARA

Drawing Title:
Overlay

Scale: 1:660.49
Sheet Size: A1
Project No: 24096
Revision Number: 8.00
Drawing No.: 07 of 13

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Childcare Calculations

Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*2-3*	*20*	*65.70m²*	*4*
Activity 2	*0-2*	*12*	*39.93m²*	*3*
Activity 3	*3-5*	*20*	*65.62m²*	*2*
Activity 4	*3-5*	*20*	*65.28m²*	*2*
Total Internal = (Min 3.25m² per child)	**72**		**236.63m²** (Min 234.00m² req)	**11**
Total External Play Area = (Min 7m² per child)	**72**		**507.55m²** (Min 504.00m² req)	

City of Stirling Parking Calculations

Description	Req	Provided
1 bay per 7 childs and 1 per staff		
Child Bays	*10*	*10*
Staff Bays	*11*	*11*



Typical Locker Setup 1



LANDSCAPING CALCS
SITE AREA = 1,666.05m²
LANDSCAPING = 380m² / 22.80%

Zone	Area	Perim
Store 1	3.52	8,020
Store 2	4.83	8,971
Bin Store	8.76	13,740
Portico	9.90	12,600
Staff / Drying	16.92	17,180
Childcare Building 2	172.72	59,790
Childcare Building 1	288.28	89,626
	504.93 m²	**209,927 mm**

Site Calculations	
Site Area:	1664m2
Building Footprint:	469.35m²
Site Coverage:	28.20%
Allowable Site Coverage:	NA%
Zoning:	R40
Policies:	Scheme
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	LHS Boundary
Power:	TBC
Coastal:	NA
Water:	TBC
Wind Rating:	TBC

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Project North:

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Client
Coastal Horizon Developments PTY LTD
Project Name
Childcare Centre
Project Address
Lot 1127 (#1) Windemere Crsnt
NOLLAMARA

Drawing Title:
Ground Floor

Scale:	Sheet Size:
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Project No:	**Revision Number:**
24096	8.00

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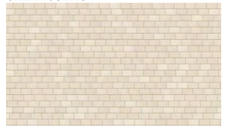
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MAIN ROOF, GUTTERS & FASCIA - COLORBOND SHALE GREY



FACEBRICK - MIDLAND BRICK BULLARA CREAM JOINTS



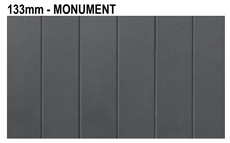
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MAIN RENDER - DULUX VIVID WHITE



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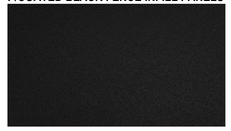
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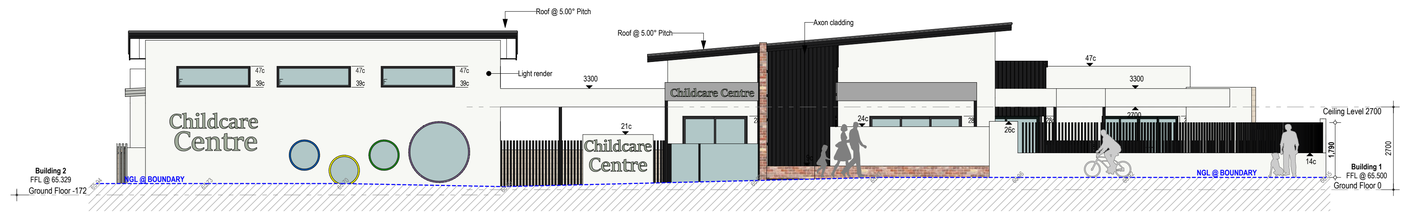


WINDOW & DOOR FRAMES - CHARCOAL LUSTRE

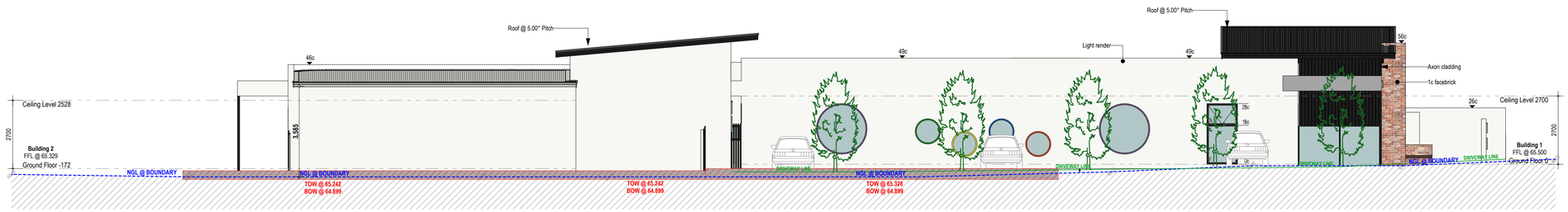


P/COATED BLACK FENCE INFILL PANELS

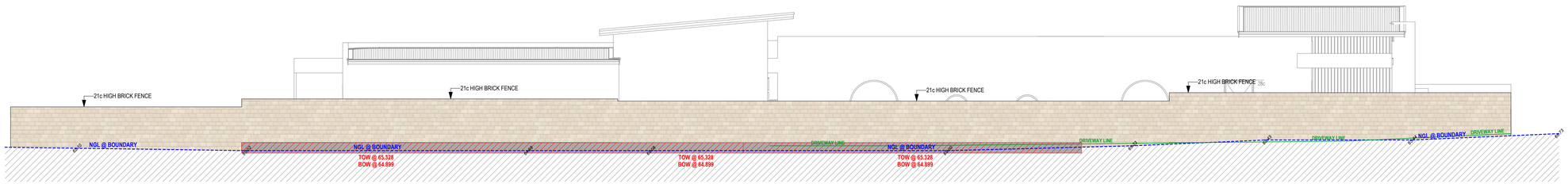




E1 North Elevation
1:100



E2 East Elevation
1:100



F2 Elevation
1:100

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Project North:

Client
Coastal Horizon Developments PTY LTD

Project Name
Childcare Centre

Project Address
Lot 1127 (#1) Windemere Crsnt
NOLLAMARA

Drawing Title:
Elevations

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
24096	8.00

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MAIN ROOF, GUTTERS & FASCIA - COLORBOND SHALE GREY



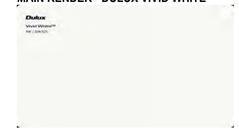
FACEBRICK - MIDLAND BRICK BULLARA CREAM JOINTS



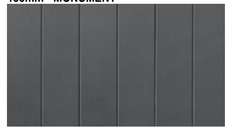
FACEBRICK - MIDLAND BRICK RECYCLED BRICK PRESSED WHITE JOINTS



MAIN RENDER - DULUX VIVID WHITE



JAMES HARDIE SCYON AXON CLADDING 133mm - MONUMENT



FRONT AWNING - MONUMENT



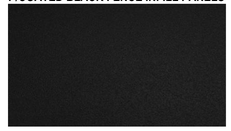
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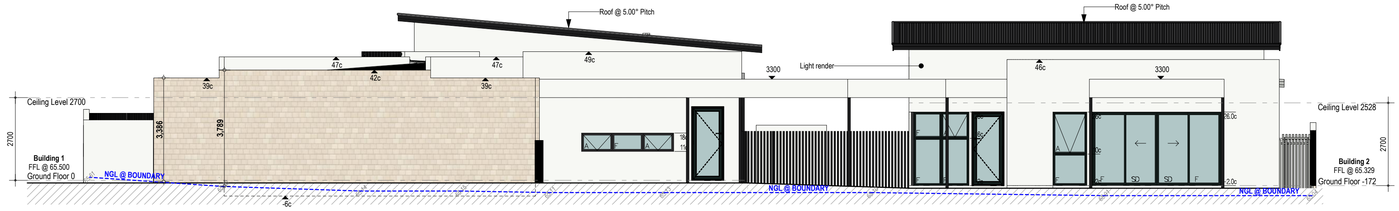


WINDOW & DOOR FRAMES - CHARCOAL LUSTRE

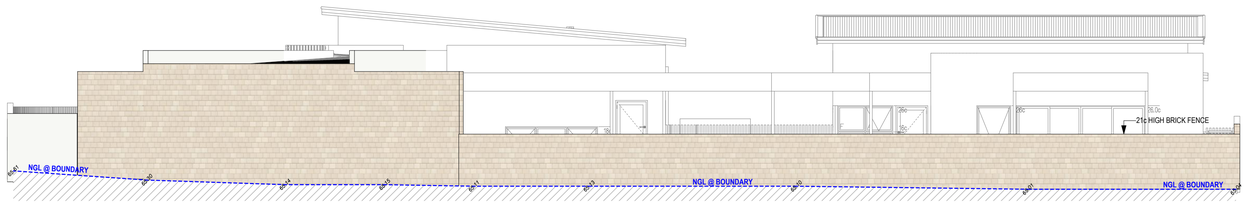


P/COATED BLACK FENCE INFILL PANELS



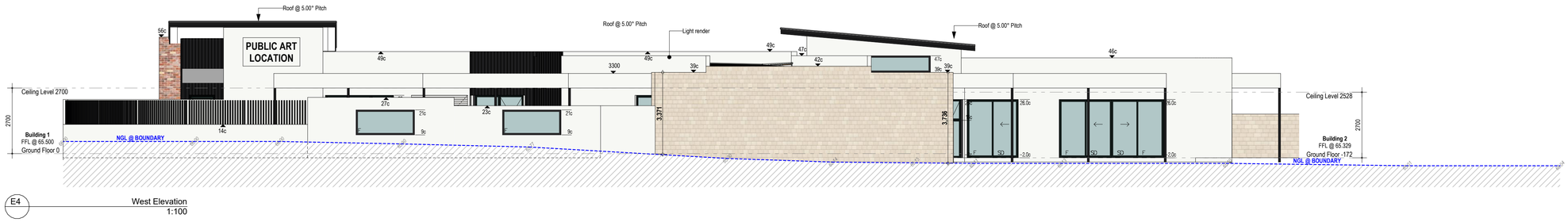


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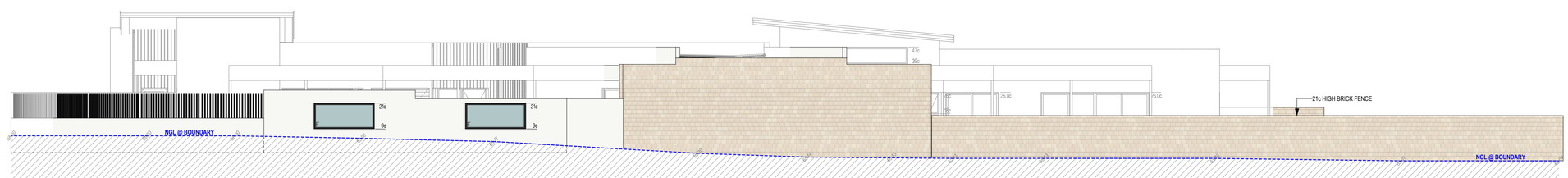


F3 Elevation 1:100

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E4 West Elevation 1:100



F4 Elevation 1:100

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Revision	**Description**	**Date**

Project North:

Client
Coastal Horizon Developments PTY LTD

Project Name
Childcare Centre

Project Address
Lot 1127 (#1) Windemere Crsnt
NOLLAMARA

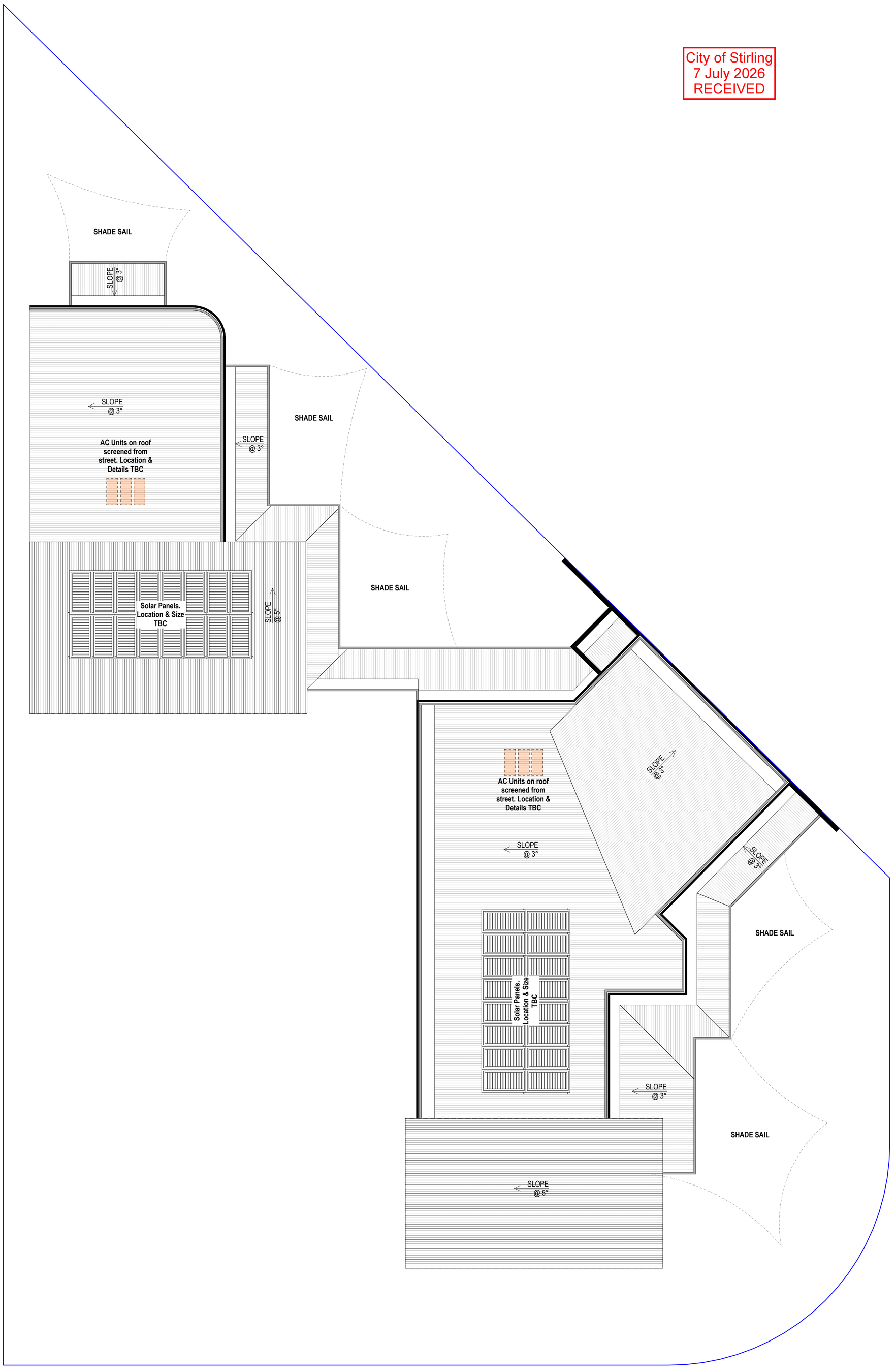
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Elevations

Scale: 1:100
Sheet Size: A1
Project No: 24096
Revision Number: 8.00
Drawing No.: 10 of 13

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Project North:

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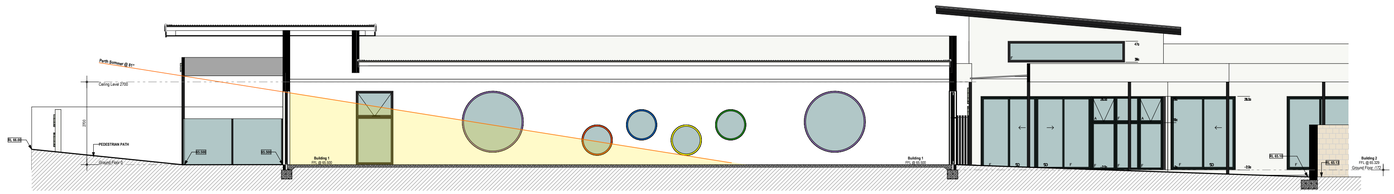
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24096	8.00

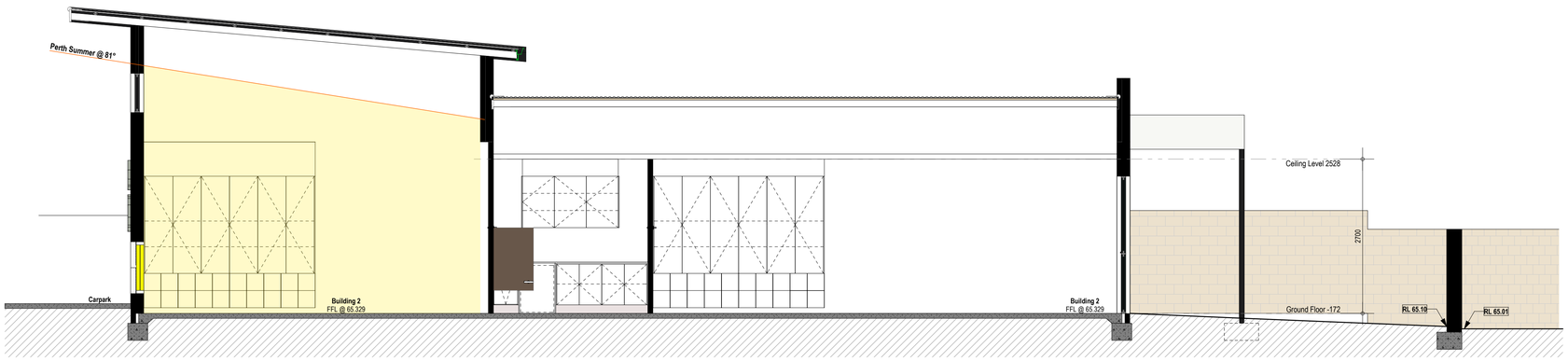
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A-A Section
1:100



B-B Section
1:50

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Project North:

Client
Coastal Horizon Developments PTY LTD

Project Name
Childcare Centre

Project Address
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NOLLAMARA

Drawing Title:
Section & Solar Study

Scale: 1:100, 1:50 **Sheet Size:** A1

Project No: 24096

Revision Number: 8.00

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LANDSCAPING CALCS
SITE AREA = 1,666.05m²
LANDSCAPING = 380m² / 22.80%

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Project North:

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Client
Coastal Horizon Developments PTY LTD

Project Name
Childcare Centre

Project Address
Lot 1127 (#1) Windemere Crsnt
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Drawing Title:
Breeze Path Plan

Scale: 1:100
Sheet Size: A1
Project No: 24096
Revision Number: 8.00
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Attachment 2 - Location Plan



Attachment 3 - Metropolitan Region Scheme Map



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



Attachment 5 – City of Stirling Planning Assessment

1. State Planning Policy 7.0 - Design of the Built Environment (SPP7.0)

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

The City's summary of the proposed development against SPP7.0 is as follows:

SPP 7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
1.Context and Character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*	The subject site is well located near key transport and community infrastructure, including major roads (Flinders Street and Morley Drive), high-frequency bus routes, schools, commercial centres, and established medium-density residential areas. As a result, the proposed child care premises is expected to serve a broad range of local residents and workers, while also supporting nearby educational facilities, including the adjacent primary school and Dianella Senior High School. The surrounding area is transitioning towards a higher-density urban form, with increasing numbers of grouped and multiple dwellings reflecting the locality's medium-density zoning. The proposed development has been designed to respond appropriately to this evolving character, with its layout, scale and materials considered compatible with the surrounding area and consistent with relevant planning requirements.
2.Landscape Quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*	A Landscaping Plan prepared by Childscapes (received 21 July 2026) forms part of the application and has been reviewed by the City's Parks and Environment team, which considers the proposed landscaping outcomes to be satisfactory. The proposal incorporates extensive landscaping throughout the site, including new trees, shrubs and garden beds, with landscaping provided within the primary street setback to soften the appearance of the development, enhance visual amenity and assist with stormwater management. Trees have been strategically located and provided with sufficient growing space to establish long-term canopy cover. Following a site assessment, three existing mature trees located in the north-eastern corner of the site were identified as worthy of retention. The applicant has agreed to retain these trees, and their retention will be secured by condition. These trees will provide an established landscape buffer between the car parking area and the streetscape, supplemented by

SPP 7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
	additional landscaping in areas not screened by the retained vegetation. The Landscaping Plan also includes details of outdoor play areas and landscaped garden spaces, which have been reviewed and considered adequate by the City's Parks team. Masonry fencing will be required by condition to assist with noise attenuation, while black bitumen surfacing is proposed where required within the car parking areas. Overall, the landscaping and site design contribute positively to the appearance and functionality of the development and its integration with the surrounding streetscape.
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 proposed child care premises adopts a single-storey built form that is compatible with the scale and character of the surrounding residential area. Generous side setbacks have been incorporated to provide appropriate building separation, minimise perceived bulk and maintain a suitable interface with adjoining residential properties. The design responds to the site's irregular configuration while accommodating the operational requirements of the child care premises and sensitive residential interfaces. Outdoor play areas and internal activity spaces have been arranged to maximise amenity for staff and children, with opportunities available through detailed design to further enhance solar access, shading and passive environmental performance. Car parking has been carefully located to ensure safe and efficient vehicle access and circulation while meeting operational needs. Extensive landscaping throughout the site, including within setback areas, will soften the appearance of parking areas and reinforce the relationship between built form and open space. The positioning of outdoor play areas has been determined having regard to supervision, accessibility and child care operational requirements. Proposed setbacks and landscaping buffers will assist in reducing potential impacts on neighbouring properties, while the single-storey built form and separation distances provide an appropriate transition to adjoining residential development. Overall, the proposed single-storey design reflects the prevailing residential scale of the locality and

SPP 7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
	minimises visual bulk and prominence. It is considered to achieve an appropriate balance between site functionality, neighbourhood character and the protection of residential amenity.
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 proposed development includes a clearly identifiable and accessible pedestrian entrance, creating a legible arrival point for staff, children and visitors. Verandah elements are incorporated into the design to provide weather protection and solar shading, with further opportunities for additional covered walkways or awnings to be explored during detailed design development to enhance user comfort. The internal layout has been carefully designed to support the efficient operation of the child care premises, providing logical circulation and an appropriate arrangement of activity rooms, support facilities and service areas. The layout meets operational and regulatory requirements, while allowing for further refinement during detailed design if required. The proposal has been designed to comply with the Child Care Services (Child Care) Regulations 2006, including the provision of appropriate sanitary facilities for the approved number of children and staff. A strong relationship between indoor and outdoor spaces has been established through the positioning of activity rooms adjacent to external play areas. Access to natural light, cross-ventilation and landscaped outdoor environments contributes to a high-quality setting for children and staff. The proposed landscaping further enhances visual amenity and supports an integrated indoor-outdoor learning environment that is conducive to child care and educational activities.
5. Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*	The proposed development incorporates a range of sustainability initiatives aimed at improving environmental performance, reducing energy consumption and enhancing occupant comfort. Rooftop photovoltaic panels are proposed as part of the development's sustainability strategy, with the final system size and generation capacity to be confirmed during detailed design. The solar installation will assist in reducing operational energy

SPP 7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
	demand and greenhouse gas emissions over the long term. The design applies passive environmental design principles, including natural ventilation, passive solar response, water-sensitive landscaping, tree planting and convenient access to active and public transport networks. Together, these measures support reduced reliance on mechanical cooling, improved energy efficiency and enhanced environmental outcomes. Landscaping, canopy trees and verandah structures have been incorporated throughout the site to provide shade, minimise summer heat gain and improve outdoor comfort. Additional opportunities to optimise solar performance, including window shading treatments, can be considered during detailed design development. Extensive landscaping and tree planting will also assist in mitigating urban heat island effects by reducing heat absorption across the site. The final selection of roofing materials presents further opportunities to improve thermal performance through the use of lighter-coloured or reflective finishes. The building layout, window placement and boundary setbacks have been designed to maximise natural airflow and cross-ventilation throughout the development. These passive design measures contribute to occupant comfort, lower operating costs and an overall reduction in energy consumption.
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 proposed development provides clear and convenient pedestrian connections between the car parking area and the building entrance, ensuring safe and efficient access for staff, children and visitors. Opportunities remain for additional weather protection measures, such as awnings or covered walkways, to further improve user comfort between parking areas and the main entry. The design establishes strong connections between internal activity rooms and outdoor play spaces, supporting an integrated indoor-outdoor learning environment. Outdoor areas have been designed to meet statutory child care requirements while incorporating landscaping and shade elements that enhance amenity and create an attractive setting for children and staff. Staff facilities are appropriately located to support the efficient operation of the child care premises while

SPP 7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
	maintaining separation from children's activity areas. Landscaping and screening treatments surrounding these spaces contribute to visual amenity and provide opportunities for a comfortable and functional outdoor environment for staff. Outdoor play areas have been designed in accordance with the Child Care Services (Child Care) Regulations and accommodate the operational needs of the centre and children across different age groups. The design promotes safe and accessible circulation, effective supervision and direct connections to indoor learning areas, while landscaping, shade structures and play elements enhance the comfort, usability and overall quality of the outdoor environment.
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.*	Access to the site for both vehicles and pedestrians is provided from Windemere Crescent. The development incorporates clear wayfinding measures, including appropriately located signage and identifiable entry points, ensuring the site is legible and easy for visitors and occupiers to navigate.
8. Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*	The proposed development incorporates several design measures to promote pedestrian safety and the safe operation of the car park. Passive surveillance is provided through building windows overlooking parking and circulation areas, while clear sightlines at access points and a secure entry arrangement help prevent children from accessing vehicle areas unsupervised. A Traffic Engineering Assessment has confirmed that vehicle manoeuvrability and sight distances are satisfactory. In addition, a dedicated turning bay will allow vehicles to exit the site in a forward direction, reducing the potential for vehicle and pedestrian conflicts. The car parking layout has been reviewed by a qualified traffic engineer and is considered to provide appropriately sized parking bays and adequate functionality. Vehicle overhang on the eastern side of the site has been assessed as acceptable; however, wheel stops may be incorporated during detailed design to further protect adjacent pedestrian pathways and landscaped areas where necessary. The child care premises has also been designed to safely accommodate peak drop-off and pick-up periods. Parents will be required to accompany children between the car park and building through controlled access arrangements, supported by sign-

SPP 7.0 Design of the Built Environment	
Design Principle	**Officer Comment**
	in and sign-out procedures that provide an additional level of supervision. The traffic assessment concludes that the car park layout, vehicle circulation, sightlines and anticipated traffic generation can be safely accommodated, with the dedicated turning bay further supporting the efficient and safe operation of the site during peak activity periods.
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.*	Public art is required as per LPP6.12 and will be conditioned
10. Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*	The proposed development presents an attractive and well-articulated street frontage through the use of varied materials, finishes, setbacks and window treatments. These design elements create visual interest, reduce the perception of bulk and scale, and contribute positively to the character of the surrounding streetscape. The street-facing façade incorporates active frontage elements that establish a strong connection between the public and private realms, creating an engaging and welcoming presentation to the street. Variable front setbacks and building articulation further enhance the appearance of the development, breaking up the building form and providing a more human-scaled interface with the public domain. The design also incorporates safe and efficient pedestrian movement throughout the site, ensuring convenient access between the building entrance, car parking areas, administration facilities and service areas, including bin storage. This supports both the operational needs of the child care premises and the safety and convenience of staff, children and visitors. Overall, the contemporary architectural design, active frontage, façade articulation and high-quality presentation are considered to enhance the streetscape and contribute positively to the visual amenity of the locality, creating an inviting and attractive development for the community.

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

The proposed development is required to be considered against the relevant matters listed under *Clause 67 (2)* of the *Deemed Provisions* of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Commentary on the relevant considerations is provided below:

Deemed Provisions Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
(a) *the aims and provisions of this Scheme and Scheme and any other local planning scheme operating within the Scheme area;*	The proposed Child Care Premise is consistent with the objectives of the Residential zoning under the LPS3.
(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 development is consistent with LPS3, and the relevant SPPs and LPPs. Under the City's Draft LPS4 the subject site is proposed to remain Residential R40.
(c) any approved State planning policy;	The development is consistent with SPP 7.0. This assessment is contained in this report. The development is impacted by SPP 5.4 and a Transport Noise Assessment has been prepared by a qualified acoustic consultant outlining the subject to the necessary measures being undertaken, the development should meet compliance with SPP 5.4. Conditions have been recommended to ensure the development satisfies this requirement.
(g) any local planning policy for the Scheme area;	The development is generally consistent with the requirements of the City's Local Planning Policies.
(m) the compatibility of the development with its setting, including – *(i) the compatibility of the development with the desired future character of its setting; and* *(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development.*	The massing and scale of the development are considered appropriate for its context. The proposal is limited to one storey, which is compliant. The built form is well articulated and proportioned, ensuring compatibility with both the existing and intended future character of the area.
(n) the amenity of the locality including the following – *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development;*	The proposed development will not have a significant adverse impact on the character of the locality as the built form is in keeping with emerging character of the locality. The proposed development is appropriate within its setting and positively contributes to the area.
(p) Whether adequate provision has been made for the landscaping of the land to which the application relates and whether	The proposed development provides adequate landscaping and trees on site.

Deemed Provisions Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
any trees or other vegetation on the land should be preserved.	The City has recommended appropriate condition setting ensuring this is implemented.
(s) the adequacy of – *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*	Subject to the recommended conditions, the development provides safe and efficient vehicle access and egress. Access is proposed from both Windemere Crescent. The vehicle access way has been designed to allow vehicles to enter and exit the site in forward gear, with adequate manoeuvring space provided in accordance with Australian Standards. In relation to parking, the development provides sufficient parking to service the proposed development.
(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 development comprises a child care premise with 11 staff members and up to 72 children ; therefore, high traffic volumes are not anticipated. The Transport Impact Statement (Coastal Horizon Development Pty Ltd, Rev 2, 24 March 2026) estimates the traffic increase is well below the Western Australia Planning Commission's threshold for further analysis and will not affect traffic flow or safety. Sightline truncations and internal design measures ensure safe access and egress. The proposal is considered acceptable in relation to traffic generation and road network capacity.
(u) *the availability and adequacy for the development of the following –* (i) *public transport services;* (ii) *public utility services;* (iii) *storage, management and collection of waste;* (iv) *access for pedestrians and cyclists (including end of trip* (v) *access by older people and people with disability;*	The proposed development is accessible via a high frequency public transport bus routes (998 and 999) on Morley Drive, with the closest bus stop located about 100 metres south of the subject site. The development provides sufficient vehicle parking bays. Utility services are available to the development. A Waste Management Plan has been provided and meets the City's requirements. The development provides pedestrian access from the entrance of the site. The development accommodates access. The

Deemed Provisions Clause 67 – Consideration of application by local government	
Provision	**Officer Comment**
	development provides 'at grade' car parking and universal access design features throughout the site.
(y) any submissions received on the application;	The City has considered all responses provided as part of the 28-day consultation period. Additionally, the responses were provided to the applicant to provide comment on. All submitters will be notified of the DAP meeting details, and provided the relevant information should they wish to make a deputation at the DAP meeting.
(za) the comments or submissions received from any authority consulted under clause 66;	Consultation to relevant authorities such as Water Corporation has been undertaken as detailed earlier in the report under 'External Referral Agencies'.

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

The City has prepared new Local Planning Scheme No.4 (LPS4) to replace Local Planning Scheme No.3 (LPS3). On 10 June 2025 at its Ordinary Meeting, Council considered a report on the outcomes of advertising of draft LPS4 and resolved to support it, subject to modifications. On 18 June 2025, draft LPS4 was accepted by the Department of Planning, Lands and Heritage for final assessment and determination.

In relation to draft LPS4, a decision-maker can give due regard to a seriously entertained planning proposal when determining an application, in accordance with Schedule 2 Clause 67(2)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The City acknowledges the subject site is proposed to remain Residential R40 (see Figure 1).



Figure 1 Draft LPS4 Scheme Map and Zoning Legend

4. Local Planning Policy 6.1 – Advertising Signs (LPP6.1)

The following variations are address against the objectives of LPP6.1 below:

- One hoarding sign in a Residential Zone
- Two wall signs proposed in lieu of one

Attachment 2 – City of Stirling Planning Assessment

LPP6.1 Objectives	
General Provisions	**Officer Comment**
Design • *be incorporated into the overall design of the building;* • *be in keeping with the scale and form of the building;* • *not cause visual clutter of the streetscape or the building;* • *not obscure any architectural features of the building;* • *not extend beyond any boundary of a lot;* • *not cause a nuisance, by way of light spillage, to abutting sites; and* • *· not comprise of flashing or running lights.*	The signage has been integrated into the overall design of the development and is proportionate to the scale and form of the building. The signs are modest in size, appropriately located, and serve an identification and wayfinding function for the child care premises. As such, they do not dominate the building or result in visual clutter within the streetscape. Furthermore, the signage does not obscure any architectural features, extend beyond the boundaries of the subject site, or incorporate flashing, animated, or running lights. The signs are not proposed to be illuminated and are therefore not expected to result in light spill or adversely impact the amenity of adjoining residential properties. On balance, the proposed signage is considered to achieve the intent of the design objectives and is unlikely to result in any adverse visual or amenity impacts on the surrounding residential locality. Accordingly, support for the proposed variation is considered appropriate.
Safety • *not pose a threat to public safety or health;* • *not obstruct visual sightlines of vehicles and/or pedestrians;* • *not interfere with or be likely to be confused with traffic control signals; and* • *· not obstruct pedestrian movement.*	The signage is not expected to pose a threat to public safety or health, as it is appropriately designed, scaled and securely affixed to the building and site fencing. The signs are located clear of vehicle access points and street intersections and will not obstruct sightlines for motorists, cyclists or pedestrians. In addition, the signage does not incorporate colours, illumination, flashing elements or any design features that could be mistaken for, or interfere with, traffic control devices. The proposed signs are contained wholly within the subject site and do not encroach into the public realm. Accordingly, they will not impede pedestrian movement or accessibility along adjacent footpaths. On this basis, the proposed signage is considered to achieve the safety objectives of the policy and is unlikely to result in any adverse impacts on the safe operation of the surrounding road network or pedestrian environment.
Content • *not advertise services or products other than those available on the lot; and* • *· not contain any discriminatory or offensive material.*	The proposed signage is limited to the identification and promotion of the approved child care premises operating from the subject site and does not advertise any services, products or activities not available on the premises. Furthermore, the signage

LPP6.1 Objectives	
General Provisions	**Officer Comment**
	contains no discriminatory, offensive or inappropriate material.
LPP6.1 Objectives	
Objectives	**Officer Comment**
To ensure advertising signs do not pose a safety threat and do not prevent passive surveillance;	The signs are appropriately located and scaled, do not obstruct sightlines for motorists or pedestrians, and do not incorporate features that could distract road users. Furthermore, the signage does not create visual barriers or obscure views into or out of the site, thereby maintaining passive surveillance of the development and adjoining public areas. Accordingly, the proposal is not expected to result in any adverse safety or surveillance impacts.
To ensure businesses can display advertising signs without, in certain circumstances, the need to obtain development approval;	The proposed signage forms part of the current development application and has been assessed concurrently with the childcare development. The signage is limited to identifying the approved use, is appropriately integrated into the development, and is of a scale and design that is compatible with the surrounding area. It is not expected to result in adverse visual, amenity or safety impacts.
To ensure that the display of advertising signs does not adversely impact on the amenity of surrounding land and streetscapes;	The signage is limited in scale, appropriately located, and integrated into the design of the development, providing site identification without dominating the building or surrounding residential environment. The signage is not illuminated, does not contribute to visual clutter, and is not expected to result in adverse visual, safety, or amenity impacts. Accordingly, the proposal is considered compatible with the character of the locality and the amenity of adjoining properties.
To ensure advertising signs are appropriately scaled for their setting;	The proposed signage is appropriately scaled to its setting, being proportionate to the size and form of the building and proportionate with its function as identification signage for the child care premises. The signage remains minor to the development, does not dominate the site or streetscape, and is compatible with the character of the surrounding residential area.
To avoid the proliferation of advertising signs on individual sites and buildings to minimise visual clutter;	While the proposal includes a hoarding sign and two wall signs, the signage is limited in number and purpose, serving only to identify the child care premises and assist with wayfinding. The signs are integrated into the building and site design, are modest in scale, and are located to avoid visual dominance. Although a variation to the signage

LPP6.1 Objectives	
General Provisions	**Officer Comment**
	provisions is sought, the signage is restrained and coordinated, ensuring it does not result in an excess of signage or create visual clutter within the site or surrounding streetscape.
To encourage the incorporation of advertising signs into the design consideration of buildings and avoid obscuring or detracting from prominent architectural features; and	The proposed signage has been incorporated into the overall design of the development and has been carefully positioned to complement the building's form and presentation. The signs do not obscure or detract from any prominent architectural features and remain subordinate to the built form. The coordinated design, scale and placement of the signage ensure it contributes to the overall appearance of the development while maintaining the architectural integrity of the building.
To ensure advertising signs only relate to services and products available on the site.	The proposed signage relates solely to the childcare premises operating from the subject site and is intended for business identification and wayfinding purposes. The signage does not advertise any services, products, or activities that are not available on the premises.

5. Local Planning Policy 6.4 – Child Care Premises (LPP6.4)

The following variations are address against the objectives of LPP6.4 below:

- Operating hours are proposed to start at 6.30am
- Front fencing is not visually permeable along Flinders Street
- The minimum street setback is nil
- Bin storage area abuts a residential lot
- Landscaping buffer between residential is 1m

LPP6.4 Objectives	
Objective	**Officer Comment**
Prioritise the location of Child Care Premises close to activity centres and along urban corridors	The subject site is located along a District Distributor A category road as per the City's Functional Road Hierarchy and fronts a Corridor Class 2 Road (Flinders Street) as identified by the Local Planning Strategy.
Ensure new buildings respect the existing or future built form, scale and character of the area.	The proposed development satisfies the relevant built form controls and integrates well with both the existing and future context of the locality.
Provide landscaping to mitigate development impacts on the amenity of the surrounding area.	Significant landscaping and tree planting is proposed, with a detailed landscaping plan provided which includes the retention of three mature trees and the planting of 15 new trees. This landscaping amounts to 22.8% (380m²) of on-site landscaping, which exceeds the required minimum of 10% (166.4m²). The proposed landscaping is predominantly located to the street, internal northern and southern lot boundaries, providing

LPP6.4 Objectives	
Objective	**Officer Comment**
	a buffer from the development to adjoining properties and improving the visual appeal of the development from Flinders Street.
Ensure developments in residential areas are located along roads that can carry anticipated traffic volumes and minimises the impact on the function and safety of the local road network.	The proposed Child Care Premises abuts Flinders Street which is a District Distributor A Category Road with the capacity to accommodate the additional traffic associated with the use as demonstrated by the submitted TIS which has been reviewed and is supported by the City.
Ensure Child Care Premises operate in a manner that mitigates the impacts of amenity on people living in nearby dwellings with regard to intensity of use, hours of operation, noise, traffic impacts, light spill, waste management and the provision of facilities.	The proposed Child Care Premises has been designed to complement the residential character and scale of buildings in the locality. The capacity of the centre, staffing levels, car parking provision, noise attenuation, external lighting, waste management, and access for vehicles and pedestrians has been addressed by the development application and condition setting.
Require buildings to be designed in a way which minimises the impacts of noise, overlooking, overshadowing, traffic, car parking and access.	The subject site is located along a District Distributor A category road as per the City's Functional Road Hierarchy and fronts a Corridor Class 2 Road (Flinders Street) as identified by the Local Planning Strategy.
Provide a safe and connected environment for pedestrians both on and around the site.	The proposed development satisfies the relevant built form controls and integrates well with both the existing and future context of the locality.

6. Local Planning Policy 6.7 – Parking and Access (LPP6.7)

The following variations are address against the objectives of LPP6.7 below:

- 21 car bays are proposed in lieu of the required 20 car bays

LPP6.7 – Parking and Access	
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;	The Applicant's TIS and Planning Report has been reviewed by the City and provides suitable justification regarding the provision and allocation of customer and staff car parking bays for the development to accommodate the peak demands periods.
b) To ensure safe, convenient, and efficient access for pedestrians, cyclists, and motorists;	The proposed development has been designed to satisfy the relevant access and parking provisions to provide for safe convenient and efficient access for pedestrians, cyclists and motorists. Though the development does not incorporate a specific delivery bay, deliveries to the site are to be scheduled outside of peak hours as per the Applicant's Operational Management Plan (OMP) which will allow for two available bays for deliveries. Additionally, given the nature of the development and available car parking bays, the provision of designated loading bay is not considered necessary in this instance as it is noted in the OMP that deliveries are expected to be conducted with regular

LPP6.7 – Parking and Access	
Objective	**Officer Comment**
	size passenger vehicles / small vans outside of the peak times of the development using any of the available car bays. Waste collection is planned to occur from the verge, with bin placement designed to facilitate efficient and unobstructed servicing. A condition of development approval is recommended for delivery and collection times to appropriately address any potential conflict between staff, visitors, deliveries and waste collection.
c) To prioritise access by public transport, walking and cycling;	The subject site is within proximity to a high frequency public transport route on Morley Drive. The proposal includes the provision of 4 bicycle parking bays.
d) To facilitate the provision of adequate bicycle parking and end of trip facilities;	The development provides 4 bicycle parking bays in accordance with LPP 6.7.
e) To provide a balanced parking supply that does not exceed the capacity of the road network, with sufficient publicly accessible parking;	As per the Applicant's TIS and Planning Report, the provision of car parking is deemed to be sufficient relative to the volume of traffic generated by the proposed development as accommodated by the surrounding road network.
f) To ensure that an oversupply of parking does not occur that discourages alternative forms of transport; and	There is no car parking oversupply.
g) To ensure the amount of parking is not detrimental to the urban design and character of the locality.	The City's assessment concludes the siting, design and layout of the parking is sufficient and provides an acceptable urban design outcome.

7. Local Planning Policy 6.6 – Trees and Landscaping – Non-Residential (LPP6.6)

The following variations are address against the objectives of LPP6.6 below:

- The minimum landscaping strip along lot boundaries adjoining residential property is nil

LPP6.6 – Objectives	
Objectives	**Officer Comment**
a) To improve the amenity of areas by providing suitable landscaping for development sites;	The proposed landscaping design incorporates a mix of trees, shrubs and groundcovers that will enhance the visual amenity of the site, soften the appearance of built form, and contribute to an attractive streetscape and pedestrian environment.
b) To protect existing trees, and ensure new trees are planted to contribute to tree canopy coverage;	Three existing mature trees are retained where practicable and will be conditioned to be protected during construction. New canopy trees are

LPP6.6 – Objectives	
Objectives	**Officer Comment**
	proposed throughout the site to increase long-term tree canopy coverage and contribute to the City's urban forest objectives.
c) To provide shade coverage to car parking areas;	Canopy trees are strategically located adjacent to parking areas to provide shade, reduce heat absorption from hardstand surfaces, and improve user comfort over time as the trees mature.
d) To ensure development provides optimal growing conditions to enable existing trees, new trees and landscape planting to reach maturity;	Landscape areas are designed with sufficient soil volume, suitable planting zones, and appropriate setbacks from buildings and infrastructure to support healthy plant growth and long-term establishment.
e) To provide a diversity of plant and tree species that are resilient to climatic, soil and site conditions; and	A diverse range of species has been selected, including native and climate-resilient plants suited to local soil and environmental conditions. This diversity promotes landscape resilience, biodiversity, and reduced susceptibility to pests and diseases.
f) To encourage waterwise landscaping through appropriate species selection, reduced water demand, and improved stormwater utilisation.	The landscaping incorporates drought-tolerant and waterwise species to minimise irrigation requirements. Landscape areas are designed to maximise infiltration and utilise stormwater where practicable, reducing overall water consumption while supporting healthy plant growth.

Attachment 6a - Transport Impact Statement prepared by Coastal Horizon Developments Pty Ltd received 6 April 2026

COASTAL HORIZON DEVELOPMENTS PTY LTD

LOT 1127 (#1) WINDEMERE CRESCENT, NOLLAMARA

TRANSPORT IMPACT STATEMENT

Job No: P002981

Rev A

24 March 2026

Premise

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DOCUMENT AUTHORISATION					
Revision	**Revision Date**	**Proposal Details**			
Rev A Draft	26/03/25	Issued for Review			
Rev A	24/03/26	Issued for Submission			
Prepared By		**Reviewed By**		**Authorised By**	
Abel Tan		Jelena Simic		Marina Kleyweg	

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1. EXECUTIVE SUMMARY

Site Context

- The project is located at Lot 1127 (#1) Windemere Crescent, Nollamara**.**
- The subject site is currently vacant land on the eastern corner side of Windemere Crescent / Flinders Street intersection.
- It fronts Windemere Crescent to the north, Flinders Street to the west, and is bordered by adjacent properties to the east and south.

Technical Findings

- The proposed development is expected to generate up to 214 vehicular trips per day, with:
  - 58 vehicular trips per hour during the AM peak.
  - 57 vehicular trips per hour during the PM peak.
- According to the WAPC Guidelines, this represents a moderate impact on the surrounding road network (10–100 VPH is considered moderate).

Relationship with Policies

- The proposed development complies with the City of Stirling Local Planning Scheme No. 3 and Local Planning Policy No 6.7 regarding parking and bicycle provisions.
- A total of 21 on-site car parking bays are proposed, including 20 standard bays and 1 ACROD bay, all accessible from Windemere Crescent.
- Additionally, four (4) bicycle racks / spaces are proposed.
- The proposed plans include 1 ACROD bay, which meets the requirements outlined in the National Construction Code **(NCC).**
- Parking and Access arrangements are compliant with AS 2890.1

Conclusion

- As stated above the additional traffic attracted to the subject site is expected to increase by a maximum of 214 vehicular trips per day, 58 vehicular trips per hour in AM and 57 vehicular trips per hour in PM peak.
- In summary Premise believes that the proposed development will not have a negative impact on the surrounding road network.

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2. INTRODUCTION

2.1 Background

Premise Australia Pty Ltd **(Premise)** has been engaged by Coastal Horizon Developments PTY LTD to prepare a Transport Impact Statement **(TIS)** for the proposed Childcare Centre development at Lot 1127 Windemere Crescent in Nollamara within the City of Stirling **(CoS).**

2.2 Scope and Study Area

This report outlines the traffic impact statement for the proposed Childcare development at Lot 1127 (#1) Windemere Crescent in Nollamara. The site is currently vacant.

The purpose of this assessment is to evaluate the suitability of the site for the intended land use from a traffic impact perspective, taking into account local transport networks, safety concerns, and relevant regulatory requirements.

The scope of work for the Traffic Impact Statement is as follows:

- Collate all existing traffic data for relevant traffic networks in the vicinity of the subject site.
- Undertake a detailed review of crash data between in the last five (5) year reporting period and provide commentary on the road safety aspects of the data and potential reasons for the number and type of incidents.
- Provide an assessment of the likely additional traffic impact of the proposed development.
- Review all existing public transport routes, pedestrian and cyclist infrastructure, and show graphical images overlaid on aerial imagery within 400-metre radius of the subject site.
- Calculate trip generation for AM / PM peak and daily traffic based on the proposed yield and land use.
- Provide a report according to the set-out requirements as nominated in the WAPC Transport Impact Assessment Guidelines: Individual Developments.
- Provide further analysis of any site-specific issues that may be encountered during the assessment.

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3. EXISTING CONDITIONS

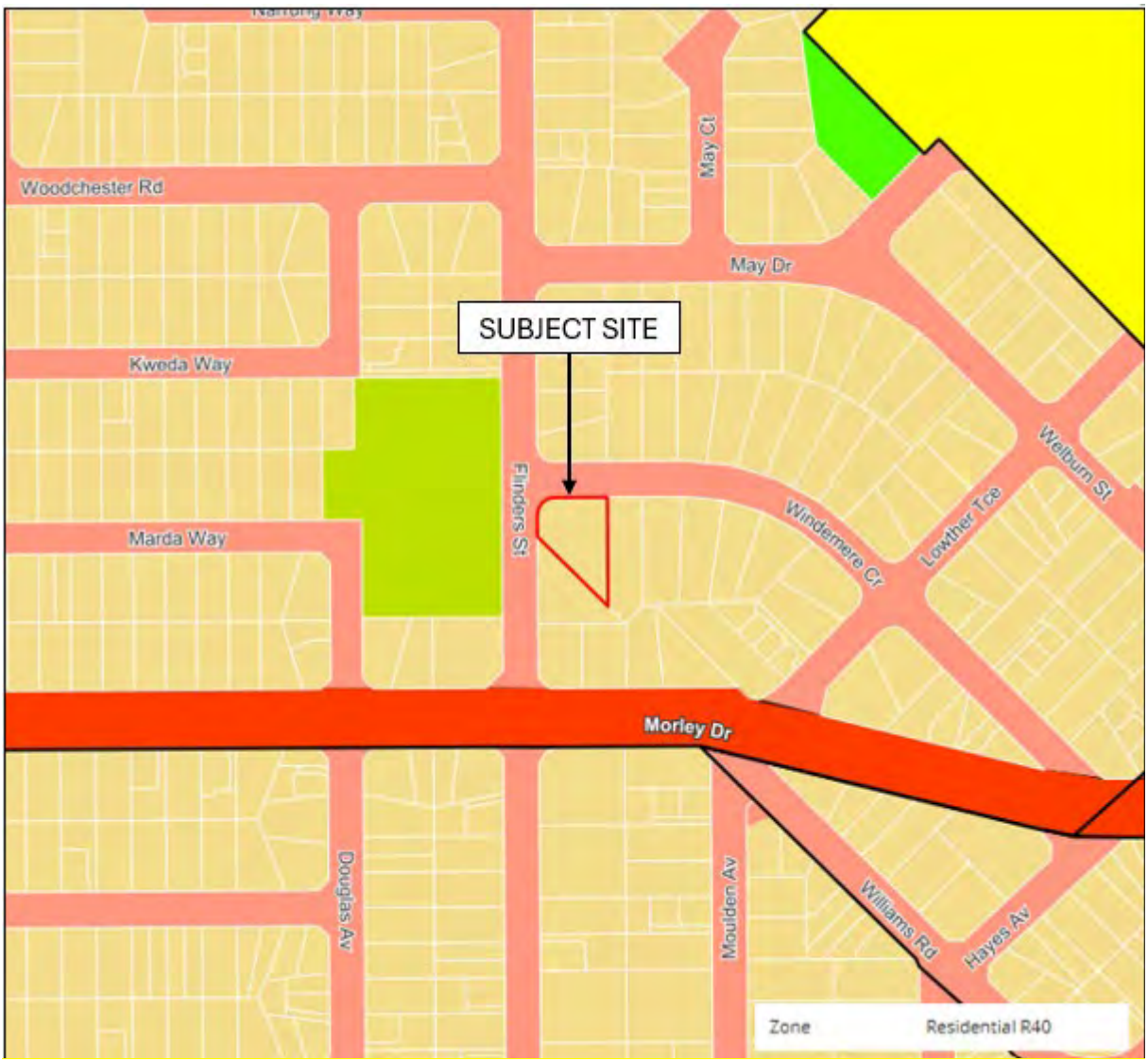
3.1 Site location and description

As shown in **Figure 1**, the subject site is currently zoned as a 'residential' zone under the City of Stirling Local Planning Scheme 3 (LPS3).

The subject site is located at Lot 1127 Windemere Crescent, Nollamara under the jurisdiction of City of Stirling **(CoS)**. The subject site is currently vacant.

Traffic accessing the site will pass through the Flinders Street / Windemere Crescent intersection and the Lowther Terrace / Windemere Crescent intersection.

Figure 1 - Surrounding land use and zoning (Source: CoS Interactive Mapping System)



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3.2 Existing Road Conditions

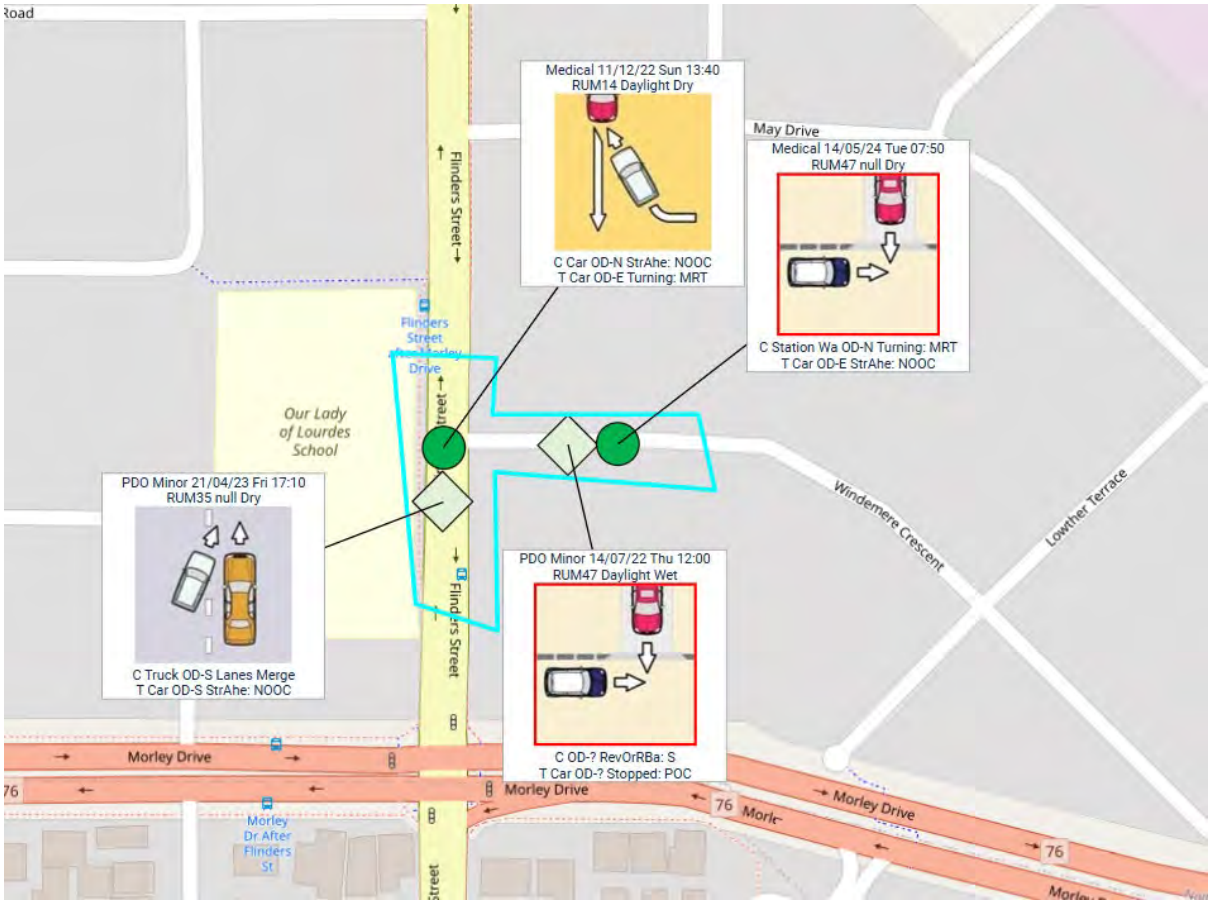
Table 1 – Road Classification and Description

Road Name	**Windemere Crescent**
Number of Lanes	two way, one lane each direction, undivided
Road Reservation Width	20.0m (min)
Road Pavement Width	varies approximately 7m
Classification	Access Road
Speed Limit	50kph
Bus Route	NO
If YES Nominate Bus Routes	
On-street parking	YES
Road Name	**Flinders Street**
Number of Lanes	two way, two lanes per direction, divided
Road Reservation Width	20m (min)
Road Pavement Width	approximately 7.5m
Classification	Distributor A
Speed Limit	60kph (non-school zone) 40kph (school zone)
Bus Route	YES
If YES Nominate Bus Routes	371, 970, 970X
On-street parking	NO
Road Name	**Morley Drive**
Number of Lanes	two way, two lanes per direction, divided (excluding turn lanes)
Road Reservation Width	33m (min)
Road Pavement Width	varies between 15m to 20m
Classification	Primary Distributor
Speed Limit	70kph
Bus Route	YES
If YES Nominate Bus Routes	998, 999
On-street parking	NO
Road Name	**Lowther Terrace**
Number of Lanes	two way, one lane (no linemarking), undivided
Road Reservation Width	20m (min)
Road Pavement Width	approximately 7m
Classification	Access Road
Speed Limit	50kph
Bus Route	NO
On-street parking	NO. Verge parking is prohibited.

3.3 Traffic Safety

A review of the MRWA database for all crashes along in the vicinity of the site has been carried out. The crash database provides the location and severity of all crashes for the five-year period from 2020 to 2024.

Figure 2 - Crash Map - Subject Area



Within 100 meters in both directions of the crossover and at the Windemere Crescent / Flinders Street intersection, there is no apparent pattern or recurring incidents indicating excessively unsafe road conditions.

A total of four (4) crashes were recorded:

- Two (2) midblock crashes on Windemere Crescent (PDO minor)
- One (1) midblock crash on Flinders Street (1 PDO minor)
- One (1) intersection crash on Windemere Crescent / Flinders Street (1 Medical)

Given the road classification and crash types, it is concluded that the road network is currently operating in a manner consistent with access roads.

The following tables shows crash rates and crash densities in Perth Metropolitan area on local roads and state roads for the period from 2020 to 2024, as obtained from Main Roads WA February 2026 by email request:

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Table 2 - Crash density and Crash rate (reporting period 2020-20240

	KSI/100MVKT		All Crashes / 100MVKT	
	Local	**State**	**Local**	**State**
Metropolitan -mid block	2.27	2.44	44.76	55.84
Metropolitan intersections	2.63		61.83	

Definitions of acronyms and terms used in this analyse can be found below:

- PDO Crash - a crash that results in property damage only (major or minor) and does not require hospitalisation or medical treatment, as listed in Main Roads WA's Crash Analysis Reporting System (CARS).
- KSI Crashes - Killed and serious injury crash (crash severity: Fatal and Serious/Hospital).
- MVKT - Million Vehicle Kilometres Travelled.

Table 3 – Crash review – intersection

Intersection Name	Road Hierarchy	Speed Limit	Crash Statistics			
			No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
Windemere Crescent / Flinders Street	Access Road / Distributor A	50kph / 60kph	0	0	1	0
No of MVKT Travelled at Location	≈ 24,000 VPD * 365 * 5 years * 2.54 km =17.34 MVKT					
KSI Crash Rate	0 KSI crashes / 17.34 MVKT = 0 KSI crashes/MVKT					
All Crash Rate	1 crashes / 17.34 MVKT = 0.13 crashes/MVKT =13 crashes/100MVKT					
Comparison with Crash Density and Crash Rate Statistics	All crashes rate of 13 is lower than the network average 61.83 for all crashes on metropolitan intersections.					

Table 4 – Crash review – midblock at Windemere Crescent

Road Name	SLK	Road Hierarchy	Speed Limit	Crash Statistics			
				No of KSI Crashes	No of Medical Attention Crashes	No of PDO Major Crashes	No of PDO Minor Crashes
Windemere Crescent	0.050	Access Road	50kph	0	0	1	1
No of MVKT Travelled at Location	≈ 11,000 VPD * 365 * 5 years * 0.050km = 17.16 MVKT						
KSI Crash Rate	0 KSI crashes / 17.16 MVKT = 0 KSI crashes/MVKT						
All Crash Rate	2 crashes / 17.16 MVKT = 0.36 crashes/MVKT = 36 crashes / 100MVKT						
Comparison with Crash Density and Crash Rate Statistics	All crashes rate of 36 is lower than the network average of 44.76 for all crashes on metropolitan local roads.						

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3.4 Existing Traffic Flow

The following table provides an overview of traffic count data for roads in the vicinity of the subject site. Refer to Appendix B for graphical representation of this data.

Table 6 – Traffic counts data

Road Name	Location of Traffic Count	Vehicles Per Day (VPD)	Vehicles per Peak Hour (VPH) Peak Time - Peak VPH		Heavy Vehicle %	Date
			AM	PM		
Flinders Street	South of Morley Drive (SLK 2.35)	23,659	07:45 – 2,098	16:00 – 1,782	9.1%	2025 /26
	North of Flinders Street / Morley Drive Intersection (SCATS)	16,628	08:00 – 1,259	16:00 – 1,373	N/A	2023

**Note – These traffic counts were collected from the MRWA Traffic Map.*

3.5 Public Transport

The subject site has excellent access to public transportation. There is a bus stop (Stop ID: 16414) located approximately 30m south servicing three (3) bus routes: 371, 970 and 970x.

The following tables outline the public transport options available near the site, with a graphical representation of this data provided in Appendix B.

Table 7 - Bus routes and frequencies

Bus Route	Description	Peak Frequency	Off-Peak Frequency
371	Operates between Nangar St / Flinders St and Mirrabooka Station, serving 28 stops in the Perth area	10-15 minutes	30 - 60 minutes
970x	Mirrabooka Bus Station to Dianella Secondary College via Nollamara Avenue	Specific trips at 8:01am and 8:11am on school days	No off-peak services for Route 970X, as it is designed to cater to school-specific travel times.
998	Part of the CircleRoute, operating clockwise through Perth's suburbs, connecting major points including Fremantle, Murdoch, Curtin University, Oats Street, Bayswater, Stirling, Shenton Park, University of WA, and back to Fremantle.	15min	30 minutes

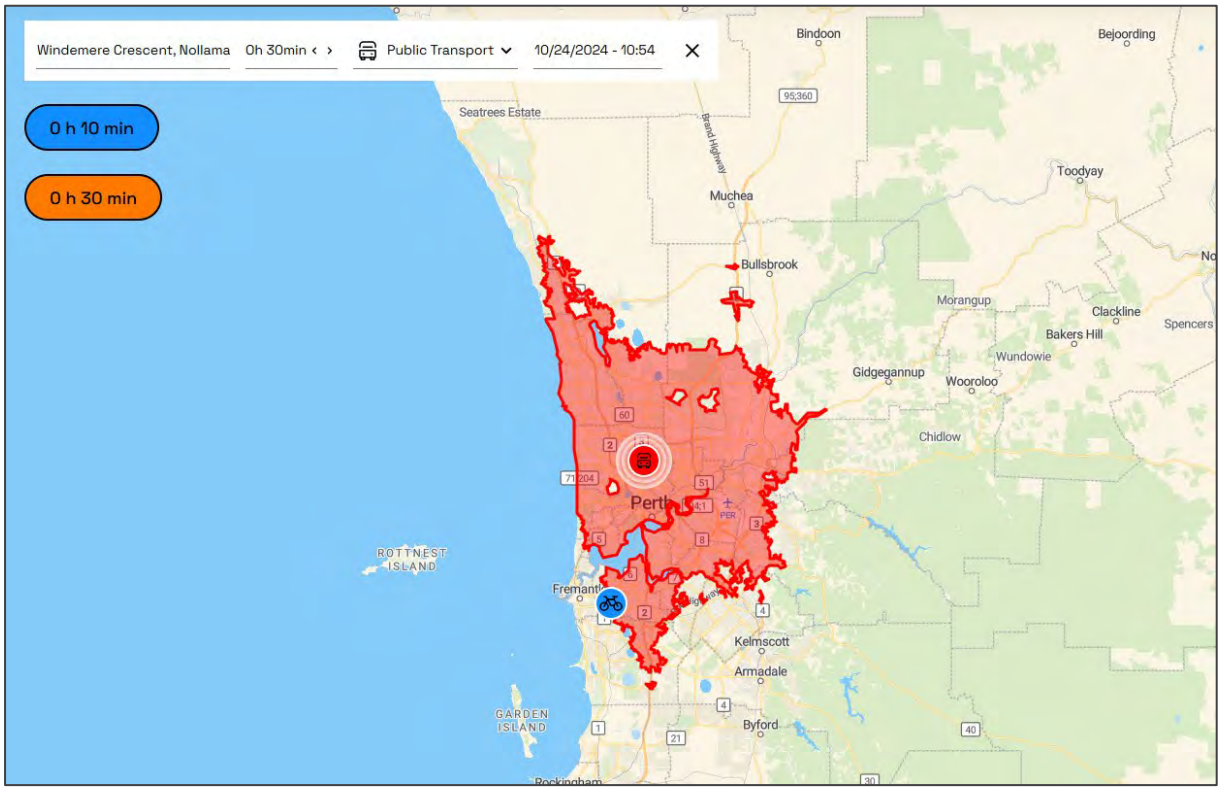
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Bus Route	Description	Peak Frequency	Off-Peak Frequency
999	Part of the CircleRoute, operating counterclockwise through Perth's suburbs, connecting major points including Fremantle, University of WA, Shenton Park, Stirling, Bayswater, Oats Street, Curtin University, Murdoch, and back to Fremantle.	15min	30 minutes

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Walk Score Rating for Accessibility to Public Transport	
53	Good Transit. Many nearby public transportation options.

Figure 3 - 30min public transport catchment (app.traveltime.com)



3.6 Pedestrian and Cyclist Infrastructure

Premise have done a desktop review of the pedestrian and shared paths surrounding the proposed facilities. Refer to Appendix B for graphical representation of the below table.

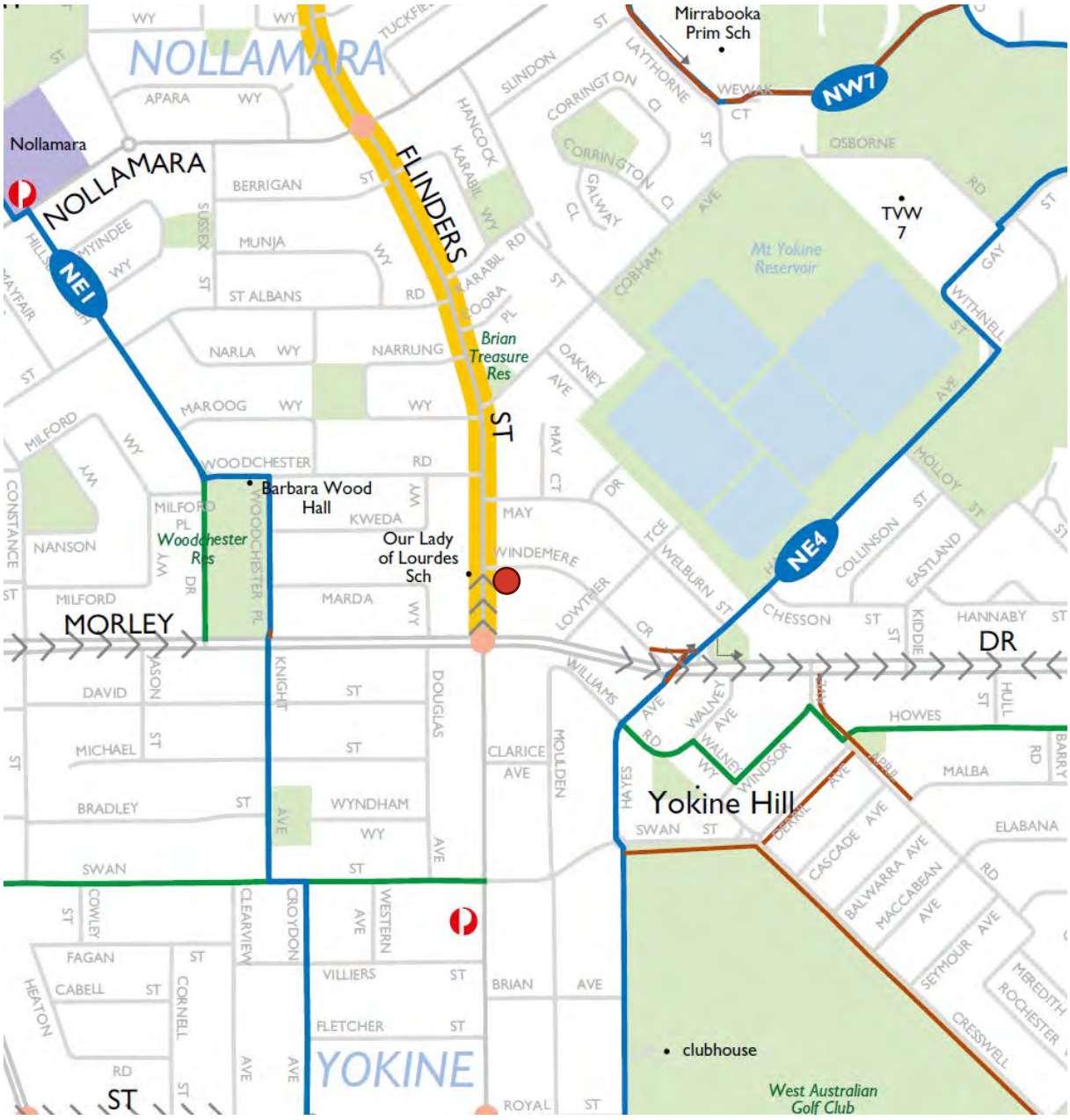
Table 8 - PBN routes in the vicinity of the subject site

Classification	Road Name
"Perth Bicycle Network - Continuous Signed Routes"	Woodchester Road, Woodchester Place, Hayes Avenue
"Bicycle Lanes or Sealed Shoulder Either Side"	Flinders Street

What is the Walk Score Rating?

63 Somewhat Walkable. Some errands can be accomplished on foot.

Figure 4 - Cycling Map

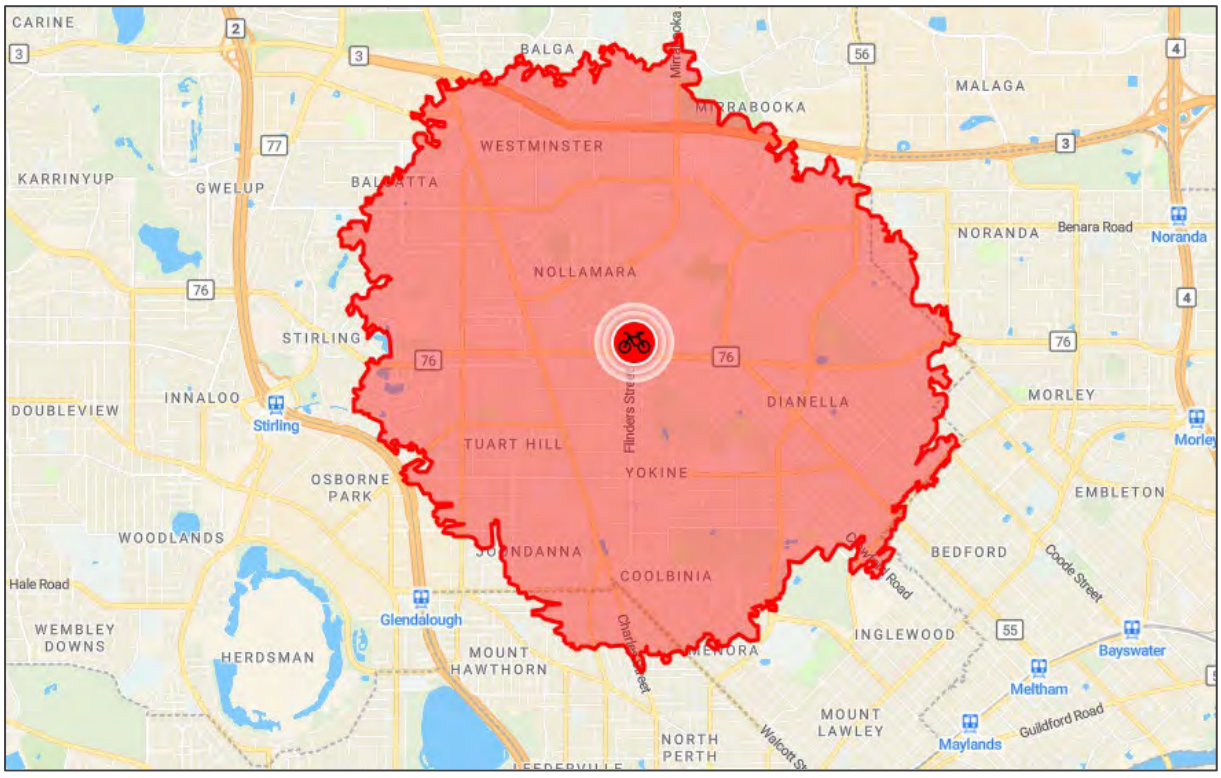


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Figure 5 - 10min walking catchment (app.traveltime.com)



Figure 6 - 15min cycling catchment (app.traveltime.com)



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4. PROPOSED DEVELOPMENT

4.1 Overview of Proposed Development

The development proposal includes a childcare centre as shown on plans enclosed in Appendix A for clarity.

Table 9 - Proposed land uses and yields

Proposed Land Use	Yield
Childcare Centre	72 children and 11 staff members

4.2 Vehicular Parking

City of Stirling Local Planning Policy No. 6.7 states that the car parking requirements for residential developments are to be in line with the extracted rates from the table below.

Table 10 - Car parking provision rates

Guideline document	Car parking requirement
City of Stirling Local Planning Policy No. 6.7	1 bay per staff member in attendance; and 1 bay per 7 children in attendance

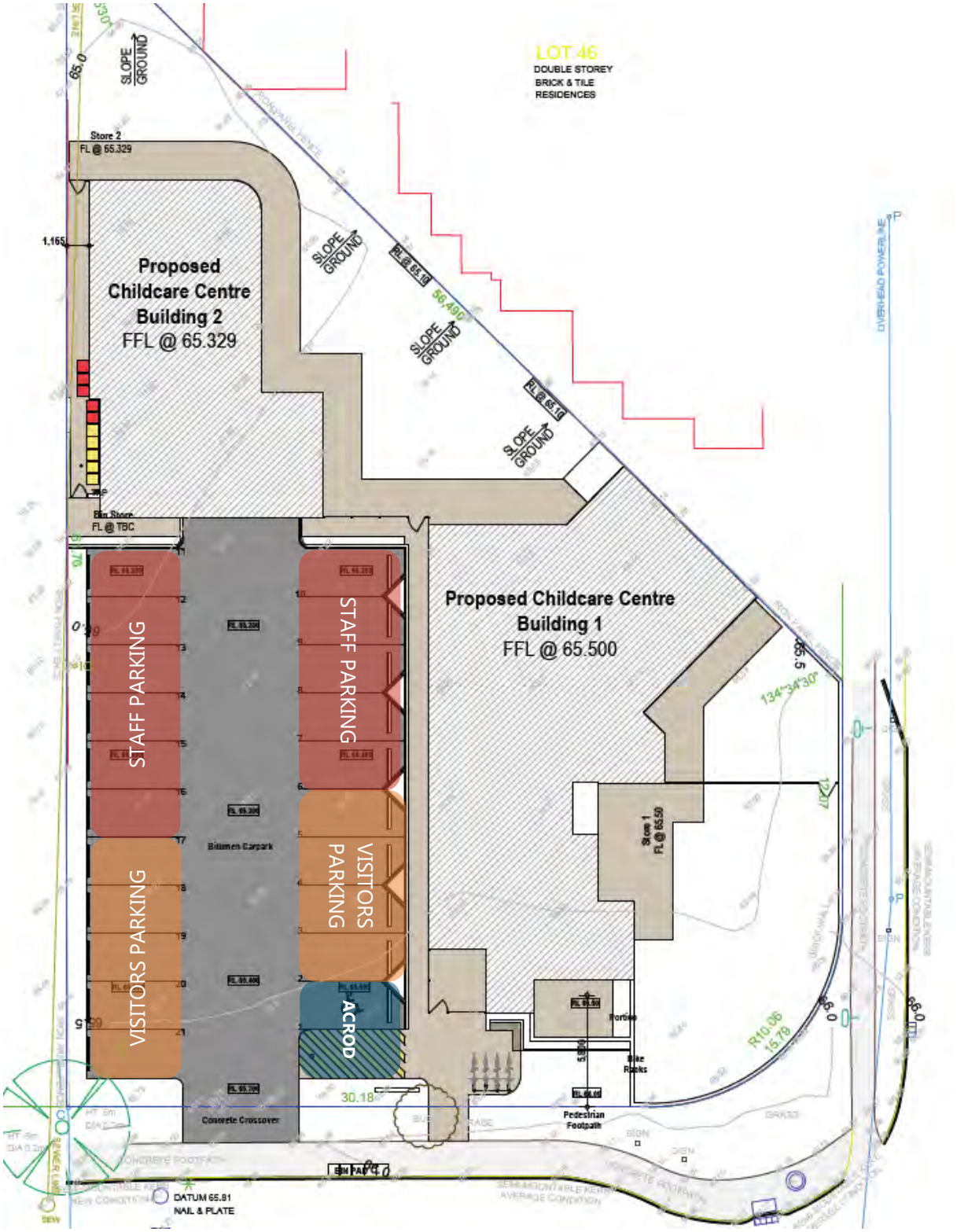
Table 11 - Car parking requirements in accordance with City of Stirling Local Planning Scheme No. 3

Land Use	Yield	Required Parking
Childcare Centre	11 staff	11 spaces
	72 Children	10.29 ~ 10 spaces
	Total Parking Required:	**21**
	Total Parking Provided:	**21**

A total of 21 parking spaces is proposed, which complies with the City of Stirling requirements. These include 11 spaces allocated for staff and 10 spaces designated for pick-up and drop-off associated with the childcare centre, including one ACROD bay. The following figure shows the proposed parking allocation.

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Figure 7 - Proposed parking bay allocation



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4.2.1 OVERVIEW OF COMPLIANCE WITH AS2890 PARKING FACILITIES

The proposed development should adhere to the Australian/New Zealand Standard for parking facilities (AS 2890.01), which prescribes geometric and design requirements for off-street car parking facilities; and Part 6: Off-street parking for people with disabilities – AS2890.06.

The site will provide 21 parking bays.

Parking areas are designed to accommodate User Class 1A - Residential, domestic and employee parking, User Class 2 – Visitors, and User Class 4 - Parking for people with disabilities.

The access driveway is classified as Category 1, allowing direct access to the parking bays from Windemere Crescent.

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4.2.1.1 Comparison of proposed layout to AS2890.01 requirements

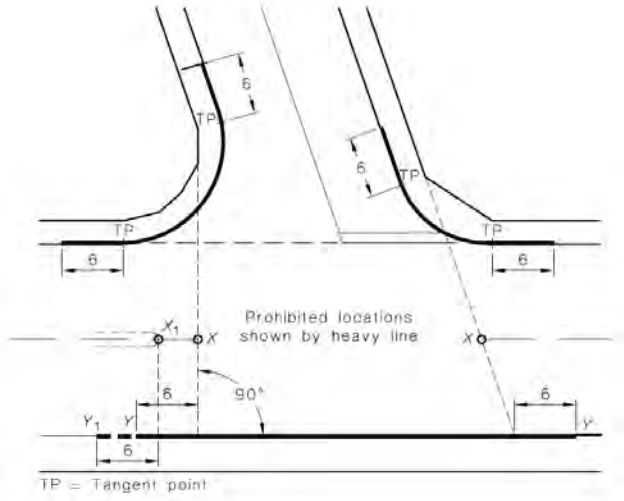
Table 5 - Parking dimensions comparisons

Parking Bay Type	AS2890.1:2004 Off-street car parking					
	Parking Bay Length		Parking Bay Width		Aisle Width	
	Required	Proposed	Required	Proposed	Required	Proposed
All bays at 90° (User Class 1A) Residents	5.4m	5.5m (west side of carpark) 5.04 (east side of carpark)	2.4m	2.5m	5.8m	6.0m
All bays at 90° (User Class 2) **VISITORS**	5.4m	5.5m (west side of carpark) 5.04 (east side of carpark)	2.5m	2.5m	5.8m	6.0m
ACROD Parking	5.4m	5.5m	2.4m–ACROD 2.4m– shared space	2.5m–ACROD 2.5m– shared space	5.8m	6.0m

Table 6 – Parking design and layout comparison

REQUIREMENT	COMPLIANCE
"3.2.3 Access driveway location *(a) Driveway Categories 1 and 2* *At unsignalized intersections of sub-arterial, collector or local streets with each other or with an arterial road, access driveways in Categories 1 and 2 (see Table 3.1) shall not be located in the sections of kerb shown by heavy lines in*	• The proposed driveway is located approximately 12m from the intersection of Flinders Street / Windemere crest which is in accordance with the standard.

REQUIREMENT	COMPLIANCE
Figure 3.1. This requirement shall not apply to accesses to domestic driveways in the kerb section opposite the entering road at any intersection including signalized intersections. Furthermore, it shall not apply to any access driveway serving a property which would otherwise be denied access due to the physical impossibility of meeting the requirement."	



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"3.2.1 Access driveway widths

TABLE 3.1
SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category — Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:
1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.
2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

TABLE 3.2
ACCESS DRIVEWAY WIDTHS

metres

Category	Entry width	Exit width	Separation of driveways
1	3.0 to 5.5	(Combined) (see Note)	N/A
2	6.0 to 9.0	(Combined) (see Note)	N/A
3	6.0	4.0 to 6.0	1 to 3
4	6.0 to 8.0	6.0 to 8.0	1 to 3
5	To be provided as an intersection, not an access driveway, see Clause 3.1.1.		

NOTE: Driveways are normally combined, but if separate, both entry and exit widths should be 3.0 m min.

- The proposed crossover is classified as a Category 1 driveway, which typically requires a combined width of 3.0 to 5.5m. The actual width provided is 6.0m, which exceeds the standard.

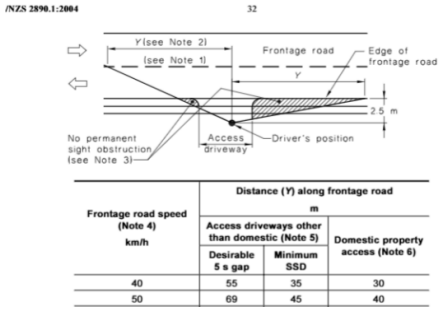
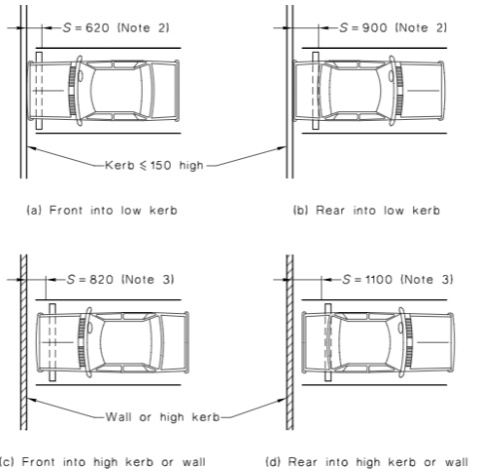
  However, this provides additional safety and operational flexibility for vehicles entering and exiting the site.

"3.2.4 Sight distance at access driveway exits

(b) Sight distance to pedestrians

Clear sight lines as shown in Figure 3.3 shall be provided at the property line to ensure adequate visibility between vehicles leaving the car park or

- Sight distances to pedestrians are compliant.
- Sight lines to other cars to the east is compliant, however due to the proximity to the intersection, sight

REQUIREMENT	COMPLIANCE
domestic driveway and pedestrians on the frontage road footpath."  **Frontage road speed (Note 4) km/h** / **Distance (Y) along frontage road m** / **Access driveways other than domestic (Note 5)** / **Desirable 5 s gap** / **Minimum SSD** / **Domestic property access (Note 6)** 40 — 55 — 35 — 30 50 — 69 — 45 — 40	distance to the west are not compliant. However, it is expected that drivers turning onto Windemere Crest will be of low speed (20-25kph) compared to the speed limit of 50kph
"2.4.2 Angle parking aisle *(c) Blind aisles* *At blind aisles, the aisle shall be extended a minimum of 1 m beyond the last parking space, as shown in Figure 2.3, and the last parking space widened by at least 300 mm if it is bounded by a wall or fence.* *In cars open to the public the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards.*	• There is no dedicated reversing bay proposed, however a parking management plan is added to show designated employee bays. • Blind aisles is extended by 1m beyond the last parking space
"2.4.5.4 WHEEL STOPS *Wheel stops shall be between 90 and 100 mm in height, and 1650±50mm in width.* *If wheel stops are provided to restrain vehicle contact with a kerb higher than 150mm or a wall, a further 200mm shall be added to the wheel stop distance to cater for the B99 vehicle as illustrated in Figure 2.6(c) and (d).*  *S* = wheel stop distance (measured to point of contact with vehicle tyre).	• There are wheel stops proposed to prevent the encroachment of cars onto pedestrian pathways.

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4.2.2 OVERVIEW OF COMPLIANCE WITH THE CITY OF STIRLING'S CROSSOVER GUIDELINES RESIDENTIAN AND NON-RESIDENTIAL

All vehicular access to the site will be provided via a single crossover from Windemere Crescent with a proposed width of 6.0 metres. This complies with the City of Stirling's specifications, which stipulate a minimum width of 6.0 metres and a maximum of 10.0 metres.

Table 7 - COMPLIANCE WITH THE CITY OF STIRLING'S CROSSOVER GUIDELINES

REQUIREMENT	COMPLIANCE
Be provided at a rate of no greater than one per street frontage;	One access point
Be no less than 6.0 metres in width and no greater than 10 metres in width	6.0m wide
Be no closer than 1.5 metres to a side boundary and no closer than 0.5 metres to street poles	compliant
Be accessed from a local road in cases where a lot has access to both a Distributor Road and Local Road unless it can be demonstrated that access from the Distributor Road is safer.	Access is from a local road

4.2.3 VEHICLE SWEPT PATHS

The proposed parking area has been tested using a B99 Passenger Vehicle (5.2m) and Waste truck (8.8m). No navigability issues were found. For further details, please refer to the swept path analysis plans in Appendix C.

4.3 ACROD Parking

Table 8 - Accessible car parking provision rates

Guideline document	Building class	Car parking provision
NCC 2022 Building Code of Australia - Volume One	• Class 9b — are assembly buildings in which people may gather for social, theatrical, political, religious or civil purposes—	1 space

The proposed plans demonstrate one (1) ACROD bay, meeting the requirements outlined by the Building Code of Australia.

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4.4 Bicycle Parking

Bicycle parking requirements are to be in line with City of Stirling Local Planning Policy No. 6.7 provisions as outlined in the table below:

Table 9 – Bicycle parking provision rates and calculation

Guideline document	Bicycle parking requirement	Yield	Calculation
City of Stirling Local Planning Policy No. 6.7	All other uses • 1 space per 400m2 GFA	1,664m^2	4
		Total Required:	4 bicycle racks / spaces

As shown in **Table 14**, the bicycle provision of four (4) bicycle racks / spaces meets the requirements of the City of Stirling.

4.5 Delivery and Service

Deliveries are expected to be conducted with regular size passenger vehicles / small vans outside of the peak times of the development using any of the available car bays. Therefore, a set down bay will not be required.

Waste collection is planned to occur from the verge, with bin placement designed to facilitate efficient and unobstructed servicing.

As a precaution, Premise conducted swept path analysis with an 8.8m Waste truck and no navigability issues were found. In the event that a private contractor is required to service this development, vehicle will access the site outside of pick up and drop off times and perform managed turn on site using available visitors parking bays. Plans are enclosed in Appendix C for clarity.

4.6 Traffic Impact of the Proposed Development

Data on the trip-generating potential of the various land uses is fairly limited in Western Australia. WAPC TIA Guidelines suggest trip rates for residential land uses have been sourced from the PARTS survey data averaged over the range of dwelling types as well as Guide to Traffic Generating Developments Version 2.2, October 2002 – Roads and Traffic Authority, New South Wales (RTA Guide).

The NSW Guide to Transport Impact Assessment (GTIA) was updated and published in 2024, after extensive engagement with industry professionals, therefore these new rates will be used.

Table 10 - Trip generation rates

Guideline document	Trip generation rates
NSW Guide to Transport Impact Assessment (GTIA)	• AM peak hour = 0.81 vehicle trips/licensed child places • PM peak hour = 0.80 vehicle trips/licensed child places • Daily = 2.97 vehicle trips/licensed child places

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Table 11 - Calculation of vehicular trips

Land Use Type	Yield	Daily Traffic Generation	Peak Hour Traffic Generation	
			AM	PM
Childcare Centre	72 children	214	58	57

According to WAPC guidelines, developments generating between 10-100 vehicular trips in the peak hours can be considered to have a moderate impact on the road network.

The proposed development is expected to generate 58 vehicular trips in the AM peak and 57 vehicular trips in the PM peak with an expected daily traffic generation of 214 vehicle trips. The surrounding road network is expected to accommodate the additional traffic.

4.7 Trip Distribution

The total projected traffic movements to and from the site have been based on the surrounding land uses, anticipated desire lines and the nature of the proposed development. These estimates consider peak hour flows, nearby intersections and likely distribution patterns. Estimated traffic distribution percentages are outlined in the table below for reference.

Table 12 - Trip Distribution Routes

Route	Percentage
From the north via Flinders Street to the subject site and reverse	40% [86 VPD; AM 23 VPH; PM 22 VPH]
From the south via Flinders Street to the subject site and reverse	40% [86 VPD; AM 23 VPH; PM 22 VPH]
From the east via Morley Drive >> Lowther Terrace to subject site and reverse	20% [43 VPD; AM 12 VPH; PM 11 VPH]

4.8 Site-Specific Issues and Proposed Remedial Measures

The assessment of the additional traffic generated by the proposed development is shown on the table below.

Table 13 - Site-Specific Issues

How many site-specific issues need to be discussed?	One (1)
Site-Specific Issue No 1	The provision of a new, safe vehicular access point onto a high-speed state classified state road.

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APPENDICES

APPENDIX A

DEVELOPMENT SITE PLAN

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APPENDIX B

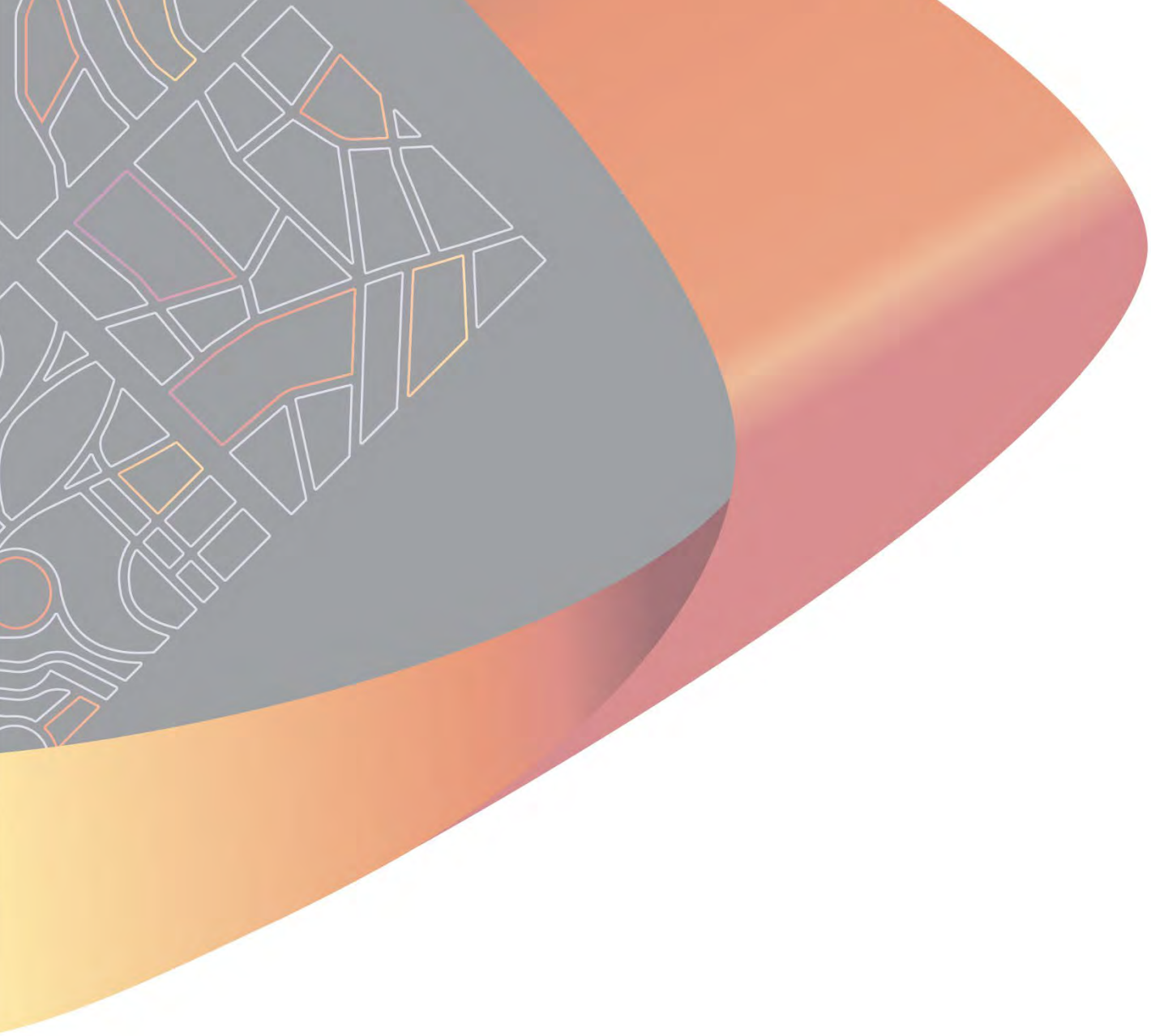
TRANSPORT PLANNING AND TRAFFIC PLANS

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APPENDIX C

VEHICLE SWEPT PATH ANALYSIS

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Legend

- Location Boundary
- Distance from Location
- Civic
- Local centre
- Private institution
- Parks and Recreation
- Public use
- Road

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COASTAL HORIZON DEVELOPMENTS PTY LTD
1 Windmere Crescent, Nollamara
Figure 1
Locality Plan



Sources: © dATA wa, Government of Western Australia 2026; Nearmap 2026

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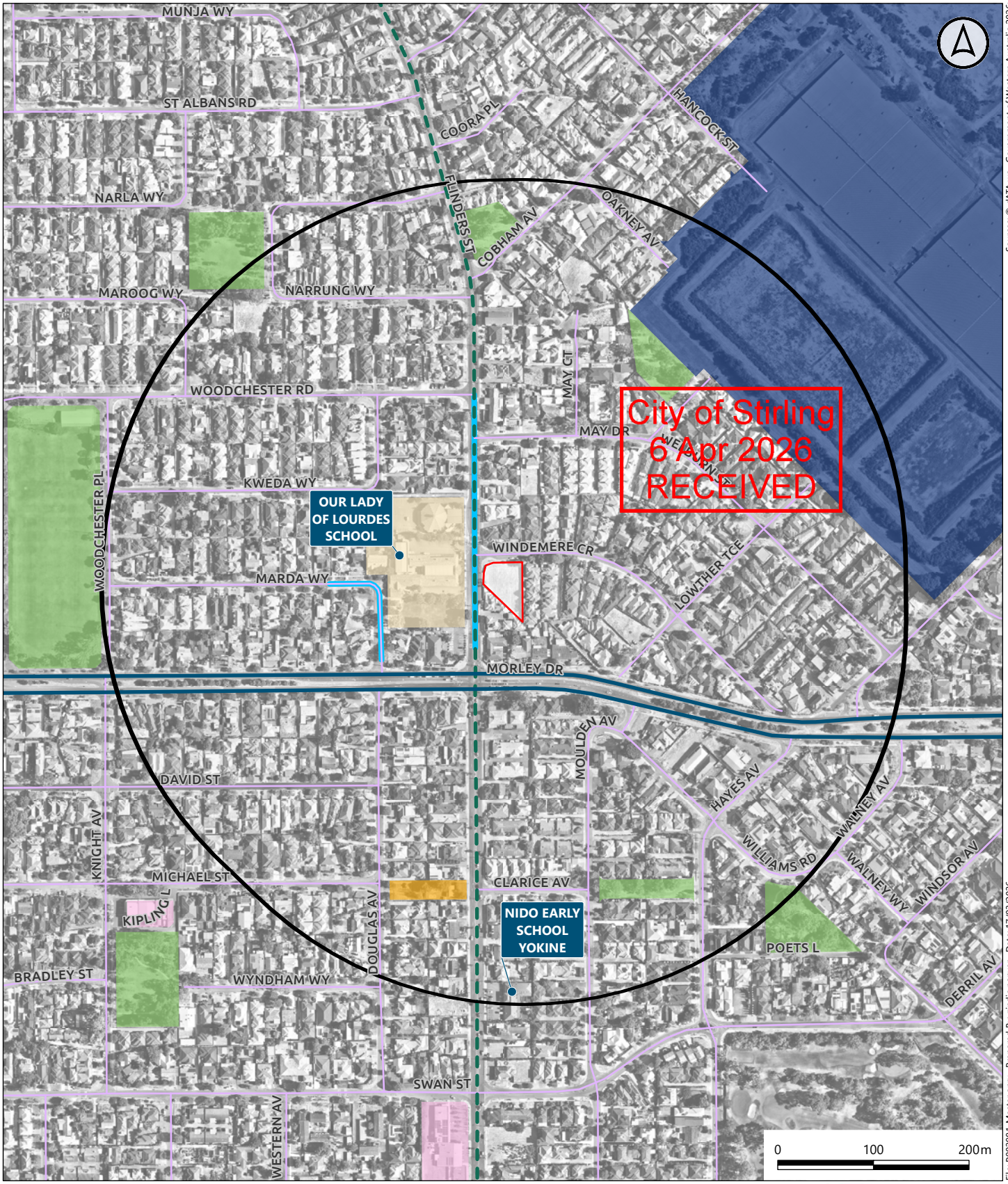
Legend

- Location Boundary
- Distance from Location
- Civic
- Local centre
- Private institution
- Parks and Recreation
- Public use
- Local Road
- State Road
- Traffic Lights

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COASTAL HORIZON DEVELOPMENTS PTY LTD
1 Windmere Crescent, Nollamara
Figure 2
Existing Road Network



Legend

- Location Boundary
- Distance from Location
- Civic
- Local centre
- Private institution
- Parks and Recreation
- Public use

Speed Zones

- Variable 40 km/h (School Zone)
- 50km/h applies in built up areas or 110km/h outside built up areas
- 60km/h
- 70km/h

Premise

COASTAL HORIZON DEVELOPMENTS PTY LTD
1 Windmere Crescent, Nollamara
Figure 3
Speed Zones



Sources: © State of NSW, Department of Customer Service, Spatial Services 2025
State of NSW, Department of Climate Change Energy the Environment and Water 2025; Nearmap 2025

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Legend

- Location Boundary
- Distance from Location
- Civic
- Local centre
- Private institution
- Parks and Recreation
- Public use
- Public Transport Stop

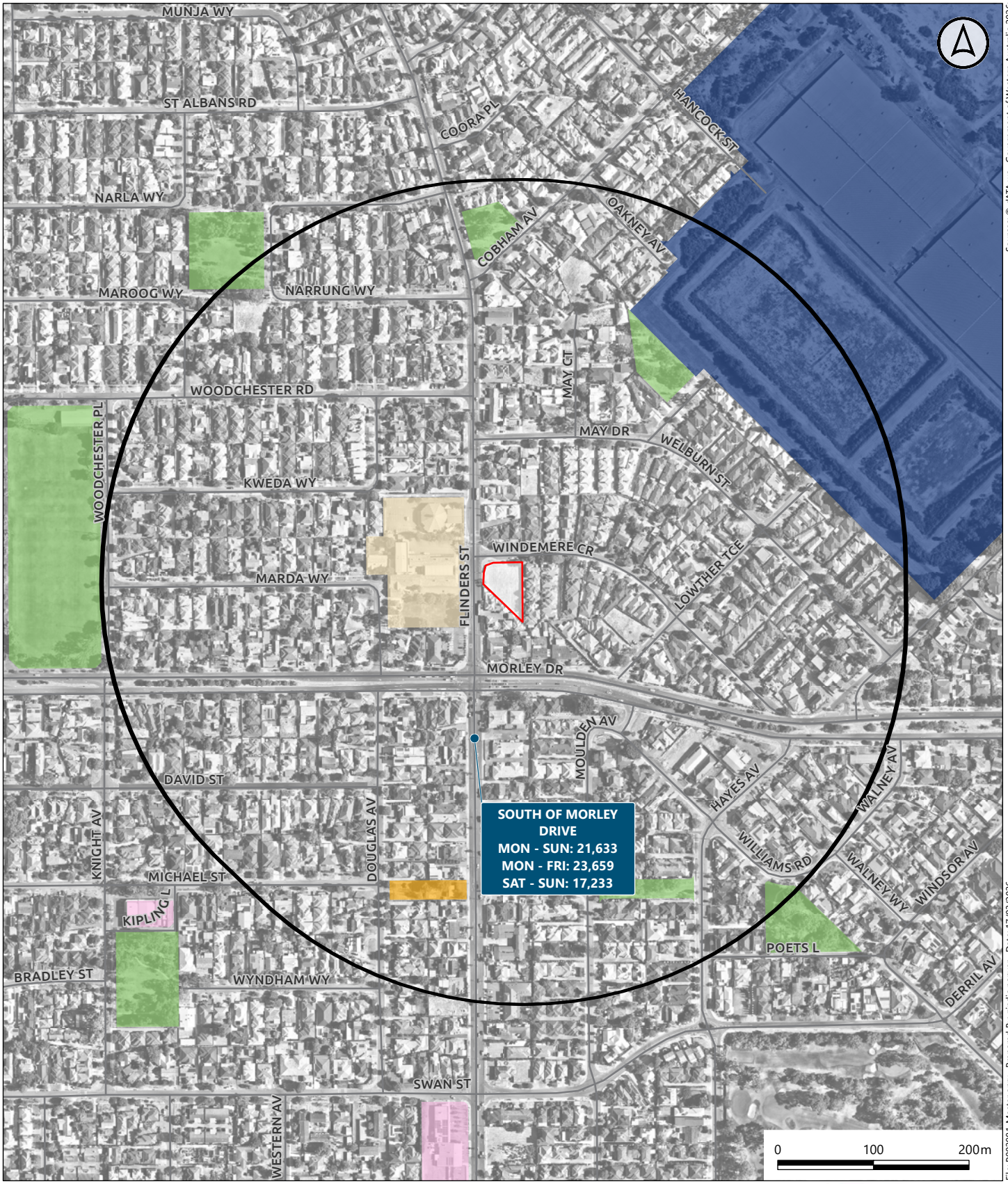
Bus Routes

- School
- Regular

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COASTAL HORIZON DEVELOPMENTS PTY LTD
1 Windmere Crescent, Nollamara
Figure 4
Public Transport Network



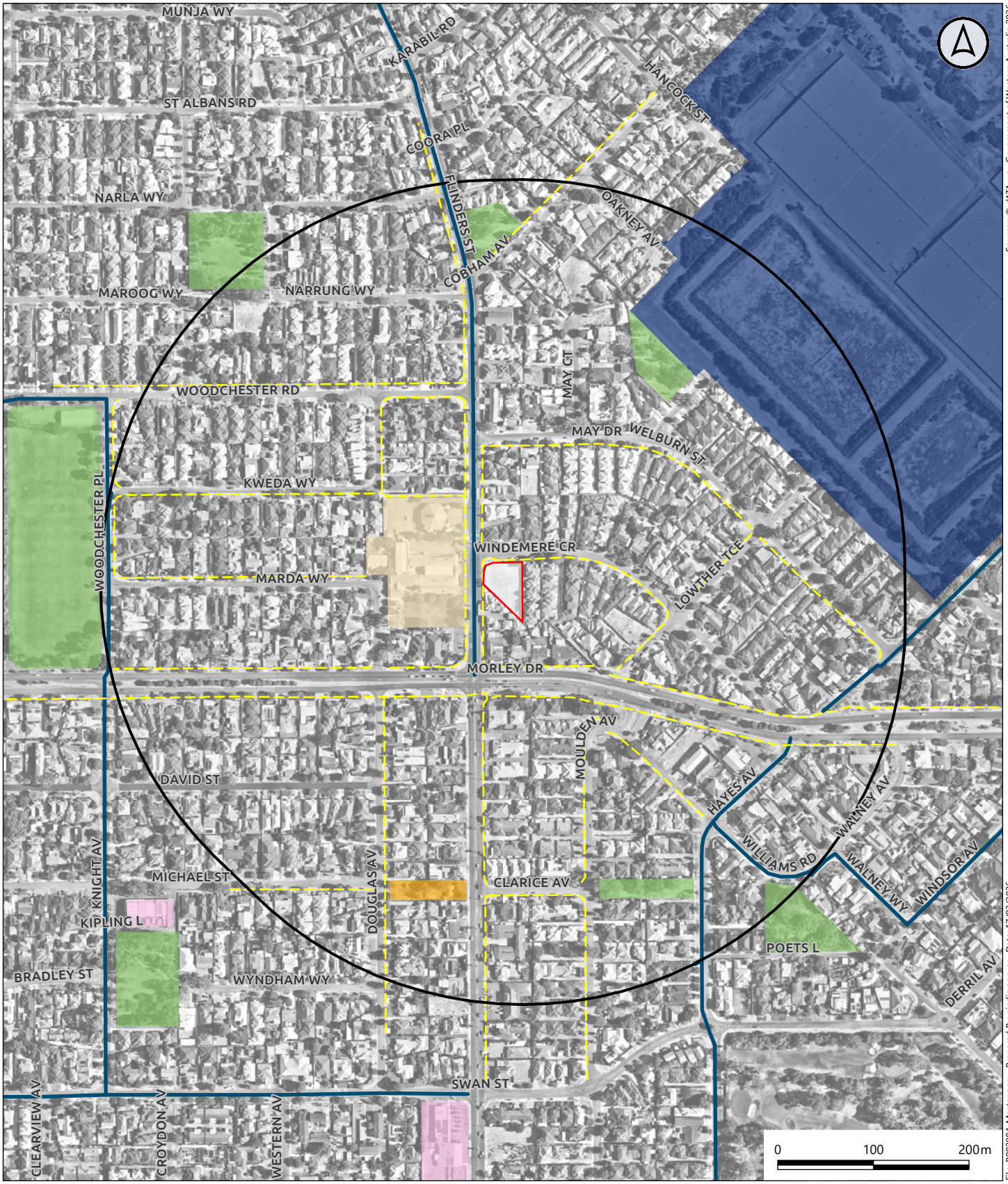
Legend

- Location Boundary
- Distance from Location
- Civic
- Local centre
- Private institution
- Parks and Recreation
- Public use
- Road

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COASTAL HORIZON DEVELOPMENTS PTY LTD
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Figure 6
Traffic Volumes



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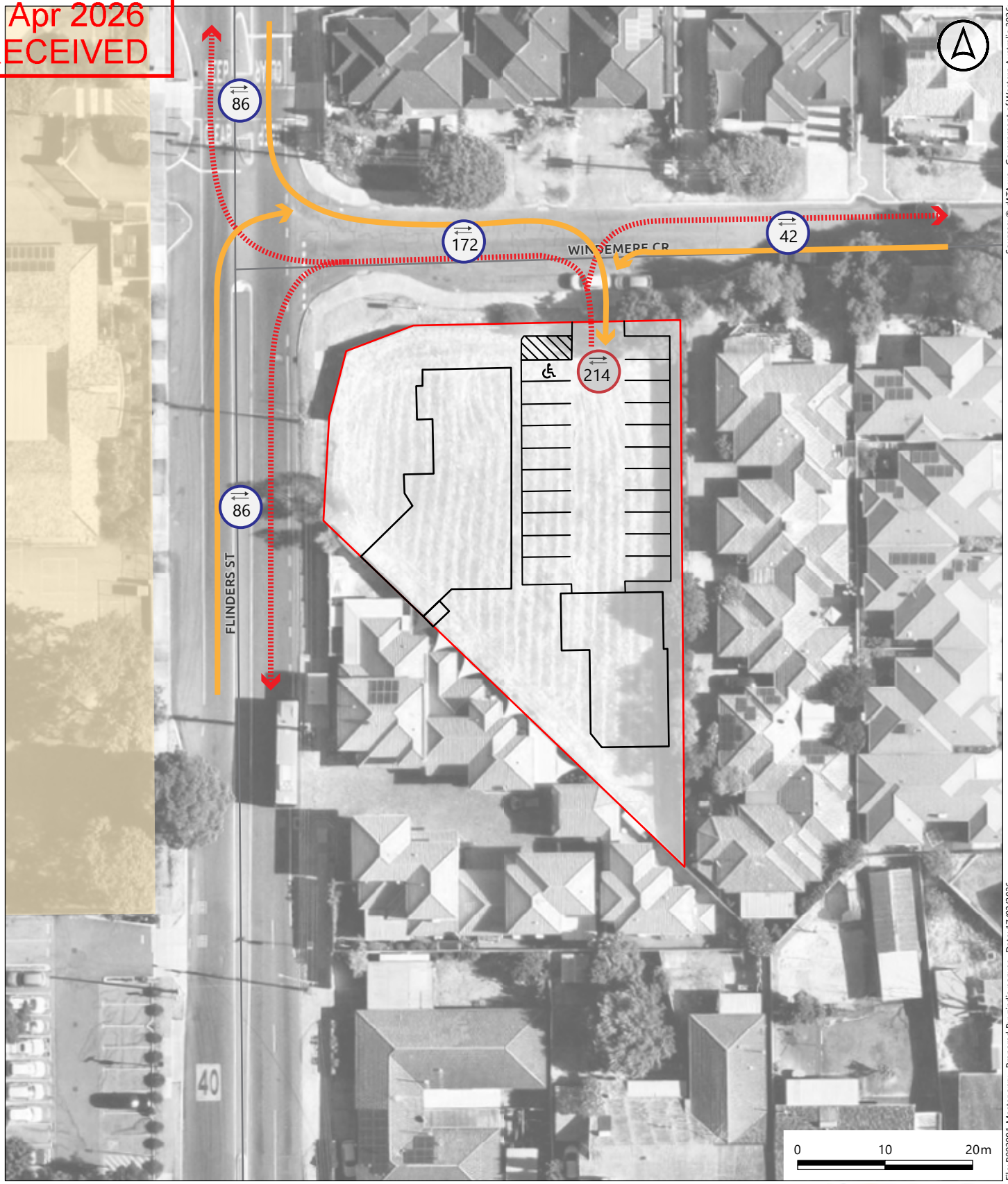
- Location Boundary
- Distance from Location
- Civic
- Local centre
- Private institution
- Parks and Recreation
- Public use
- Bicycle Network
- Footpath Network

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COASTAL HORIZON DEVELOPMENTS PTY LTD
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Figure 7
Active Transport Network, Windemere Cres

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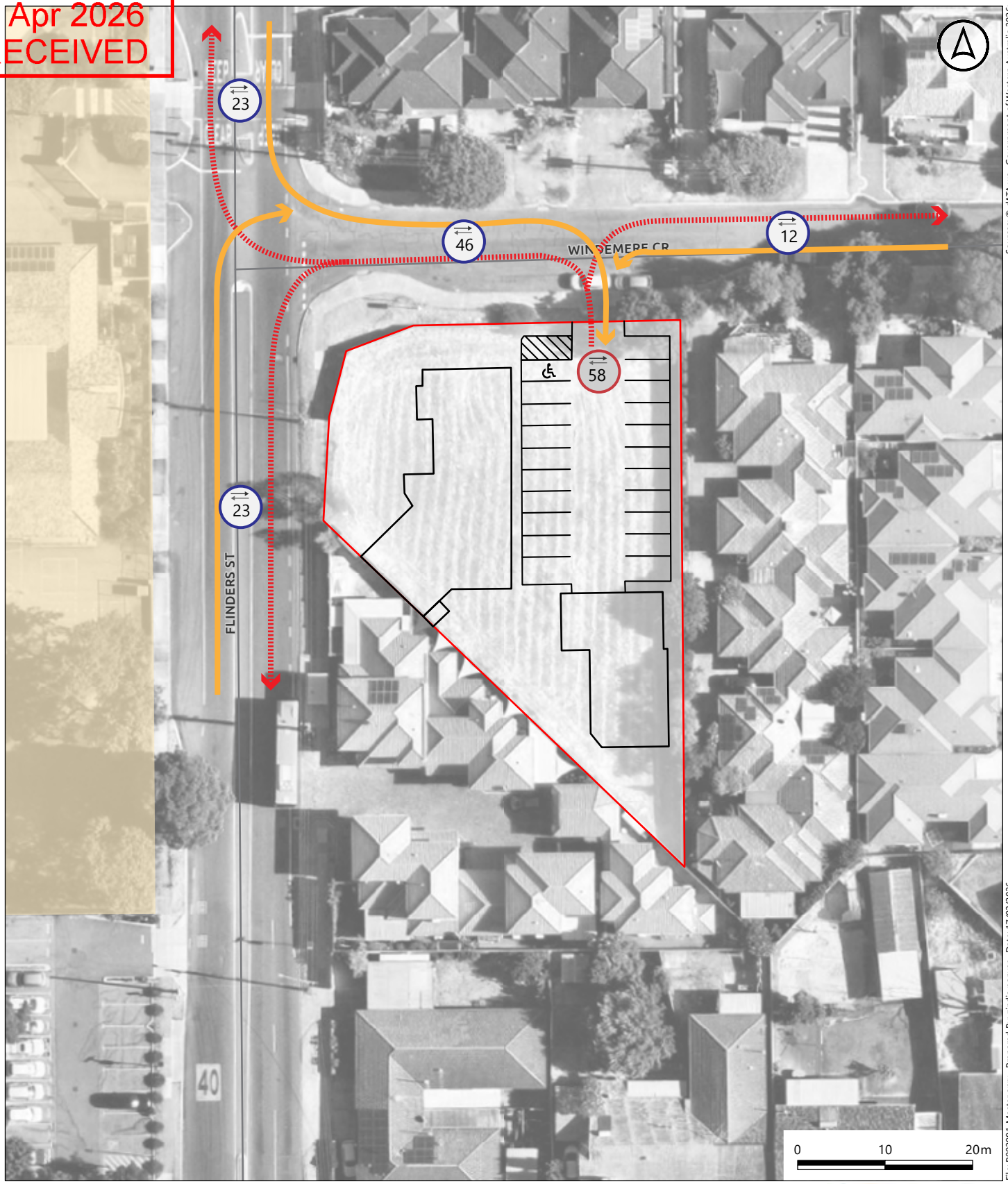
Legend

- Location Boundary
- Road
- Traffic Flow IN Direction
- Traffic Flow OUT Direction
- 1,389 — Total Expected Traffic Generation from the proposed development
- 503 — Total Expected Traffic Generation from Subject Site on the specific section of road - IN and OUT direction

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COASTAL HORIZON DEVELOPMENTS PTY LTD
1 Windmere Crescent, Nollamara
Figure 8
Daily Traffic Distribution Plan

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Sources: © dATA wa, Government of Western Australia 2026; Nearmap 2026

File: P002981_Master.aprx Prepared By: zindia.narver Date: 17/03/2026

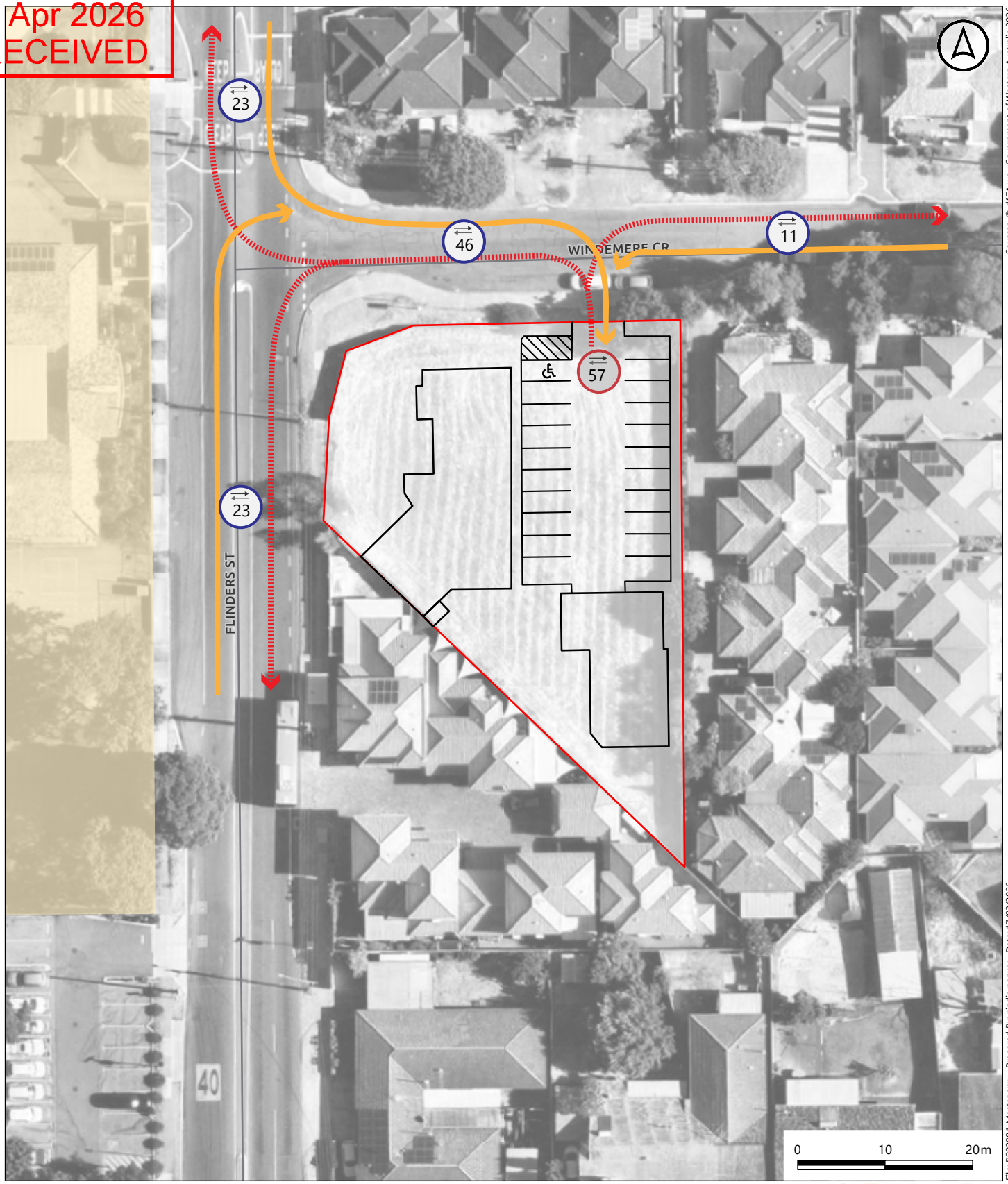
Legend

- Location Boundary
- Road
- Traffic Flow IN Direction
- Traffic Flow OUT Direction
- 1,389 — Total Expected Traffic Generation from the proposed development
- 503 — Total Expected Traffic Generation from Subject Site on the specific section of road - IN and OUT direction

Premise

COASTAL HORIZON DEVELOPMENTS PTY LTD
1 Windmere Crescent, Nollamara
Figure 9
AM Peak Traffic Distribution Plan

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Sources: © dATA wa, Government of Western Australia 2026; Nearmap 2026

Legend

- Location Boundary
- Road
- Traffic Flow IN Direction
- Traffic Flow OUT Direction
- 1,389 — Total Expected Traffic Generation from the proposed development
- 503 — Total Expected Traffic Generation from Subject Site on the specific section of road - IN and OUT direction

Premise

COASTAL HORIZON DEVELOPMENTS PTY LTD
1 Windmere Crescent, Nollamara
Figure 10
PM Peak Traffic Distribution Plan

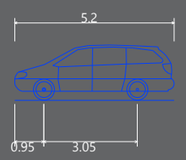
File: P002981_Master.aprx Prepared By: zindia.narver Date: 17/03/2026

APPENDIX C

VEHICLE SWEPT PATH ANALYSIS

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Passenger vehicle (5.2 m)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.804m
Min Body Ground Clearance	0.295m
Track Width	1.840m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.300m

Lot boundary
Wheel Path (Forward Vehicle Motion)
Vehicle Chasis Envelope (Forward Vehicle Motion)
Wheel Path (Reverse Vehicle Motion)
Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
B	24-03-2026	PROPOSED LAYOUT AMENDED
A	27-02-2026	PROPOSED LAYOUT AMENDED
DRAFT	26-03-2025	ISSUED FOR REVIEW

PROJECT:
No 1 Windmere Crescent, Nollamara

TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m) - INBOUND

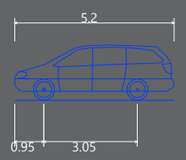
DRAWING NUMBER:
P002981_S20a

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6 Apr 2026
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DRAWN BY:
J.S.

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Passenger vehicle (5.2 m)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.804m
Min Body Ground Clearance	0.295m
Track Width	1.840m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
DRAFT	26-03-2025	ISSUED FOR REVIEW
A	27-02-2026	PROPOSED LAYOUT AMENDED
B	24-03-2026	PROPOSED LAYOUT AMENDED

PROJECT:
No 1 Windmere Crescent, Nollamara

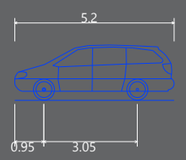
TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m) - OUTBOUND

DRAWING NUMBER:
P002981_S20b

DRAWN BY:
J.S.

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Passenger vehicle (5.2 m)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.804m
Min Body Ground Clearance	0.295m
Track Width	1.840m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.300m

Lot boundary

Wheel Path (Forward Vehicle Motion)

Vehicle Chasis Envelope (Forward Vehicle Motion)

Wheel Path (Reverse Vehicle Motion)

Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
B	24-03-2026	PROPOSED LAYOUT AMENDED
A	27-02-2026	PROPOSED LAYOUT AMENDED
DRAFT	26-03-2025	ISSUED FOR REVIEW

PROJECT:
No 1 Windmere Crescent, Nollamara

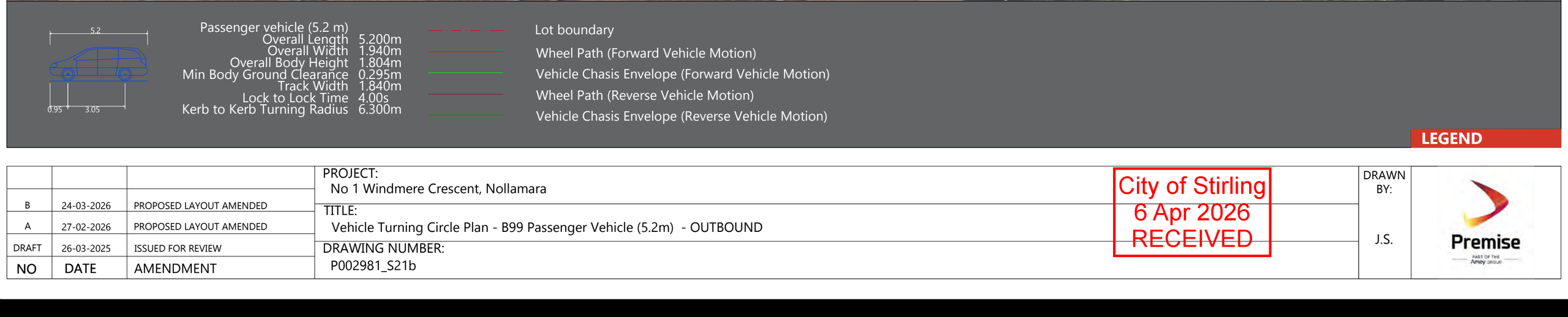
TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m) - INBOUND

DRAWING NUMBER:
P002981_S21a

DRAWN BY:
J.S.

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NO	DATE	AMENDMENT
DRAFT	26-03-2025	ISSUED FOR REVIEW
A	27-02-2026	PROPOSED LAYOUT AMENDED
B	24-03-2026	PROPOSED LAYOUT AMENDED

PROJECT:
No 1 Windmere Crescent, Nollamara

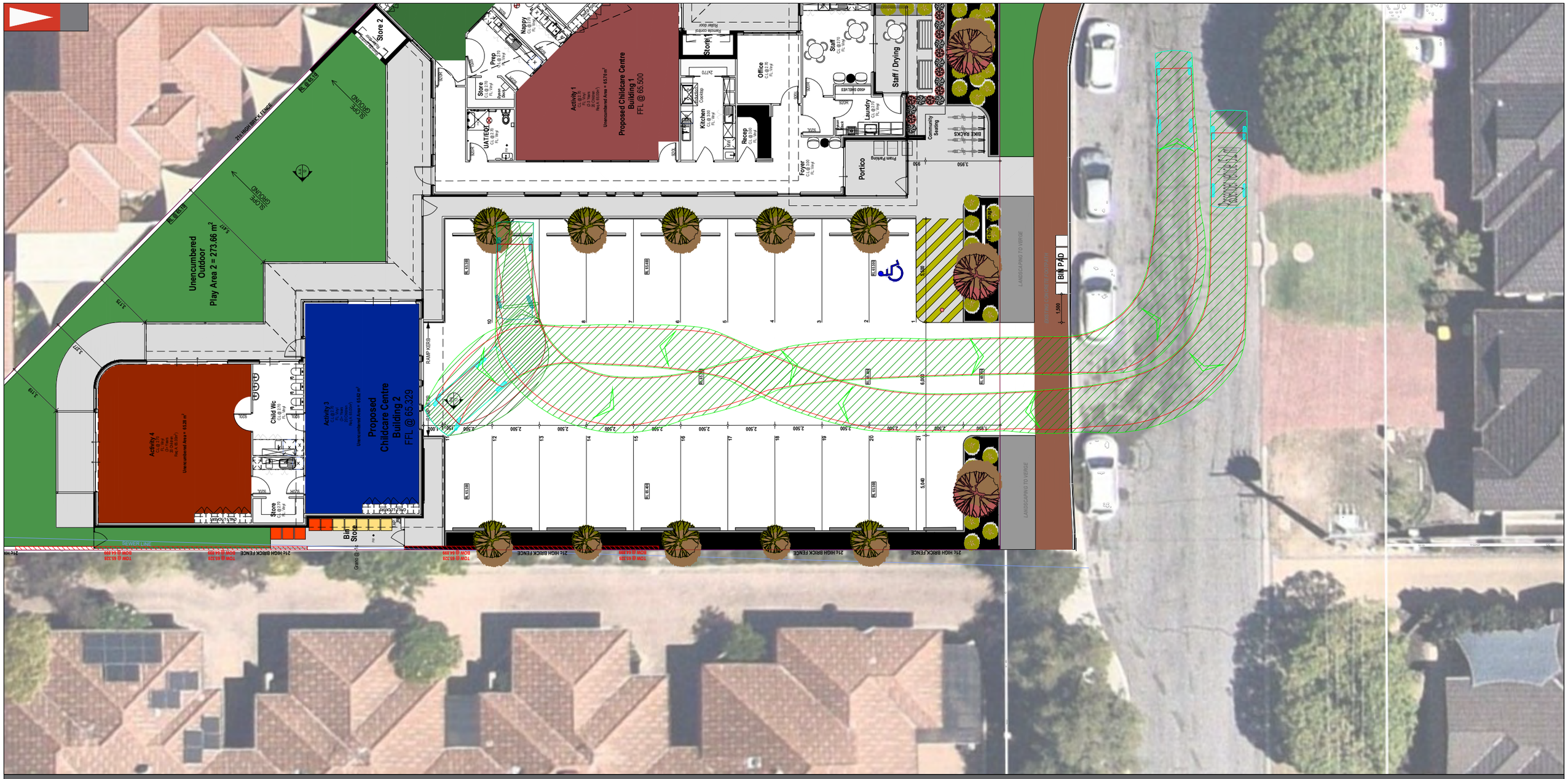
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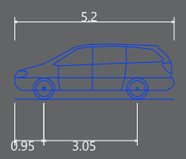
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Passenger vehicle (5.2 m)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.804m
Min Body Ground Clearance	0.295m
Track Width	1.840m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
DRAFT	26-03-2025	ISSUED FOR REVIEW
A	27-02-2026	PROPOSED LAYOUT AMENDED
B	24-03-2026	PROPOSED LAYOUT AMENDED

PROJECT:
No 1 Windmere Crescent, Nollamara

TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m) - INBOUND & OUTBOUND

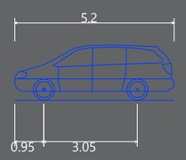
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Passenger vehicle (5.2 m)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.804m
Min Body Ground Clearance	0.295m
Track Width	1.840m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
B	24-03-2026	PROPOSED LAYOUT AMENDED
A	27-02-2026	PROPOSED LAYOUT AMENDED
DRAFT	26-03-2025	ISSUED FOR REVIEW

PROJECT:
No 1 Windmere Crescent, Nollamara

TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

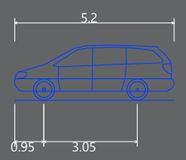
DRAWING NUMBER:
P002981_S23

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Passenger vehicle (5.2 m)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.804m
Min Body Ground Clearance	0.295m
Track Width	1.840m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.300m

- Lot boundary
- Wheel Path (Forward Vehicle Motion)
- Vehicle Chasis Envelope (Forward Vehicle Motion)
- Wheel Path (Reverse Vehicle Motion)
- Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

LEGEND

NO	DATE	AMENDMENT
B	24-03-2026	PROPOSED LAYOUT AMENDED
A	27-02-2026	PROPOSED LAYOUT AMENDED
DRAFT	26-03-2025	ISSUED FOR REVIEW

PROJECT:
No 1 Windmere Crescent, Nollamara

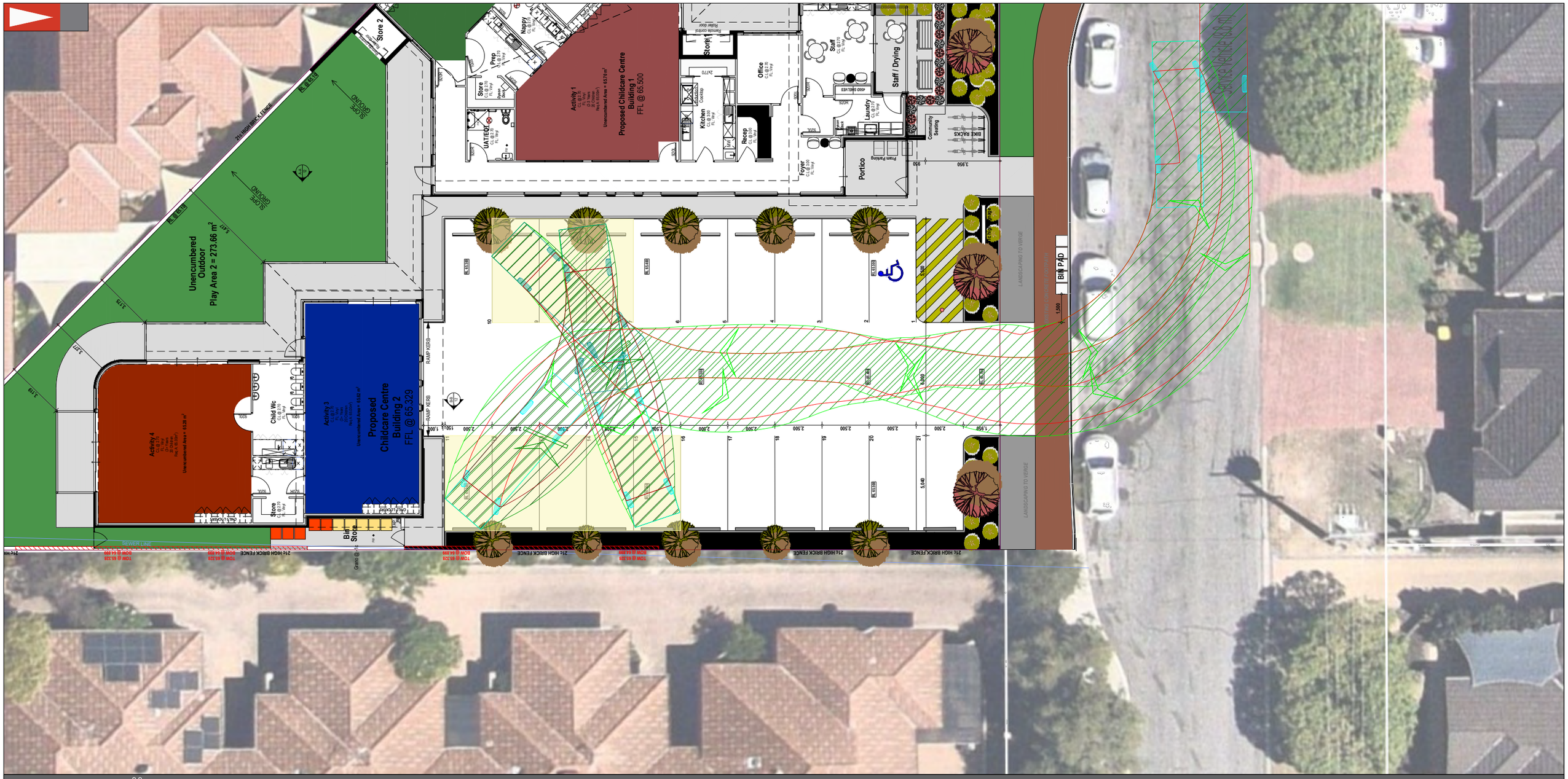
TITLE:
Vehicle Turning Circle Plan - B99 Passenger Vehicle (5.2m)

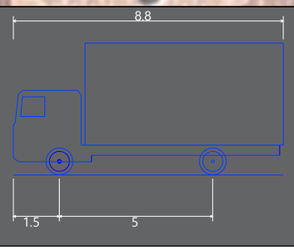
DRAWING NUMBER:
P002981_S24

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Service Vehicle (8.8 m)	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	12.500m

Lot boundary
Wheel Path (Forward Vehicle Motion)
Vehicle Chasis Envelope (Forward Vehicle Motion)
Wheel Path (Reverse Vehicle Motion)
Vehicle Chasis Envelope (Reverse Vehicle Motion)

LEGEND

NO	DATE	AMENDMENT
B	24-03-2026	PROPOSED LAYOUT AMENDED
A	27-02-2026	PROPOSED LAYOUT AMENDED
DRAFT	26-03-2025	ISSUED FOR REVIEW

PROJECT:
No 1 Windmere Crescent, Nollamara

TITLE:
Vehicle Turning Circle Plan - Service Vehicle (8.8 m)

DRAWING NUMBER:
P002981_S30

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HERRING STORER ACOUSTICS

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Attachment 6b - Noise Management Plans prepared by Herring Storer Acoustics received 6 April 2026

PROPOSED CHILDCARE CENTRE
LOT 1127 (#1) WINDEMERE CRESCENT
NOLLAMARA

STATE PLANNING POLICY 5.4
NOISE MANAGEMENT PLAN

MARCH 2025

OUR REFERENCE: 34251-225100

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

DOCUMENT CONTROL PAGE

SPP 5.4 – NOISE MANAGEMENT PLAN

CHILD CARE CENTRE – NOLLAMARRA

Job No: 25100

Document Reference: 34251-2-25100

FOR

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DOCUMENT INFORMATION			
Author:	Geoff Harris	**Checked By:**	George Watts
Date of Issue:	7 March 2025		

REVISION HISTORY

Revision	Description	Date	Author	Checked
1	Original Issue	07/03/25	GH	GW
2	Updated Plans	16/03/25	GH	GW

DOCUMENT DISTRIBUTION

Copy No.	Version No.	Destination	Hard Copy	Electronic Copy
1	1	Germano Designs Attn: Joe Germano Email: joe@germanodesigns.com.au		✓
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CONTENTS

1.	INTRODUCTION	1
2.	SUMMARY	1
3.	CRITERIA	1
4.	MEASUREMENTS AND OBSERVATIONS	2
5.	MODELLING	3
6.	TRAFFIC NOISE ASSESSMENT	3
7.	CONCLUSION	4

APPENDICIES

A	Child Care Plans
B	MRWA Traffic Flow Data

1. INTRODUCTION

Herring Storer Acoustics was commissioned to undertake an acoustic assessment for the proposed child care centre, located on Lot 1127, (#1) Windemere Crescent, Nollamara, with regards to vehicles travelling along Morley Drive and Flinders Street. The acoustic assessment is to comply with the requirement of State Planning Policy 5.4 *"Road and Rail Transport Noise"* (SPP5.4). As part of this assessment, the following was carried out:

- Determine by modelling, the noise that would be received at child care centre from vehicles travelling on Morley Drive and Flinders Street.
- Assess the predicted noise levels for compliance with the appropriate criteria.
- If exceedances are predicted, comment on possible noise amelioration options for compliance with the appropriate criteria.

For information, plans for the child care centre are attached in Appendix A.

2. SUMMARY

It is noted that the child care centre is only occupied during the day period, thus under State Planning Policy 5.4 *"Road and Rail Transport Noise"* only the criteria for the day period is applicable.

The results of the acoustic assessment indicate that noise received at the development from future traffic, would exceed external noise level criteria. Therefore, noise amelioration detailed in Section 6 is required.

3. CRITERIA

Road traffic noise received at a sensitive premise needs to comply with the requirements of State Planning Policy 5.4 "*Road and Rail Transport Noise*". Under this policy, for non-residential noise sensitive premises, internal noise levels should meet the design sound levels as listed in Table 1 of AS/NZ 2107:2000 "Acoustics – Recommended design sound levels and reverberation times for building interiors". Under AS 2017, the internal criteria would:

Sleep Rooms	-	$L_{Aeq(Day)}$ of 35 dB(A).
Play/Group Rooms	-	$L_{Aeq(Day)}$ of 40 dB(A).
Staff Room	-	$L_{Aeq(Day)}$ of 45 dB(A).
Office	-	$L_{Aeq(Day)}$ of 40 dB(A).
Reception	-	$L_{Aeq(Day)}$ of 45 dB(A).
Work areas (eg: Laundry)	-	$L_{Aeq(Day)}$ of 50 dB(A).

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We also note that additional to the above, under Section 6.1 of the Policy, "a reasonable degree of acoustic amenity for outdoor living areas on each residential lot." Under the Policy, an outdoor living area is as defined in the State Planning Policy 3.1 Residential Design Codes. The definition for an outdoor living area is as per below:

Outdoor living area

The area external to a **single house**, **grouped** or **multiple dwelling** to be used in conjunction with that **dwelling** such that it is capable of active or passive use and is readily accessible from the dwelling.

However, the Policy also states that "For non-residential noise-sensitive developments, for example schools and child care centres the design of outdoor areas should take into consideration the noise targets."

Finally, it is also noted that under the Policy, "It is recognized that in some instances, it may not be reasonable and/or practicable to meet the outdoor noise targets". Thus, for child care centres, compliance with the "Target" noise levels within the outdoor play areas is not a requirement under the Policy, however, noise received at within the outdoor area still need to be considered.

4. MEASUREMENTS AND OBSERVATIONS

The noise measurements were conducted on 4 March 2025 for Morley Drive and Flinders Street for a short term period during peak hour to determine the L_{A10} noise level. Utilising this measurement, reference to the DEFRA publication (*Method for Converting the UK Road Traffic Noise $L_{A10,18h}$ to the EU Noise Indices for Road Noise Mapping, ref: st/05/91/AGG04442)* has been sought and the difference between the $L_{A10,18hr}$ and the $L_{Aeq,8hr}$ and the $L_{Aeq,16hr}$ has been calculated. The results of the measurement and the determination of the $L_{Aeq(Day)}$ and $L_{Aeq(Night)}$ are shown in Table 3.1.

From observations, Flinders Street was the dominant noise source, noting that in strict accordance with *SPP5.4*, Flinders Street stops being an "Other Significant Traffic Route" at the intersection of Morley Drive.

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

TABLE 4.1 – MEASURED NOISE LEVELS

Description	L_{A10} dB	L_{Aeq} dB
Flinders Street	68.8	65.7
Morley Drive	73.8	71.5

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5. MODELLING

To determine the noise levels from traffic on Flinders Street and Morley Drive acoustic modelling was carried out using Sound Plan, using the Calculation of Road Traffic Noise (CoRTN)[1] algorithms.

The input data for the model included:

- Topographical and cadastral data supplied by client (Shown in Appendix A).
- Traffic data as per Table 5.1 (Based on available information on MRWA Traffic Map, Attached in Appendix B for Flinders Street and Morley Drive, noting that the traffic flows for Flinders Street were taken from a location south of Morley Drive.
- Adjustments as listed in Table 5.2.

TABLE 5.1 - NOISE MODELLING INPUT DATA

Parameter	Flinders Street (Current 2021)	Morley Drive (Current 2020)	Flinders Street (Future 2045)	Morley Drive (Future 2045)
Traffic Volumes	21,780	22,140	35,040	36,330
Percentage Traffic 0600 – 2400 hours (assumed)	94%	94%	94%	94%
Heavy Vehicles (%)	9.1%	9.1%	5.3%	5.3%
Speed (km/hr)	60 km/hr	70 km/hr	60 km/hr	70 km/hr
Road Surface	Dense Graded Asphalt	Dense Graded Asphalt	Dense Graded Asphalt	Dense Graded Asphalt

TABLE 5.2 – ADJUSTMENTS FOR NOISE MODELLING

Description	Value
Façade Reflection Adjustment	+2.5 dB
Conversion from $L_{A10\,(18\,hour)}$ to $L_{Aeq\,(16\,hour)}$ (Day)	-3.1 dB / -2.3 dB

The future road traffic volumes were based on information provided by the MRWA traffic maps.

6. TRAFFIC NOISE ASSESSMENT

Using the data contained in Tables 3.1, 4.1 and 4.2 and the adjustments noted above, modelling was carried out under existing conditions for calibration. The Sound Plan model for the site has been set up for the 2045 scenario as defined in Table 4.1.

The results of the acoustic assessment indicate that noise received at the development from future traffic, has a highest level of 59 dB(A) and as a result exceed external noise level criteria. Therefore, the following noise amelioration is required:

Activity Room 1 – All Windows – Upgrade to 6mm Glass (Minimum R_w+C_{tr} 27 dB)
Cot Room – All Windows – Upgrade to 6mm Glass (Minimum R_w+C_{tr} 27 dB)
All Other Windows – Standard Construction
West Facing Walls – Minimum Construction R_w+C_{tr} 45 dB

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

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1 *Calculation of Road Traffic Noise* UK Department of Transport 1987

7. CONCLUSION

In accordance with the WAPC Planning Policy 5.4, an assessment of the noise that would be received within the development of Lot 1127, (#1) Windemere Crescent, Nollamara, from vehicles travelling on Morley Drive and Flinders Street has been undertaken.

In accordance with the Policy, the following would be the acoustic criteria applicable to this project:

Internal

Sleep Rooms	-	$L_{Aeq(Day)}$ of 35 dB(A).
Play/Group Rooms	-	$L_{Aeq(Day)}$ of 40 dB(A).
Staff Room	-	$L_{Aeq(Day)}$ of 45 dB(A).
Office	-	$L_{Aeq(Day)}$ of 40 dB(A).
Reception	-	$L_{Aeq(Day)}$ of 45 dB(A).
Work areas (eg: Laundry)	-	$L_{Aeq(Day)}$ of 50 dB(A).

The results of the acoustic assessment indicate that noise received at the development from future traffic, exceed external noise level criteria. Therefore, no noise amelioration is required.

Although under the Policy, there are no strict requirements with regards to the outdoor play areas, however the Policy does indicate that the outdoor noise received within these areas does need to be considered. Outdoor noise level ranges from 50 dB $L_{AEQ(Day).}$ to 58 dB $L_{AEQ(Day).}$ dependent on location, thus meeting the target of 55 dB $L_{AEQ(Day).}$.

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APPENDIX A

PLAN

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Room	Age Min	Qnty	Size	Staff Req
Activity 1	0-2	20	33.84m²	4
Activity 2	0-2	12	33.07m²	3
Activity 3	2-3	20	70.47m²	2
Activity 4	2-3	20	65.19m²	2
Total Internal = (Min 3.25m² per child)		72	238.93m² (Min 237.90m² req)	11
Total External Play Area = (Min 7.1m² per child)		72	697.22m² (Min 504.90m² req)	

City of Stirling Parking Calculations

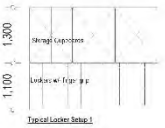
Description (1 bay per 7 child's area / per staff)	Req	Provided
Child Bays	10	10
Staff Bays	11	11
	21	21

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Site Calculations	
Site Area	1666m²
Building Footprint	618.07m²
Site Coverage	37.12%
Allowable Site Coverage	60%
Zoning	R40
Policies	Scheme
Heritage	No
Bushfire	No
Bores	No
Acoustic	TBC
Town	Mirrabooka
Flores	TBC
Coastal	No
Other	TBC
Wind Rating	TBC

Room Description	Beds

Project Notes

N

Client
Tarnum Global
Project Name
Childcare Centre
Project Address
Lot 1127 (#1) Windermere Cres
YOKINE WA 6060
Drawing Title
Ground Floor
Scale
1:100, 1:55.11
Sheet Size
A1
Project No.
24096
Rooms on Plan/Lvl
2.00
Drawing No.
08 of 13

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APPENDIX B

MRWA TRAFFIC FLOW DATA

mainroads WESTERN AUSTRALIA

SITE 1802

Hourly Volume

Flinders St (1250074)

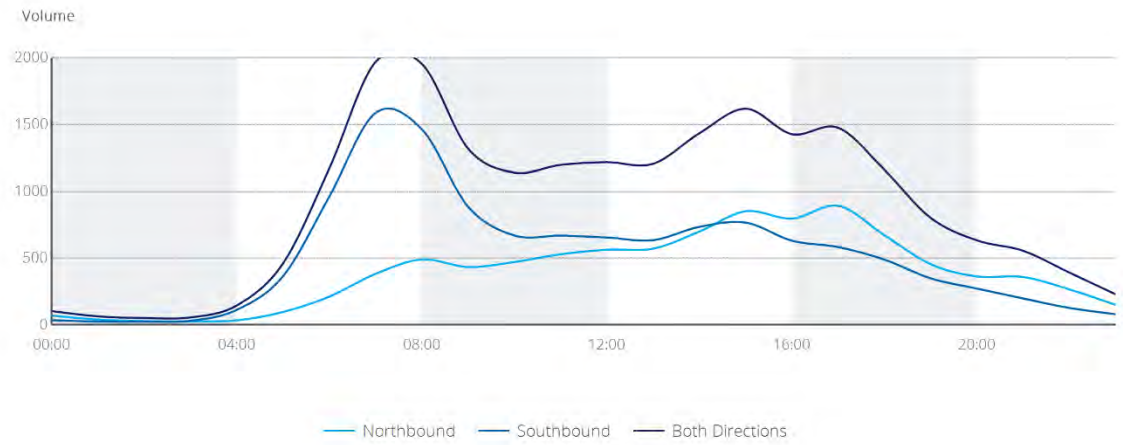
South of Morley Dr (SLK 2.35)

2021/22
Monday to Friday

	All Vehicles			Heavy Vehicles			
	NB	SB	Both	NB	SB	Both	%
00:00	68	34	102	5	0	5	4.9
01:00	39	24	63	1	2	3	4.8
02:00	27	23	50	1	0	1	2.0
03:00	25	30	55	3	1	4	7.3
04:00	33	112	145	5	6	11	7.6
05:00	96	365	461	16	34	50	10.8
06:00	211	963	1174	43	106	149	12.7
07:00	382	1588	1970	56	121	177	9.0
08:00	490	1464	1954	62	88	150	7.7
09:00	433	887	1320	66	65	131	9.9
10:00	471	670	1141	66	48	114	10.0
11:00	529	669	1198	75	52	127	10.6
12:00	563	655	1218	73	52	125	10.3
13:00	571	635	1206	83	51	134	11.1
14:00	700	735	1435	93	54	147	10.2
15:00	852	767	1619	100	54	154	9.5
16:00	797	631	1428	89	50	139	9.7
17:00	893	583	1476	79	43	122	8.3
18:00	672	489	1161	57	25	82	7.1
19:00	454	348	802	40	15	55	6.9
20:00	362	271	633	25	10	35	5.5
21:00	358	197	555	21	6	27	4.9
22:00	265	126	391	13	6	19	4.9
23:00	149	79	228	8	4	12	5.3
TOTAL	9440	12345	21785	1080	893	1973	9.1

Peak Statistics

AM	TIME	11:45	07:15	07:30	10:45	06:45	06:45
	VOL	557	1658	2102	76	131	182
PM	TIME	17:15	14:30	15:00	15:15	12:30	15:15
	VOL	895	798	1619	103	59	155



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mainroads WESTERN AUSTRALIA

SITE 3731

Hourly Volume

Morley Dr (H028)

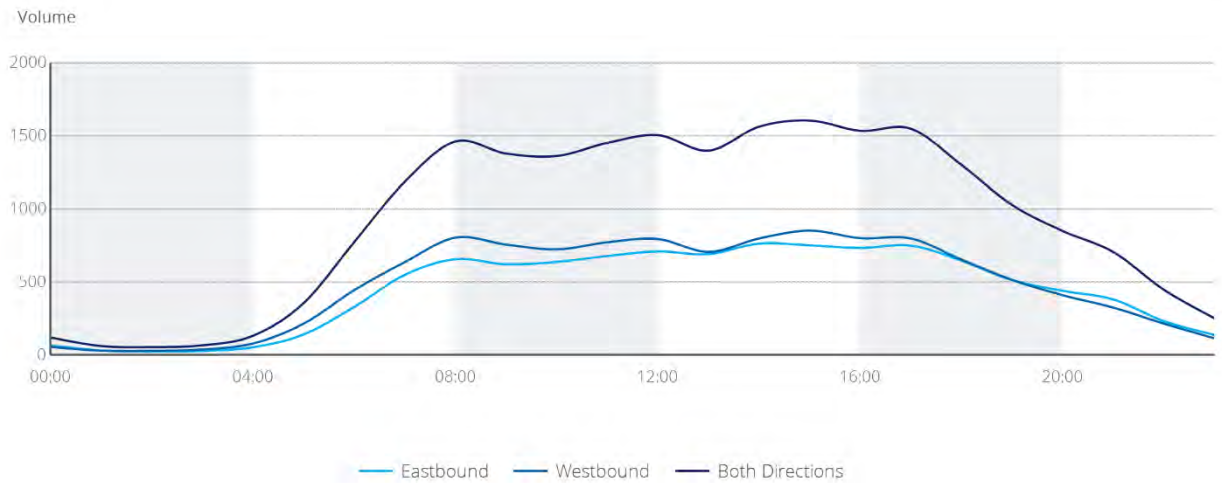
West of Wanneroo Rd (SLK 7.39)

2020/21
Monday to Friday

	All Vehicles			Heavy Vehicles			
	EB	WB	Both	EB	WB	Both	%
00:00	65	55	120	2	1	3	2.5
01:00	31	30	61	1	2	3	4.9
02:00	25	29	54	1	1	2	3.7
03:00	28	38	66	1	3	4	6.1
04:00	53	79	132	5	3	8	6.1
05:00	141	215	356	14	14	28	7.9
06:00	330	445	775	38	35	73	9.4
07:00	550	637	1187	43	45	88	7.4
08:00	657	805	1462	43	39	82	5.6
09:00	622	757	1379	48	50	98	7.1
10:00	638	724	1362	48	41	89	6.5
11:00	679	773	1452	47	47	94	6.5
12:00	710	795	1505	50	46	96	6.4
13:00	692	707	1399	49	40	89	6.4
14:00	764	799	1563	48	44	92	5.9
15:00	752	853	1605	42	39	81	5.0
16:00	734	801	1535	30	35	65	4.2
17:00	750	799	1549	24	27	51	3.3
18:00	647	654	1301	20	16	36	2.8
19:00	513	515	1028	17	16	33	3.2
20:00	440	410	850	12	11	23	2.7
21:00	381	325	706	8	6	14	2.0
22:00	232	215	447	6	3	9	2.0
23:00	137	114	251	4	3	7	2.8
TOTAL	10571	11574	22145	601	567	1168	5.3

Peak Statistics

AM	TIME	11:45	08:30	11:45	10:30	09:00	10:45
	VOL	717	827	1510	53	50	101
PM	TIME	14:30	15:15	14:45	14:15	14:45	14:15
	VOL	780	863	1624	50	47	96



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Attachment 6c - Environmental Acoustic Report prepared by Herring Storer Acoustics received 6 April 2026

PROPOSED CHILDCARE CENTRE
LOT 1127 (#1) WINDEMERE CRESCENT
NOLLAMARA

ENVIRONMENTAL ACOUSTIC ASSESSMENT

MARCH 2025

OUR REFERENCE: 34252-2-25100

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
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DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT

PROPOSED CHILD CARE CENTRE
GERMANO DESIGNS

Job No: 25100

Document Reference: 34252-2-25100

FOR

GERMANAO DESIGNS

DOCUMENT INFORMATION			
Author:	Geoff Harris	**Checked By:**	Paul Daly
Date of Issue:	7 March 2025		

REVISION HISTORY

Revision	Description	Date	Author	Checked
1	Original Issue	07/03/25	GH	PLD
2	Updated Plans	16/03/25	GH	PLD

DOCUMENT DISTRIBUTION

Copy No.	Version No.	Destination	Hard Copy	Electronic Copy
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1	2	Germano Designs Attn: Joe Germano Email: joe@germanodesigns.com.au		✓

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

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APPENDICIES

A PLANS

1. INTRODUCTION

Herring Storer Acoustics were commissioned by Germano Designs to undertake an acoustic assessment of noise emissions associated with the proposed child care centre to be located at Lot 1127 (#1) Windemere Crescent, Nollamara.

The report considers noise received at the neighbouring premises from the proposed development for compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997.* This report considers noise emissions from:

- Children playing within the outside play areas of the centre.
- Mechanical Plant

We note that from information received from DWER, the bitumised area would be considered as a road, thus noise relating to motor vehicles is exempt from the *Environmental Protection (Noise) Regulations 1997*. We note that these noise sources are rarely critical in the determination of compliance. However, as requested by council and for completeness, they have been included in the assessment, for information purposes only.

For information, a plan of the proposed development is attached in Appendix A.

2. SUMMARY

Noise received at the neighbouring residences from the outdoor play areas would comply with the requirements of the *Environmental Protections (Noise) Regulations 1997*, provided outdoor play is limited to the day period (ie after 7am).

Noise from the mechanical services has also been assessed to comply with the relevant criteria given the implementation of a barrier. However, as the design of the mechanical services has not been undertaken at this stage of the project, it is recommended that the mechanical services design be reviewed for compliance with the Regulatory requirements.

It is noted that noise associated with cars movements and cars starting are exempt from complying with the Regulations. However, noise emissions from car doors is not strictly exempt from the Regulations. Noise received at the existing neighbouring residences from these noise sources would comply with the Regulatory requirements, at all times given the conditions listed below.

Thus, noise emissions from the proposed development, would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation, with the inclusion of the following:

1 Although the proposed facility would open before 0700 (ie during the night period), the outdoor play area would not be used until after 0700. Thus, noise received at the neighbouring existing residences from the outdoor play area needs to comply with the assigned day period noise level.

2 Mechanical plant has been allocated to roof of the building with no barrier. Once mechanical selection is confirmed an additional assessment may be required to ensure compliance.

3 No car bays to be restricted.

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3. CRITERIA

The allowable noise level at the surrounding locales is prescribed by the *Environmental Protection (Noise) Regulations 1997*. Regulations 7 & 8 stipulate maximum allowable external noise levels. For highly sensitive area of a noise sensitive premises this is determined by the calculation of an influencing factor, which is then added to the base levels shown below in Table 3.1. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern. For other areas within a noise sensitive premises, the assigned noise levels are fixed throughout the day, as listed in Table 3.1.

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area	0700 - 1900 hours Monday to Saturday (Day)	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days (Evening)	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35 + IF	45 + IF	55 + IF
Commercial Premises	All Hours	60	75	80
Noise sensitive premises: any area other than highly sensitive area	All hours	60	75	80

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

Under the Regulations, a highly sensitive area means that area (if any) of noise sensitive premises comprising –

(a) A building, or a part of a building, on the premises that is used for a noise sensitive purpose; and

(b) Any other part of the premises within 15 m of that building or that part of the building.

It is a requirement that received noise be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

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

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

(a) is more than 3 dB L_{AFast} or is more than 3 dB L_{AFast} in any one-third octave band;

(b) is present for more at least 10% of the representative assessment period; and

(c) is regular, cyclic and audible;

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

(a) the A-weighted sound pressure level in any one-third octave band; and

(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

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

Where the noise emission is not music, if the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 3.2 below.

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

Where **tonality** is present	Where **modulation** is present	Where **impulsiveness** is present
+5 dB(A)	+5 dB(A)	+10 dB(A)

Note: These adjustments are cumulative to a maximum of 15 dB.

The neighbouring locations have been identified as :

- R1 – Residential to the South,
- R2 – Residential to the East,
- R3 – Residential to the North,
- R4 – School to the West.

Note, these locations have been identified from the City of Stirling Intramaps.

Location R1 and R2 would have an influencing factor of +6 dB due to being within 100m of Morley Drive, whereas R3 and R4 would have an influencing factor of +2 dB due to being within 450m of Morley Drive.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
R1	0700 - 1900 hours Monday to Saturday (Day)	51	61	71
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	46	56	71
	1900 - 2200 hours all days (Evening)	46	56	61
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	41	51	61
	0700 - 1900 hours Monday to Saturday (Day)	47	57	67
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	42	52	67
	1900 - 2200 hours all days (Evening)	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	37	47	57

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

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4. PROPOSAL

From information supplied, we understand that the child care centre normal hours of operations would likely between 0700 and 1800 hours, Monday to Friday (closed on public holidays). It is understood that the proposed childcare centre will cater for 72 children broken up as follows

0-2 years	12 Children
2-3 years	20 Children
3-4 years	40 Children

It is noted that the outdoor play area would not be intended to be used until after 0700.

Similarly, mechanical plant would possibly operate all hours of the day.

5. MODELLING

To assess the noise received at the neighbouring premises from the proposed development, noise modelling was undertaken using the noise modelling program SoundPlan.

Calculations were carried out using the DWER's weather conditions, which relate to worst case noise propagation, as stated in the Department of Environment Regulation *"Draft Guidance on Environmental Noise for Prescribed Premises"*. These conditions include winds blowing from sources to the receiver(s).

Calculations were based on the sound power levels used in the calculations are listed in Table 5.1, as well as plans and contours provide by the client.

TABLE 5.1 – SOUND POWER LEVELS

Item	Sound Power Level, dB(A)
Children Playing	<24 months 78 (per 10 children) Between 24 and 36 months 85 (per 10 children) >36 months 87 (per 10 children)
Car Moving in Car Park	79
Car Starting	85
Door Closing	87
Childcare Air conditioning condensing Unit (4x)	71 each

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Notes:

1 Acoustic modelling of outdoor play noise was made, based on 72 children within the outdoor play area (ie worst case scenario).

2 The noise level for the mechanical plant has been based on the sound power levels used for previous assessment of child care centres. From other studies, we understand that the noise associated with the condensing units would be conservative.

3 For this child care centre, the mechanical plant units have been considered to be placed on the drying court of the development. Units are required to have a 'night mode' operational feature 6 dB(A) quieter than typical operation, that is used between 7PM and 7AM.

4 An updated noise assessment is to be undertaken once mechanical selection has been finalised.

5 For the outdoor play area, no specialist noise barrier has been modelled.

6 To determine the restriction to the parking, a point noise source was located in each car bay.

7 Modelling shows that noise received at the neighbouring residences from car doors closing would comply with the assigned noise level for all time periods if the North Most Carpark (Shown in Appendix A) was restricted during the night time period.

8 With only staff arriving before 0700, there would be no car starts before 0700.

9 Calculations were undertaken for the receivers at 1.5 metres above the ground level.

10 Noise modelling was undertaken to a number of different receiver locations for each of the neighbouring residences. However, to simplify the assessment, only the noise level in the worst case location (ie highest noise level), have been listed.

6. ASSESSMENT

The tables below show the assessment of noise emissions of concern from the operation. Standard building construction will be sufficient to ensure that noise from inside the building will meet the regulations.

The resultant noise levels at the neighbouring residence from children playing outdoors and mechanical plant are tabulated in Table 6.1.

From previous measurements, noise emissions from children playing does not contain any annoying characteristics, however mechanical plant emissions would be considered tonal and attract a +5 dB(A) Penalty. Noise emissions from outdoor play needs to comply with the assigned L_{A10} noise levels.

TABLE 6.1 - ACOUSTIC MODELLING RESULTS FOR L_{A10} CRITERIA OUTDOOR PLAY AREAS AND MECHANICAL PLANT

Neighbouring Premises	Calculated Noise Level (dB(A))		
	Children Playing	Mechanical Plant	Mechanical Plant (Night Mode)
R1 Residential	51	17 (22)	11 (16)
R2 Residential	47	25 (30)	19 (24)
R3 Residential l	40	38 (43)	32 (37)
R4 School	41	21 (26)	15 (20)

( ) Includes +5 dB(A) penalty for tonality

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With regards to noise associated with cars within the parking area, resultant noise levels are tabulated in Tables 6.2 and 6.3. It is noted that noise emissions from a moving car being an L_{A1} noise level, with noise emissions from cars starting and doors closing being an L_{Amax} noise level.

Based on the definitions of tonality, noise emissions from car movements and car starts, being an L_{A1} and L_{AMax} respectively, being present for less than 10% of the time, would not be considered tonal. Thus, no penalties would be applicable, and the assessment would be as listed in Table 6.2 (Car Moving) and Table 6.3 (Car Starting). However, noise emissions from car doors closing could be impulsive, hence the +10dB penalty has been included in the assessment.

TABLE 6.2 - ACOUSTIC MODELLING RESULTS L_{A1} CRITERIA
CAR MOVING

Neighbouring Premises	Calculated Noise Level (dB(A))
R1 Residential	26
R2 Residential	45
R3 Residential l	45
R4 School	36

TABLE 6.3 - ACOUSTIC MODELLING RESULTS L_{Amax} CRITERIA
CAR STARTING / DOOR CLOSING

Neighbouring Premises	Calculated Noise Level (dB(A))			
	Car Start		Car Door	
	Day Period	Night Period	Day Period	Night Period
R1 Residential	39	N/A	41 [51]	41 [51]
R2 Residential	49	N/A	51 [61]	51 [61]
R3 Residential l	47	N/A	48 [58]	47 [57]
R4 School	39	N/A	40 [50]	40 [50]

[ ] Includes +10 dB(A) penalty for impulsiveness.

Tables 6.4 to 6.10 summarise the applicable Assigned Noise Levels, and assessable noise level emissions for each identified noise.

TABLE 6.4 – ASSESSMENT OF L_{A10} NOISE LEVEL EMISSIONS
OUTDOOR PLAY (DAY PERIOD)

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
R1 Residential	51	51	Complies
R2 Residential	47	51	Complies
R3 Residential l	40	47	Complies
R4 School	41	47	Complies

TABLE 6.5 – ASSESSMENT OF L_{A10} DAY PERIOD NOISE LEVEL EMISSIONS
MECHANICAL PLANT

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
R1 Residential	22	51	Complies
R2 Residential	30	51	Complies
R3 Residential l	43	47	Complies
R4 School	26	47	Complies

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TABLE 6.6 – ASSESSMENT OF L_{A10} NIGHT PERIOD NOISE LEVEL EMISSIONS
MECHANICAL PLANT

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
R1 Residential	16	41	Complies
R2 Residential	24	41	Complies
R3 Residential l	37	37	Complies
R4 School	20	37	Complies

TABLE 6.7 – ASSESSMENT OF L_{A1} NIGHT PERIOD NOISE LEVEL EMISSIONS
CAR MOVEMENTS

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
R1 Residential	26	51	Complies
R2 Residential	45	51	Complies
R3 Residential l	45	47	Complies
R4 School	36	47	Complies

TABLE 6.8 – ASSESSMENT OF L_{Amax} DAY PERIOD NOISE LEVEL EMISSIONS
CAR STARTING

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
R1 Residential	39	71	Complies
R2 Residential	49	71	Complies
R3 Residential l	47	67	Complies
R4 School	39	67	Complies

TABLE 6.9 – ASSESSMENT OF L_{Amax} DAY PERIOD NOISE LEVEL EMISSIONS
CAR DOOR

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
R1 Residential	51	71	Complies
R2 Residential	61	71	Complies
R3 Residential l	58	67	Complies
R4 School	50	67	Complies

TABLE 6.10 – ASSESSMENT OF L_{Amax} NIGHT PERIOD NOISE LEVEL EMISSIONS
CAR DOOR

Location	Assessable Noise Level dB(A)	Applicable Assigned Noise Level (dB(A))	Exceedance to Assigned Noise Level
R1 Residential	51	61	Complies
R2 Residential	61	61	Complies
R3 Residential l	57	57	Complies
R4 School	50	57	Complies

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7. CONCLUSION

Noise received at the neighbouring residences from the outdoor play area would comply during the day period, thus, outdoor play would be limited to the day period (ie – after 0700).

Noise received at the neighbouring residences from the mechanical plant would comply at all hours if a 'night mode' configuration is used between hours of 7PM and 7AM.

Noise received at the neighbouring residences from noise associated with vehicles would also comply at all hours, if carbays are restricted as shown in Appendix A.

Thus, noise emissions from the proposed development, would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation, with the inclusion of the following:

1 For the outdoor play area, no specialist noise barrier would be required.

2 Mechanical plant have been placed in the drying court. Once mechanical selection has been finalised an updated acoustic report based upon selection would be required.

3 The northmost carbay is restricted between hours of 7AM and 7PM as shown in Appendix A.

Finally, it is recommended to adopt best practices in managing a child care centre to reduce noise, including but not limited to no amplified music to be played outside, and favouring soft finishes in the outdoor play area.

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APPENDIX A

PLANS

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Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	2-3	20	65.70m²	4
Activity 2	0-2	12	39.93m²	3
Activity 3	3-5	20	65.62m²	2
Activity 4	3-5	20	65.28m²	2
Total Internal = (M² - 3.25m² per child)		72	**236.63m²** (Min 234.00 m² req)	11
Total External Play Area = (M² - 7m² per child)		72	**513.14m²** (Min 504.00 m² req)	

City of Stirling Parking Calculations

Description	Req	Provided
1 bay per 7 childs and 1 per staff		
Child Bays	10	10
Staff Bays	11	11
	21	**21**



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Zone	Area	Perim
Store 1	2.92	6.629
Store 2	4.83	8.971
Bin Store	8.76	13.740
Portico	5.98	12.660
Staff / Drying	16.92	17.189
Childcare Building 2	172.72	56.789
Childcare Building 1	285.76	85.678
	504.93 m²	209.827 mm

Site Calculations	
Site Area:	1561m2
Building Footprint:	489.95m²
Site Coverage:	25.20%
Allowable Site Coverage:	1455
Zoning:	R40
Policies:	Stirling
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	LHS Boundary
Power:	TBC
Corrib:	NA
Water:	TBC
Wind Rating:	TBC

Revision	Description	Date
5.00	Development Approval	20.02.25
4.00	Re-Design	16.01.25
3.00	Re-Design	29.04.25
2.00	DRP	13.03.25
1.00	Concept	07.02.25

Project North:

Client: Coastal Horizon Developments PTY LTD
Project Name: Childcare Centre
Project Address: Lot 1127 (#1) Windermere Crsnt NOLLAMARA
Drawing Title: Ground Floor
Scale: 1:100
Sheet Size: A1
Project No: 24096
Revision Number: 5.00
Drawing No.: 08 of 13

GERMANO DESIGNS
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Attachment 6d - Waste Management Plan prepared by CF Town Planning & Development received 6 April 2026

2026

WASTE MANAGEMENT PLAN



LOT 1127 (No.1) WINDEMERE CRESCENT, NOLLAMARA

PROPOSED CHILD CARE PREMISES
(CITY OF STIRLING)

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CF Town Planning & Development

Prepared for

Germano Designs and the landowners to service the proposed new child care premises on Lot 1127 (No.1) Windemere Crescent, Nollamara.

Prepared by

CF Town Planning & Development
Planning & Development Consultants

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Carlo Famiano
Director
CF Town Planning & Development

Name	Position	Document Revision	Date
Mr Carlo Famiano	Town Planner	Waste Management Plan	20 March 2026

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List of Appendices

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1.0 BACKGROUND & DESCRIPTION

CF Town Planning & Development have been commissioned by Germano Designs and the landowners to prepare a Waste Management Plan (WMP) in support of the development application currently being considered by the Metro Inner Development Assessment Panel (DAP) and the City of Stirling for the construction of a new child care premises on Lot 1127 (No.1) Windemere Crescent, Nollamara (i.e. 'Subject Land').

Under the terms of the City of Stirling's current operative Local Planning Scheme No.3 (LPS No.3), the Subject Land is classified 'Residential' zone with a density coding of R40. According to the City's LPS No.3 the use of land classified 'Residential' zone for 'Child Care Premises' purposes is identified as a discretionary ("A") use, meaning that the use is not permitted unless the Council has exercised its discretion by granting planning approval after giving special notice in accordance with Clause 9.4.

The subject land area is irregular in shape, comprises a total combined lot area of 1,664m^2, has direct frontage and access to Windemere Crescent along its northern lot boundary and frontage to Flinders Street along the land's eastern lot boundary.

Lot 1127 is currently vacant/unused and does not contain any physical improvements and/or significant vegetation

The proposed development will be single storey and will accommodate a total of seventy two (72) children.

1.1 Building Area

A copy of the site development plans are provided in Appendix 2. It is significant to note that the development will comprise a floor area of 982.49m^2 (including the outdoor play area and other facilities). The following table provides a breakdown of the areas for the development:

Table 1 – Floor Area Usage

USAGE	AREA
Building	469.35m^2
Outdoor Plan Area	513.14m^2
Total Active Area of Child Care Premises	**982.49m^2**

For the purpose of calculating waste generation, it should be noted that the floor area of the reception area, kitchen/prep, cot room, planning room, meals room, sensory room, nappy, office and playrooms (i.e. active areas) of the proposed child care premises total 342m^2.

2.0 PURPOSE OF WASTE MANAGEMENT PLAN

This Waste Management Plan has been prepared and submitted with Development WA as part of the current development application being considered for the Subject Land.

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The aim of this Plan is to:

1. Identify the indicative volume of waste generation.
2. Ensure adequate facilities are provided to serve the future operations of the child care premises on the Subject Land.
3. Demonstrate the proposed design meets industry best practice.
4. Provide for an adequate on-street bin pick-up location, arrange for collection to reflect the same day as the City of Stirling's (responsible local authority) domestic collection and minimize any impacts on traffic safety/vehicle movements along the adjoining road network.
5. Develop the framework of operational procedures required from the center operator to ensure that the management of waste is to best practice.

3.0 KEY REFERENCE MATERIAL

- WALGA Commercial and Industrial Waste Management Plan Guidelines;
- New South Wales (NSW) Better Practice Guidelines for Waste Management and Recycling in Commercial and Industrial Facilities; and
- Sustainability Victoria (Victorian State Government).

4.0 ESTIMATED VOLUMES & BIN TYPE

4.1 Types of Waste Generated

Commercial and industrial operations can generate a wide variety of the waste types. Table 2 below lists the types of waste typically generated for commercial/industrial developments (Table from WALGA *'Commercial and Industrial Waste Management Plan Guidelines'*). It is recognised that the waste type generated will vary between different business operations.

Table 2 – Waste Types

WASTE STREAM	COMMENT
General Waste	The quantity and composition of general waste generated by a commercial or industrial operation can vary significantly. General waste includes non-recyclable plastics, food waste, recyclable packaging which is contaminated with food waste and other non-recyclable materials, as well as recyclables which have not been placed in the correct bin.
Recyclables	Workers frequently consume beverages packaged in recyclable containers, such as aluminium cans and polyethylene terephthalate (PET) bottles and milk is often provided by organisations in liquid paperboard or high density polyethylene (HDPE) containers. These materials can form a significant proportion of the waste stream in commercial and industrial buildings. Occasional company events can also generate irregular but significant quantities of glass and other containers.
Glass	Glass bottles are a primary component of the waste streams generated within licensed venues such as pubs and clubs, as well as food retailers such as cafes and some take-away shops. Glass is very dense which makes it difficult to store and move efficiently

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Office Paper	Waste audits have shown that by quantity, paper is by far the largest waste stream generated from offices. Office paper is generally white, A4-size and 80 grams per square metre (gsm, g/m2), although many other combinations of colour, size and grade are also generated. Office paper is a higher grade paper and as it is usually generated in large quantities it is generally collected separately and recycled.
Cardboard and Bulk Packaging	Most waste generated from non-food retail facilities is bulk packaging material that protects goods delivered to the facility for sale or distribution.
Plastic Film	Plastic film, such as shrink pallet wrap, is another major component of non-food retail building waste. This material is very bulky, but very light weight and compacts well.
Food Waste	Most commercial and industrial developments generate some quantities of food waste. The volumes of food waste generated within a development can vary significantly depending on the type and scale of the business; ranging from uneaten employee/staff meals within office buildings through to food outlets, which can produce large quantities of food waste on a daily basis.
Cooking Oil & Grease	Used cooking oil is produced in large volumes by food retailers such as fish and chips shops and fried chicken stores. Waste oil can cause significant issues if improperly disposed of to the sewage system.
Controlled Waste	The Environmental Protection (Controlled Waste) Regulations 2004 apply to a controlled waste that is produced by, or as a result of: • An industrial or commercial activity • A medical, nursing, dental, veterinary, pharmaceutical or other related activity • Activities carried out on or at a laboratory • An apparatus for the treatment of sewage. An apparatus for the treatment of sewage. Controlled Waste is defined as all liquid waste, and any waste that cannot be disposed at a Class I, II or III landfill site.
Other Wastes	These can include printers, copies, and toner cartridges, IT equipment, batteries, mobile phones, furniture, florescent lights, paint, pallets and mattresses, timber, ferrous and non-ferrous metal

The staff of the child care premises will be responsible to sort the waste through the provision of labeled bins throughout the building. The waste and recyclable streams that would apply to the proposed child care premises on the Subject Land would be as following:

- General waste; and
- Co-mingled recycling, which includes all paper, cardboard, plastic, glass, aluminum and steel cans.

4.2 Volume

As previously mentioned, the proposed new child care premises on the Subject Land will include the construction of one (1) building comprising an active area (i.e. internal and external) of 982.49m^2. For the purpose of calculating waste generation, it should be noted that the floor area of the staff room, reception, kitchen/prep, cot room, planning room, meals room, sensory room, nappy, office and playrooms (i.e. active areas) of the proposed child care premises total 342m^2.

In order to provide the necessary service, this Waste Management Plan estimates the volume of waste generated by the use. The waste generation rates prescribed by 'Sustainability Victoria' has been adopted for the proposed child day care premises (using the generation rates prescribed for

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'Commercial Development – Childcare'). These provisions are frequently applied by local governments throughout Western Australia to determine waste generation rates.

In light of the above and in accordance with Sustainability Victoria, the following weekly waste generations rates associated for each stream of waste (i.e. general waste and recycling) are provided:

Table 3: Waste Generation Rates

USE TYPE	GENERAL WASTE	RECYCLE WASTE
Childcare	350L/100m^2 per week	350L/100m^2 per week

It should be noted that the proposed child day care premises on the Subject Land will operate between Monday to Friday (i.e. 5 days).

The following equation was used to calculate the anticipated weekly general waste and recycling generation:

Waste, recycle generation calculations

Total Amount of Waste Type = (Floor Area/100m^2) x Waste Rate

The following weekly waste generation calculations are provided in support of the development for the purpose of establishing the number of bins required in support of the new child care premises, based on the active floor area:

Table 4 – Weekly Waste Generation

USE TYPE	AREA OF BUILDING (ACTIVE SPACE)	GENERAL WASTE	RECYCLE WASTE
Child Care Premises	342m^2	1,197 litres	1,197 litres

4.3 Bin Type

Given the volume of waste being generated by the proposed use on the land. this Waste Management Plan recommends the use of 240L rubbish bins to service the property with collection rates for each stream of waste being once per week. Figure 1 illustrates the dimension of a 240L bin.

As outlined above and later within this report, the waste collection intervals will be once per week for both general and recycled waste.

The following equation was used to calculate the number of bins required to service the development:

Total bins required for general/recycle waste

Total Number of Bins Required = Total Weekly Waste Generated/240L.

Given the waste generation calculation outlined in Table 4, the following bin requirements will be applied to the proposed child care premises on the Subject Land:

- General waste bins- 5 x 240L
- Recycle waste bins- 5 x 240L

It should be noted that there is sufficient space within the proposed bin storage areas to accommodate the various bins required to service the development.

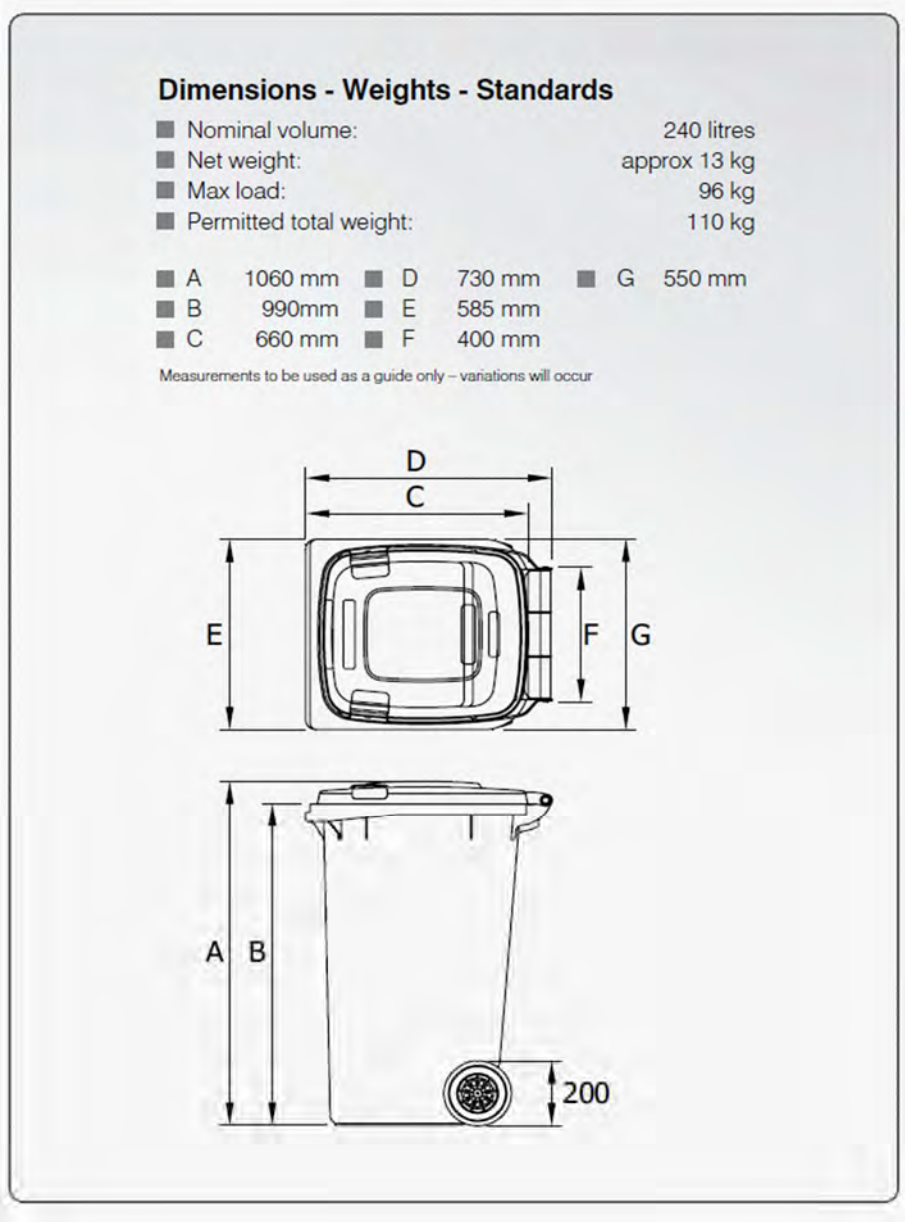


Figure 1 – Bin type & dimensions

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The following calculation are provided in support of the waste generation and the number of bins required to service the use:

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Table 5 – Bin Capacity

WASTE TYPE	BIN SIZE	NUMBER OF BINS	COLLECTION INTERVALS	BIN CAPACITY	ACTUAL WASTE GENERATION
General Waste	240L	5	1 per week	1,200L per week	1,197 litres
Recycle Waste	240L	5	1 per week	1,200L per week	1,997 litres

In light of the above bin capacity calculations, it is contended that the provision of the bin numbers and pick up intervals listed in Table 5, including associated storage facilities, is sufficient to accommodate the needs of the future occupants of the development.

5.0 COLLECTION FREQUENCY & PROVIDER

The operator of the child care premises will appoint a private contractor as the rubbish collection service provider.

Waste collection will be undertaken along the land's Windemere Road frontage, as it does not comprise excessive traffic volumes (lower order road). Furthermore, waste collection will be staggered over two (2) days to reduce the number of bins being presented along the street verge any one given time. As such, on-street waste collection for the Subject Land is proposed to be undertaken on Thursday for recycling to coincide with the City's domestic waste collection service and Friday for the general waste service to limit any potential odours over the weekend.

In light of the above, the following collection services being provided for the development on the Subject Land:

- Weekly 240 litre general waste bin collection (i.e. Friday).
- Weekly 240 litre recycling bin collection (i.e. potentially Thursday).

It is significant to note that all green waste will be collected and disposed of by a private landscape contractor which will collect and disposal of green waste (i.e. small garden prunings etc) as part of the weekly maintenance of the landscaping area and outdoor activity areas of the development.

On collection day, all bins will be collected by a private contractor from the Windemere Crescent verge area with a standard waste truck (approximately 8 metres long). It is noted that sufficient space is provided within the road reserve frontage to accommodate the bins on collection day. Figure 2 illustrates the approximate information/specifications associated with waste collection truck that would typically be used to service the site.

The bins will be transported by the appointed staff member of the child care premises to the street the night prior to collection and returned to the bin store before 6pm on the day of collection or once the bins have been emptied to enable the use of the bins during the day. The proposed collection/service is consistent with the current domestic service operating within the immediate area.

It is envisaged that the truck will remain stationary within the road reserve for a short period of time, with collection time being outside of the peak vehicle movement periods for the child care premises

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(i.e. outside the pick-up and drop-off times). This will result in the rubbish service attending the site between 9am and 2pm once per week per rubbish type (if required). Given this, it is expected that there will be little disruption to the on-site vehicle movements and vehicle movements within the Windemere Crescent road reserve during the weekly rubbish pick-up periods. Furthermore, the service will not conflict with the peak vehicles movements on the adjoining streets. As such, the service will not impact the nearby residential properties in terms of noise (i.e. the recycle service will reflect the City's current waste collection day).



Figure 2 – Rubbish truck & approximate specifications to be adopted for the development (verge pick up).

6.0 LOCATION, SIZE & FEATURES OF BIN STORAGE AREA

6.1 Bin Store Area & layout

As previously mentioned, the proposed child care premises on the Subject Land will require a total of ten (10) 240 litre mobile rubbish bins. The following table provides a breakdown of the required area for the bin storage area to accommodate the required bins:

Table 6 – Bin Storage Area

BIN SIZE	BIN AREA ALLOWANCE	QUANTITY	MANOEUVRING SPACE ALLOWANCE	AREA REQUIRED
240L MGB (General Waste)	0.41m^2	5 bins	X 2 (shared access)	4.1m^2
240L MGB (Recycle Waste)	0.41m^2	5 bins	X 2 (shared access)	4.1m^2
			Total Area Required	**8.2m^2**
			Total Area provided	**8.76m^2**

As demonstrated above, the bin store area comprises sufficient area to accommodate the bins and provide surplus area to accommodate any other waste materials or additional bins (if required). The bin store area proposed for the development will comprise gates to allow for easy access and storage of the bins. The store has been designed to provide easy removal of the bins for servicing and cleaning (see Appendix 1 – Bin Store Location & Figure 4).

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6.2 Bin Store Location & Features

The development will include one (1) bin storage area to service the proposed child care premises on the Subject Land.

The bin storage area will be located along the eastern lot boundary, abutting the common driveway associated with the existing grouped dwelling development on the adjoining property.

The bin store will contain a masonry screen fence to provide screening of the bin store from being viewed from any street or the adjoining property (see Appendix 1 – Bin Store Location & Figure 3). It should be noted that the bin store will not abut the dwellings on the adjoining eastern property, only the common driveway area.



Figure 3 – Aerial Site Plan. Location of the bin store on the Subject Land.

The proposed location of the bin storage area will:

i) Minimise odour levels impacting on the occupants/patrons of the child care premises;

ii) The bin store is located away from any habitable rooms of the existing dwellings on the adjoining properties (abuts the common driveway to a grouped dwelling development);

iii) The bin store will be located within the eastern side setback of the child care premises to allow for easy transportation to the verge area for servicing on collection day; and

iv) Provide easy access for the future operators of the child care premises.

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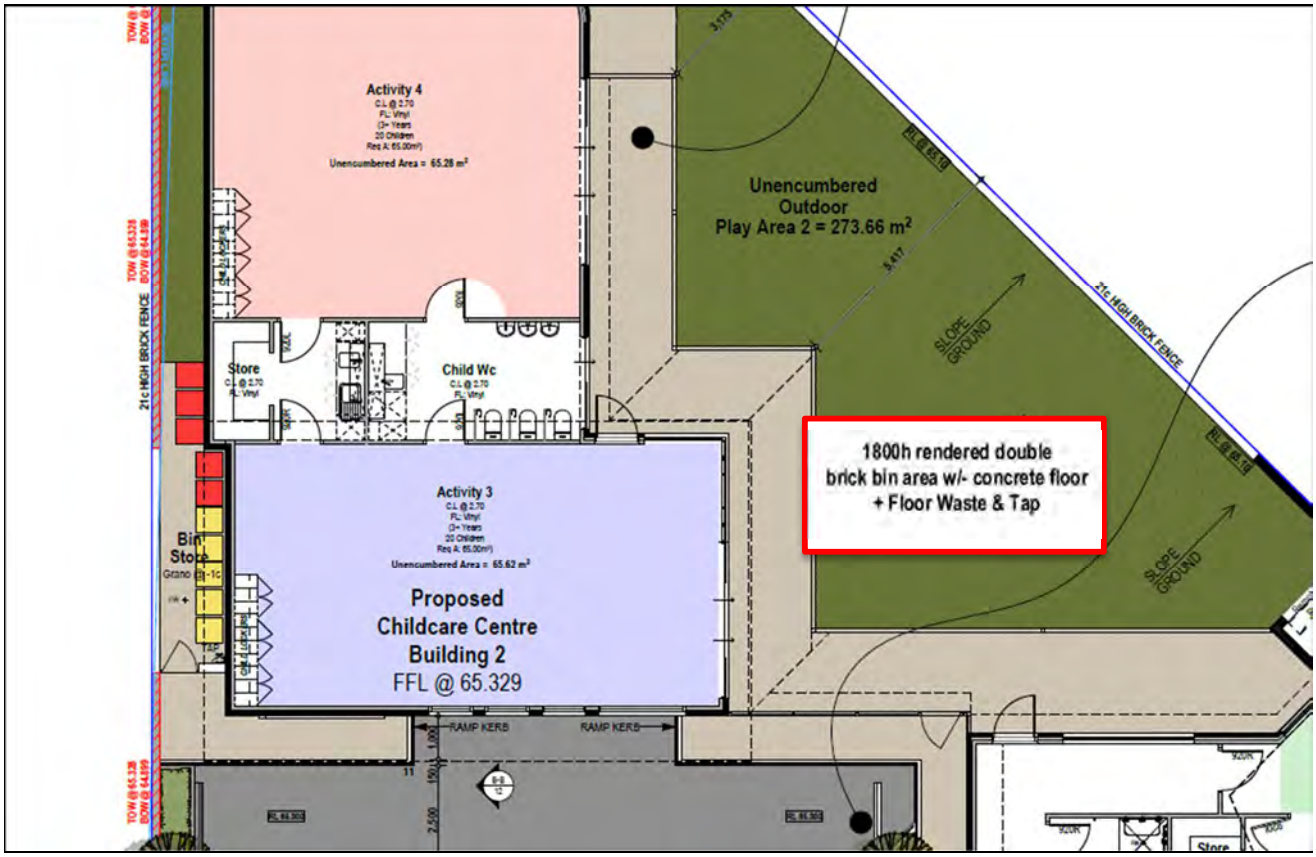


Figure 4 – The proposed bin stiorerage area.

Key design points of the bin storage area are as follows:

- The bin storage area will comprise a tap and connection to sewer for wash-down purposes.
- The bin storage area will comprise a 100mm concrete floor.
- The bin store will be located along the side setback area of the building, with access from the car parking area of the development;
- The bin store will comprise a screen wall and therefore the bins will not be visible from the street or the adjoining/adjacent properties.
- The bin store area will be screened (i.e. 1.8 metre high masonry wall) and gated to hide its view from the internal pedestrian path.
- The bin storage area will be secured from the operators of the development and will be secured from the adjoining outdoor play area.
- Adequate space to move and access bins.
- Provide adequate ventilation of the bins store area.
- Install appropriate signage.
- Provide a secure area from theft and vandalism.
- Easy access for transportation of the bins to the verge area for collection (see Appendix 1 – Bin Store Location & Figure 4).

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7.0 NOISE, ODOUR & MINIMIZING LANDFILL

It is anticipated that the location of the bin storage area abutting a common driveway on the adjoining property and in close proximity to the car parking area of the development will provide easy access by the operators of the child care premises on the Subject Land.

Noise

The bin storage area will be located within the eastern side setback area of the building, with access to the car parking area of the child care premises. The adjoining property comprise a common driveway abutting the Subject Land and will result in the bin store being well away from any residential properties. Furthermore, a masonry fence around the perimeter of the compound to provide security and further reduce any transfer of noise.

It is expected that the bin storage area will generate minimal vertical and horizontal noise transfer during use. As such, it is contended that the noise generated from the bin storage area will not result in any undue impacts on the adjoining properties and would be consistent with noise generated by a typical residential development.

In addition, the proposed street collection will assist with less noise associated with the collection service and therefore having less impact on the existing dwellings on the adjoining properties.

In light of the above, it is contended that there will be no notable impacts on the existing development on the adjoining/adjacent properties from the proposed child care premises on the Subject Land in terms of waste management.

Odour

Strategies to minimize odour are:

- Locating the bin storage area along the eastern lot boundary, within the side setback area and abutting a common driveway associated with a grouped dwelling development on the adjoining property. In addition, the bin store will be located well away from any openings to the child care premises;
- Construction of a masonry wall around the perimeter of the bin storage area.
- Screening the bin storage area.
- Allowing for natural ventilation of the bin storage area.
- Regular washing of the bins and storage area.
- Ensure general waste is bagged prior to placement in bins. Recyclables must be rinsed and loose.
- Ensure that bin lids are kept firmly closed.
- Arrange for the general waste bin to be collected on a Friday to limit the amount of waste within the bin over the weekend period.

Minimising landfill

Given that the proposed child care premises on the Subject Land will be provided with two (2) separate bin types (i.e. general waste & recycling), it allows operators of the child care premises to sort rubbish accordingly. The provision of recycling bins will enable occupants of the development to place the following items for recycle collection:

- Glass bottles and jars (excluding broken glass, plates, pottery etc).
- Plastic bottles and containers.
- Newspapers and glossy magazines, paper, envelopes.
- Cardboard boxes etc.
- Cans - steel and aluminum, excluding aerosols cans.
- Milk and juice cartons.

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This Waste Management Plan has been developed with the aim of reducing waste through best practices and education of staff. It is contended that adequate measures are available for the operators of the child care premises to minimize disposal of rubbish within the general waste bin resulting in long term reduction of landfill.

Vermin

The bin lids will remain closed at all times to reduce access by vermin. The use of bait stations could be implemented/considered by the operator in instances of vermin appearing.

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8.0 SCREENING & BLENDING OF BIN STORAGE AREA

The bin storage area will be a purpose built compound specifically designed and providing screening of the bins from the public realm (i.e. screened from any adjoining roads). The bin storage area will be located behind the street setback area within the side setback area and will not be visible from any residential properties.

9.0 IMPACT ON ADJOINING/ADJACENT PROPERTIES

The development on the Subject Land has been designed to locate the bin storage area in a location away from any internal activity areas of the child care premises and provides adequate separation from any key sensitive areas associated with the existing developments on the adjoining properties (i.e. the bin storage area will abut the common driveway for a grouped dwelling he adjoining property). In addition, the bin store will be located in close proximity to the car parking area of the development.

It is contended that the bin storage area is consistent with a bin storage area akin to a conventional residential development (i.e. a multiple dwelling development). Notwithstanding this fact, it is significant to note that the bin store for the new child care premises on the Subject Land is well located and will be constructed to minimize any adverse impacts on the adjoining or adjacent properties.

In light of the above, it is contended that any potential impacts on the adjoining and adjacent properties from the proposed bin storage area on the Subject Land is expected to be minimal and would be consistent with the waste disposal activities of a typical a residential type development within the immediate locality.

10.0 GENERAL WASTE & RECYCLING TRANSFER

The new child care premises will include adequate general waste and recycle bins within each key functional area of the building to enable staff and patrons of the use to appropriately dispose of waste. This includes the activity areas/outdoor play areas for the child care premises, all amenities and staff rooms throughout the development. The bins will be no larger than 60 litres and will be appropriately labelled or coloured to distinguish between the different waste types.

All bins will be regularly cleaned to reduce the extent of odours and attraction of pests. All waste within the bins located throughout the development will be transferred to the large storage bins once full and at the end of every day. This will include cleaning and sanitizing the bins on a daily basis to reduce any potential odours or pests.

11.0 MANAGEMENT REQUIREMENTS (WASTE MANAGEMENT)

The appointed centre manager for the child care premises will be responsible to:

i) Appoint a staff member to be responsible for:
- arranging pick-up times for the bins by the private contractor;
- arrange for the bins to the transported to the bin collection pad along the Windermere Crescent frontage for collection day and then return back to the bin storage area;
- arrange for all internal bins to be emptied daily or when full and arrange for the bins to be cleared and sanitized daily;

- coordinating the cleaning of the bins and bin storage areas every two (2) to three (3) weeks;
- Ensure the bins are in working order and arrange maintenance if required; and
- Ensure all staff/cleaners of the child care premises are aware of the requirements/responsibility of the waste management plan.

ii) Ensure litter is cleaned up through regular landscape maintenance;

iii) Co-ordinate the ordering of any skip bins if required for bulk pick-ups;

iv) Deal promptly with any issues or complaints relating to hygiene, noise, odour or other inconvenience; and

v) Arrange for a private contractor to collect and disposal of green waste (i.e. small garden prunings etc) as part of maintaining the landscaping areas for the development.

A copy of the Waste Management Plan will be maintained within the office/administration area of the child care premises for reference and records.

12.0 CONSTRUCTION WASTE

During construction, a waste compound will be provided on-site to store any waste produced during the construction process and will be serviced regularly (when required) by a private contractor. The contractor will provide off-site sorting of the waste to ensure that waste is recycled where possible to minimize landfill waste.

Sub-contractors will be responsible for pre-sorting of waste products into appropriate areas within the waste compound as much as possible to reduce overall construction costs. The site manager will monitor the disposal of waste and sorting of recycle material.

No waste compounds or rubbish will be placed or stored on the street verge area or footpaths surrounding the project boundaries. All pedestrian and vehicle access areas will remain clear from construction debris at all times.

More details regarding on-site management during the construction phase of the development will be provided as part of a Construction Management Plan (CMP) to be prepared by the builder prior to the commencement of construction. The requirement for a CMP is typically imposed as a condition on any development approval granted by the determining authority.

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13.0 CONCLUSION

As demonstrated within this Waste Management Plan, the proposed development (i.e. child care premises) on Subject Land provides sufficient bin storage and adequate bins to service the business operations for both general waste and recyclables. Given the waste levels generated, the use of 240 litre bins for each waste stream and collected once per week on two separate days (if required) is adequate to service the needs of the proposed development on the Subject Land.

Furthermore the servicing of the bins by the private contractor (on-street) can adequately be achieved without having an adverse impact on the local residents and the local street network. An appointed staff member of the child care premises will be responsible to oversee the operation/implementation of the waste management plan.

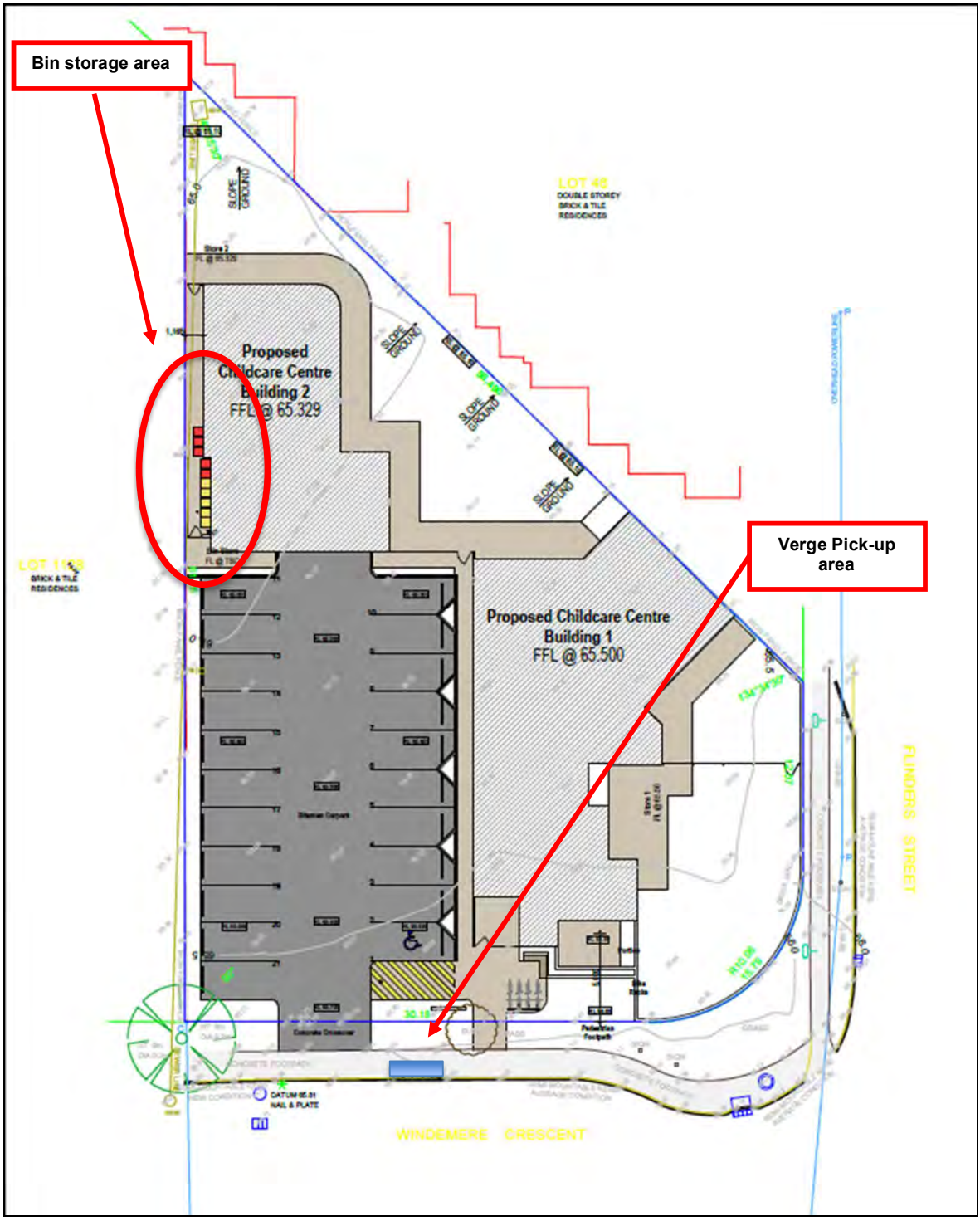
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APPENDIX 1 – BIN STORE LOCATION

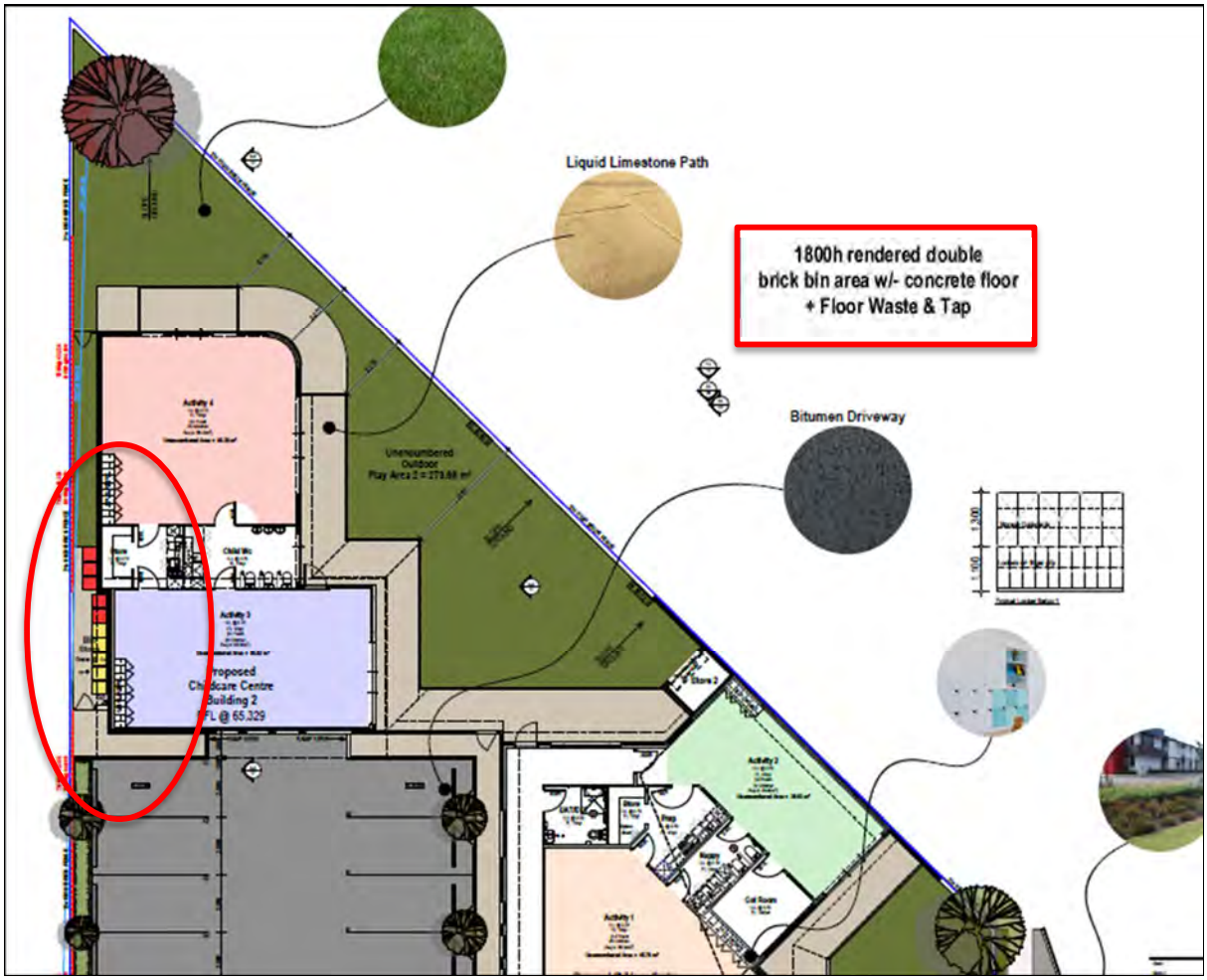
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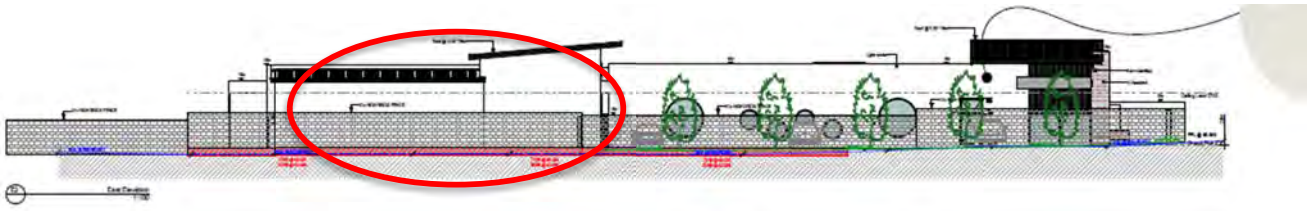


Location of Bin Storage Area

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Storage Area (Site Plan)



Elevation

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APPENDIX 2 – SITE DEVELOPMENT PLANS

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Coastal Horizon Developments PTY LTD

Address:Lot 1127 (#1) Windemere Crsnt NOLLAMARA

Childcare Centre

Job Number: 24096

Drawing No	Description
01	Cover Page
02	3D Perspectives
03	3D Perspectives
04	Existing Site Survey
05	Site Plan
06	Context Plan
07	Overlay
08	Ground Floor
09	Elevations
10	Elevations
11	Roof Plan
12	Section & Solar Study
13	Breeze Path Plan



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Revision	Description	Date
6.00	Development Approval	23.03.26
5.00	Development Approval	20.02.26
4.00	Re-Design	06.05.25
3.00	Re-Design	29.04.25
2.00	DRP	13.02.25
1.00	Concept	07.02.25

Project North:

N

Client
Coastal Horizon Developments PTY LTD

Project Name
Childcare Centre

Project Address
Lot 1127 (#1) Windemere Crsnt
NOLLAMARA

Drawing Title:
3D Perspectives

Scale:	Sheet Size:
1:3.33	A1
Project No:	**Revision Number:**
24096	6.00

Drawing No.:
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Drawing Title:
3D Perspectives

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

LOT 1127

1664m²

SERVICE INFORMATION			
AREA	ESTABLISHED		
SEWERAGE	YES	DEPTH	1.48
WATER	TBC	PRELAID	NO
ELECTRICAL	YES	O/H	
TELECOM	YES		
GAS	TBC		
DRAFTED	SSW	SURVEYOR	FM

SERVICE LEGEND

SURVEY
- DATUM
- PF PEG FOUND
- PG PEG GONE

SEWERAGE
- SEW SEWER MANHOLE
- IO INSPECTION OPENING
- IS INSPECTION SHAFT

WATER
- M WATER METER
- H HYDRANT
- F FLUSH POINT
- V STOP VALVE

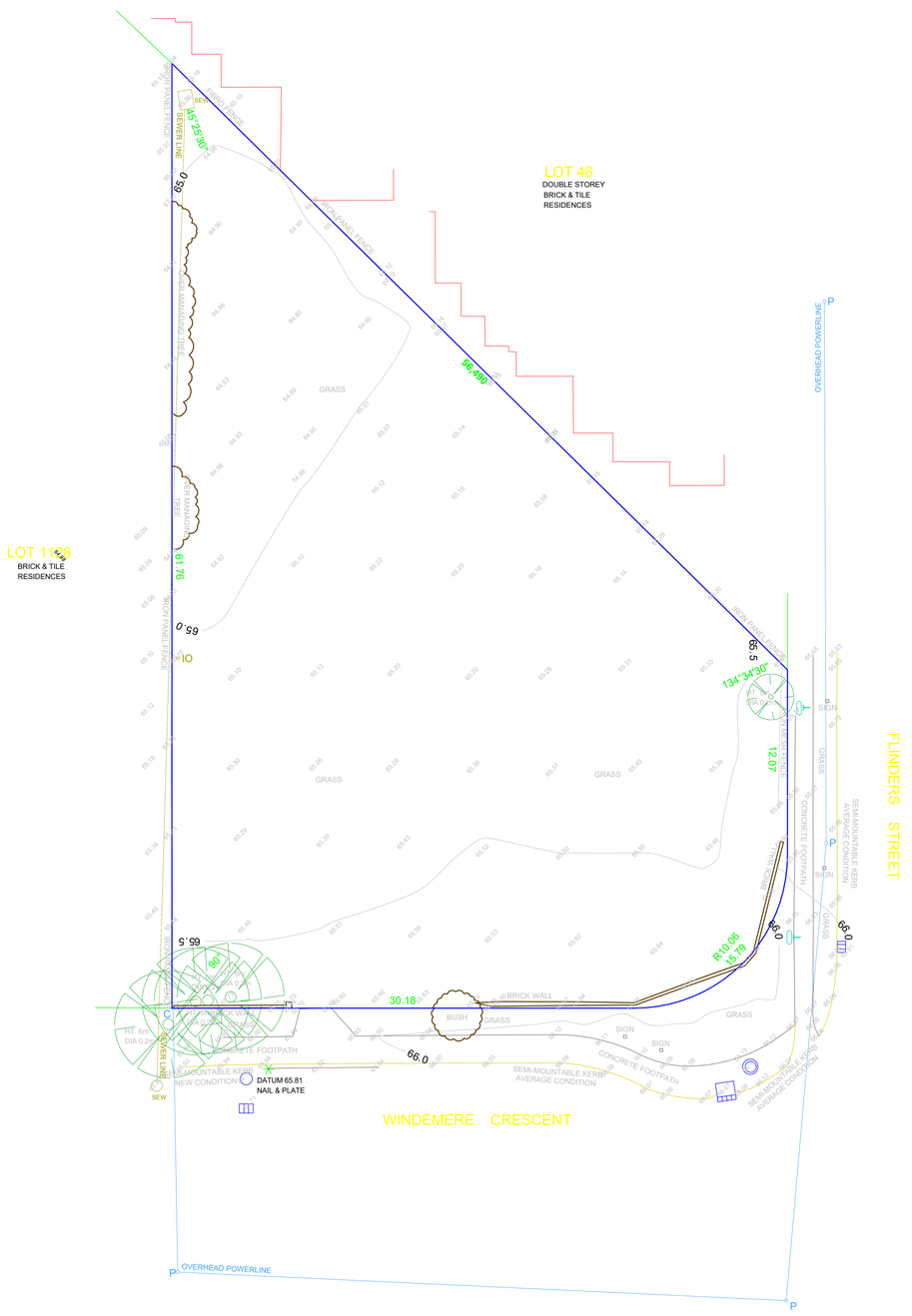
ELECTRICAL
- D POWER DOME/PILLAR
- P POWER POLE
- L LAMP POST
- C CONSUMER POLE
- A STAY WIRE ANCHOR

STORMWATER
- STORMWATER MANHOLE
- GRATE
- SIDE ENTRY PIT

GAS
- G GAS METER
- S SERVICE VALVE

TELECOM
- COMMUNICATION PIT
- TMH TELSTRA MANHOLE

SEWER CONNECTION POSITION
APPROXIMATE ONLY
SEW INV. 63.61
UP. 0.00
DEPTH. 1.48







City of Stirling
6 Apr 2026
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Revision	Description	Date
6.00	Development Approval	23.03.26
5.00	Development Approval	20.02.26
4.00	Re-Design	06.05.25
3.00	Re-Design	29.04.25
2.00	DRP	13.02.25
1.00	Concept	07.02.25

Project North:

Client
Coastal Horizon Developments PTY LTD

Project Name
Childcare Centre

Project Address
Lot 1127 (#1) Windemere Crsnt
NOLLAMARA

Drawing Title:
Existing Site Survey

Scale:	Sheet Size:
1:200	A1
Project No:	Revision Number:
24096	6.00

Drawing No.:
04 of 13

CLIENT:
COASTAL HORIZON DEVELOPMENT PTY. LTD.
ADDRESS:
LOT 1127 (#1) WINDEMERE CRESCENT, NOLLAMARA
PLAN: P5437 | CT: 1209/564 | AUTHORITY: CITY OF STIRLING
DATE: 18/11/2024 | JOB REFERENCE: TSA6181 - FS
H. Grid : LOCAL | Local level : 65.06 | A.H.D. value SEWER M/H Distance
V. Datum : AHD | A.H.D. level 65.06 derived from : W0807 from Datum : 63.61m

VERSION	DATE	DESCRIPTION	APPROVED BY

TSA SURVEYS
CONSULTING SURVEYORS
A| U4/3 Wicks Street, Bayswater WA 6053
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:
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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 boundary dimensions taken from Landgate Survey Plans.
5 This is a Boundary Re-establishment Survey required to confirm lot boundary position and dimensions.
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SOUTH
EAST
WEST
NORTH

LOT 1127

1664m²

SERVICE INFORMATION			
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SEWERAGE	YES	DEPTH	1.48
WATER	TBC	PRELAID	NO
ELECTRICAL	YES	O/H	
TELECOM	YES		
GAS	TBC		
DRAFTED	SSW	SURVEYOR	FM

SERVICE LEGEND

SURVEY
- DATUM
- PF PEG FOUND
- PG PEG GONE

SEWERAGE
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- STORMWATER MANHOLE
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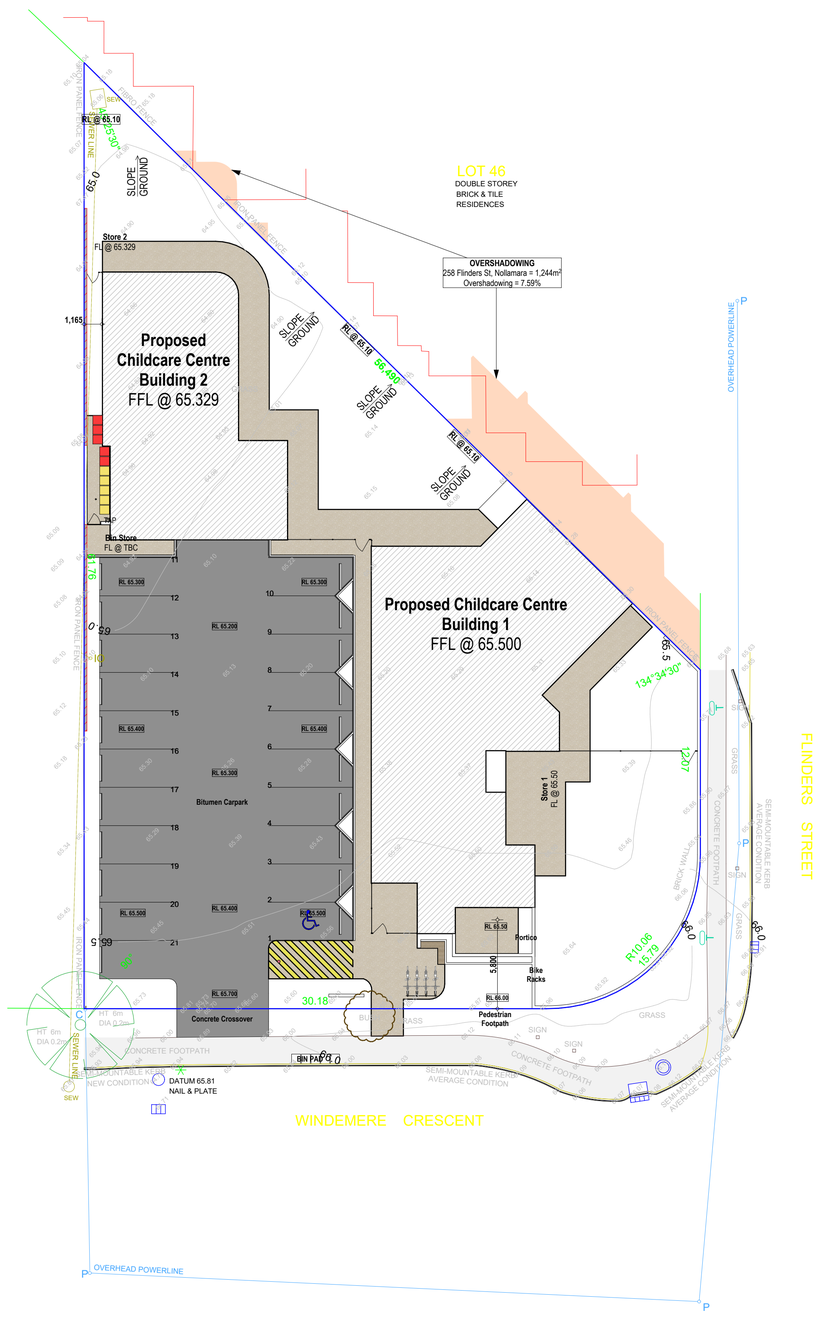
GAS
- G GAS METER
- S SERVICE VALVE

TELECOM
- COMMUNICATION PIT
- TMH TELSTRA MANHOLE

SEWER CONNECTION POSITION

APPROXIMATE ONLY
SEW INV. 63.61
UP. 0.00
DEPTH. 1.48

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







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Zone	Area	Perim
Store 1	3.52	8.020
Store 2	4.83	8.971
Bin Store	8.76	13.740
Portico	9.90	12.600
Staff / Drying	16.92	17.180
Childcare Building 2	172.72	59.790
Childcare Building 1	288.28	89.626
	504.93 m²	209.927 mm

Site Calculations	
Site Area:	1664m2
Building Footprint:	469.35m²
Site Coverage:	28.20%
Allowable Site Coverage:	NA%
Zoning:	R40
Policies:	Scheme
Heritage:	NA
Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	LHS Boundary
Power:	TBC
Coastal:	NA
Water:	TBC
Wind Rating:	TBC

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Project North:

Client
Coastal Horizon Developments PTY LTD

Project Name
Childcare Centre

Project Address
Lot 1127 (#1) Windemere Crsnt
NOLLAMARA

Drawing Title:
Site Plan

Scale:	Sheet Size:
1:200	A1
Project No:	**Revision Number:**
24096	6.00

Drawing No.:
05 of 13

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ABN| 56 645 650 666

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29 Marda Way, Nollamara 6061

105 Harrison Street, Nollamara 6061





259 Flinders Street, Nollamara 6061



264 Flinders Street, Nollamara 6061
4 Windemere Crescent, Nollamara 6061





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Project North:

Client
Coastal Horizon Developments PTY LTD

Project Name
Childcare Centre

Project Address
Lot 1127 (#1) Windemere Crsnt
NOLLAMARA

Drawing Title:
Context Plan

Scale:	Sheet Size:
	A1
Project No:	Revision Number:
24096	6.00

Drawing No.:
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1.00	Concept	07.02.25

Project North:

Client
Coastal Horizon Developments PTY LTD

Project Name
Childcare Centre

Project Address
Lot 1127 (#1) Windemere Crsnt
NOLLAMARA

Drawing Title:
Overlay

Scale: 1:660.49
Sheet Size: A1
Project No: 24096
Revision Number: 6.00
Drawing No.: 07 of 13

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Room	Age (Yrs)	Quant.	Size	Staff Req
Activity 1	*2-3*	*20*	*65.70m²*	*4*
Activity 2	*0-2*	*12*	*39.93m²*	*3*
Activity 3	*3-5*	*20*	*65.62m²*	*2*
Activity 4	*3-5*	*20*	*65.28m²*	*2*
Total Internal = (Min 3.25m² per child)		**72**	**236.63m²** (Min 234.00m² req)	**11**
Total External Play Area = (Min 7m² per child)		**72**	**507.55m²** (Min 504.00m² req)	

City of Stirling Parking Calculations

Description	Req	Provided
1 bay per 7 childs and 1 per staff		
Child Bays	*10*	*10*
Staff Bays	*11*	*11*
	21	***21***

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Grass



Liquid Limestone Path



Bitumen Driveway







Typical Locker Setup 1

LANDSCAPING CALCS
SITE AREA = 1,666.05m²
LANDSCAPING = 380m² / 22.80%

Zone	Area	Perim
Store 1	3.52	8,020
Store 2	4.83	8,971
Bin Store	8.76	13,740
Portico	9.90	12,600
Staff / Drying	16.92	17,180
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Childcare Building 1	288.28	89,626
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Building Footprint:	469.35m²
Site Coverage:	28.20%
Allowable Site Coverage:	NA%
Zoning:	R40
Policies:	Scheme
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Bushfire:	NA
BAL:	NA
Acoustic:	TBC
Sewer:	LHS Boundary
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Project North:

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Coastal Horizon Developments PTY LTD

Project Name
Childcare Centre

Project Address
Lot 1127 (#1) Windemere Crsnt
NOLLAMARA

Drawing Title:
Ground Floor

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
24096	6.00

Drawing No.:
08 of 13

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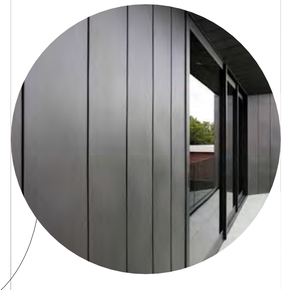
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Austral Bricks San Selmo Reclaimed



Axon Cladding

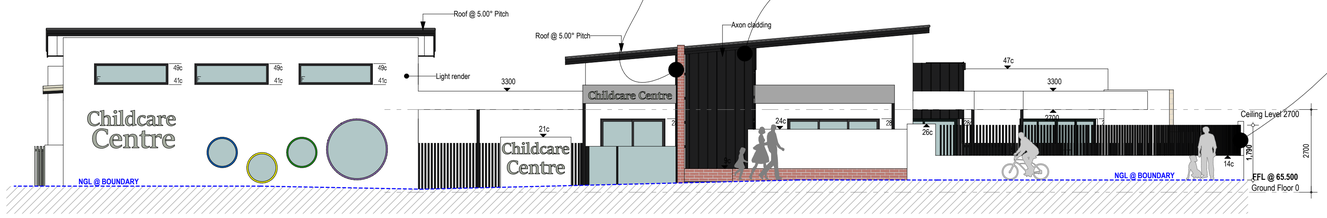


Brick Rendered Fence w/- Black P/Coated Slats

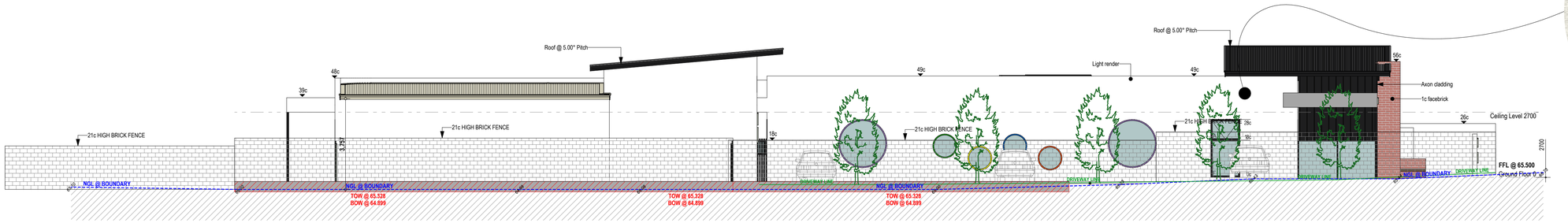


Acrylic Render Dulux "Terrace White"





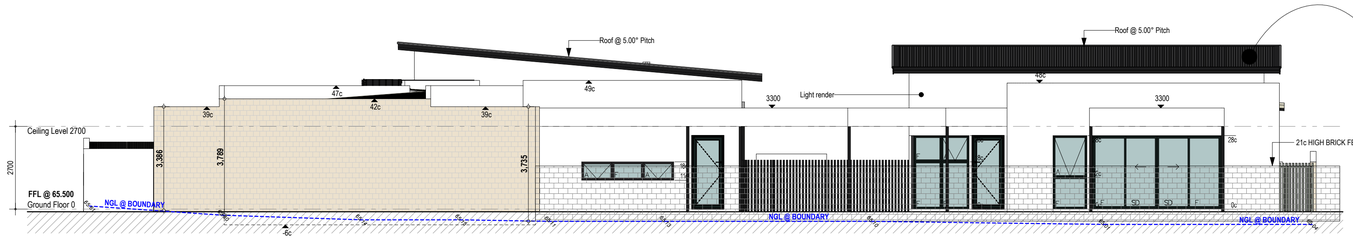
E1 North Elevation 1:100



E2 East Elevation 1:100

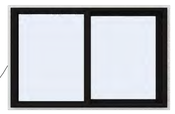
Colorbond Monument Roof

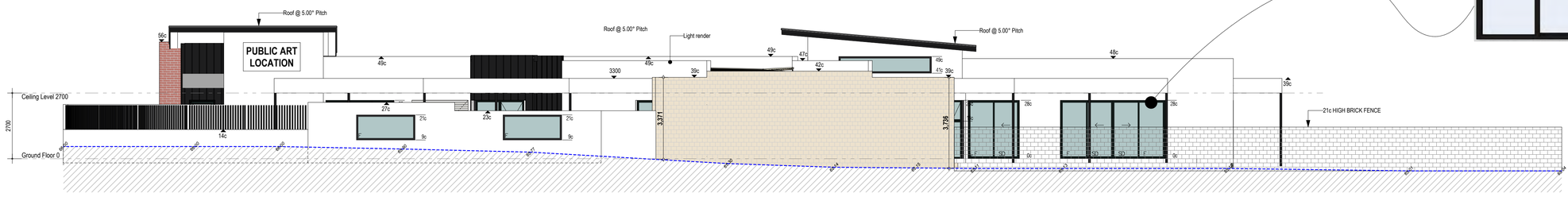




E3 South Elevation 1:100

Aluminium Black Frame windows & doors





E4 West Elevation 1:100

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Project North:

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Coastal Horizon Developments PTY LTD

Project Name
Childcare Centre

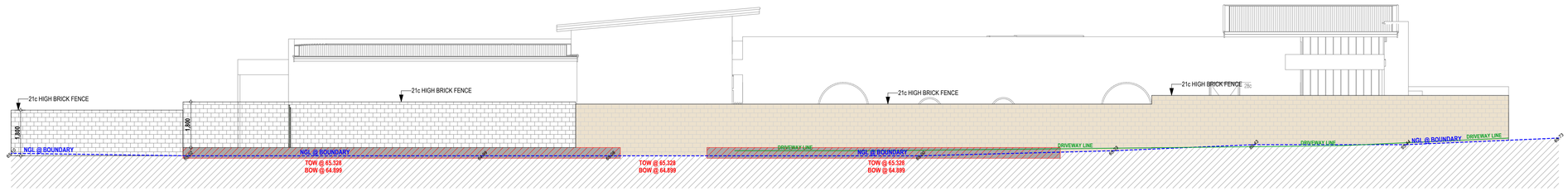
Project Address
Lot 1127 (#1) Windemere Crsnt
NOLLAMARA

Drawing Title:
Elevations

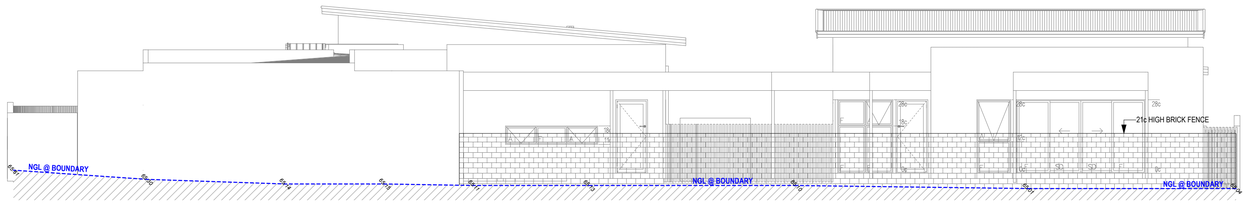
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Project No: 24096
Revision Number: 6.00
Drawing No.: 09 of 13

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F2 Elevation
1:100



F3 Elevation
1:100

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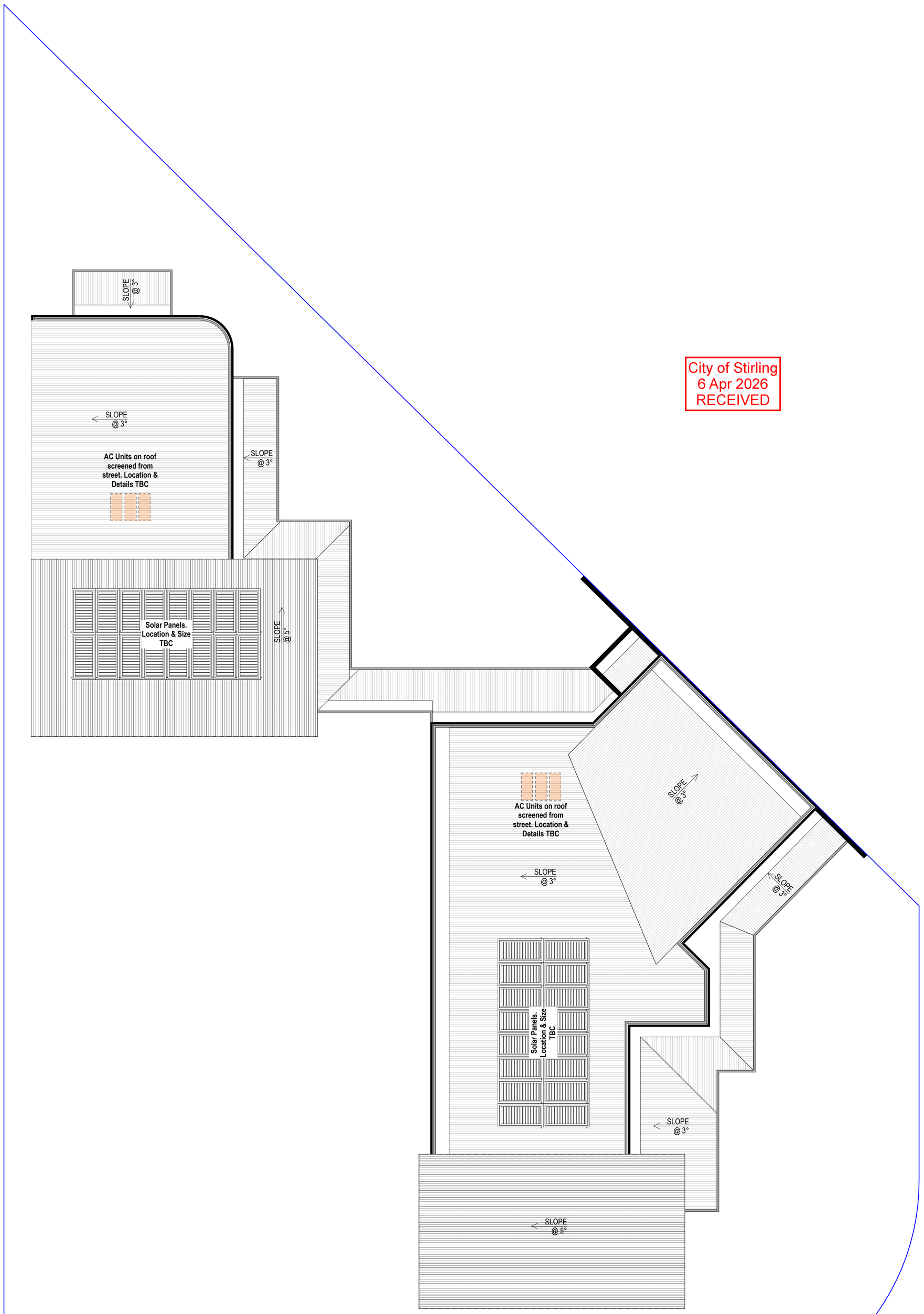
Drawing Title:
Elevations

Scale:	Sheet Size:
1:100	A1
Project No:	**Revision Number:**
24096	6.00

Drawing No.:
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Project North:

N

Client
Coastal Horizon Developments PTY LTD

Project Name
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Project Address
Lot 1127 (#1) Windemere Crsnt
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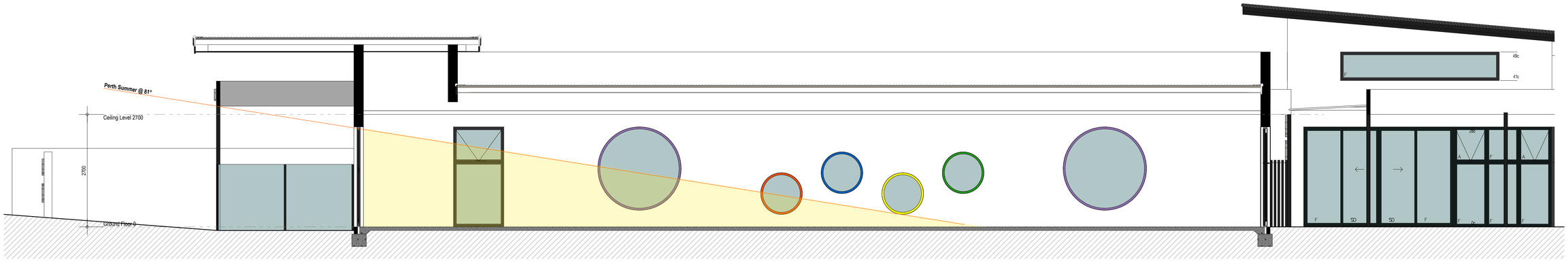
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Roof Plan

Scale:	Sheet Size:
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Project No:	**Revision Number:**
24096	6.00

Drawing No.:
11 of 13

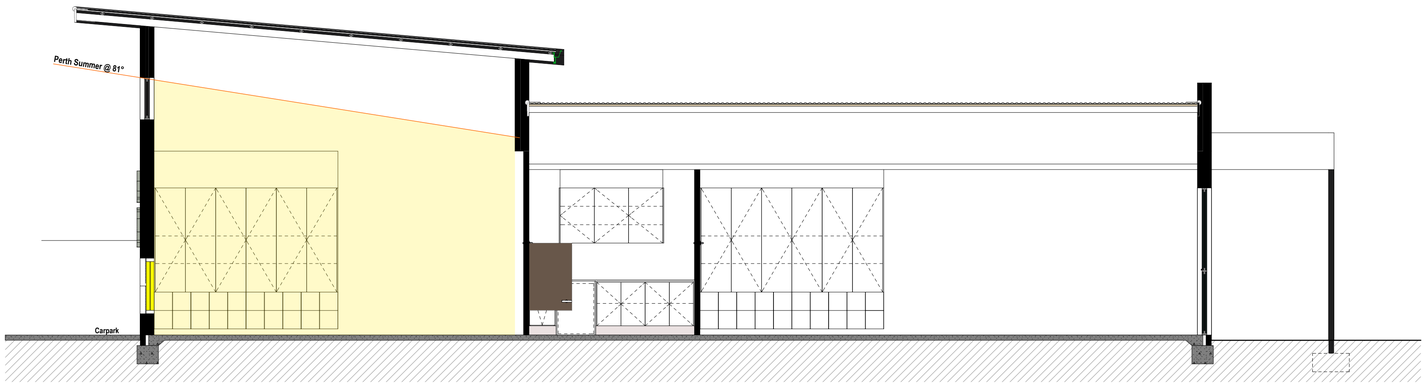
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A-A Section
1:50

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B-B Section
1:50

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Project Address
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NOLLAMARA

Drawing Title:
Section & Solar Study

Scale:	Sheet Size:
1:50	A1
Project No:	**Revision Number:**
24096	6.00

Drawing No.:
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LANDSCAPING CALCS
SITE AREA = 1,666.05m²
LANDSCAPING = 380m² / 22.80%

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Project North:

N

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Drawing Title:
Breeze Path Plan

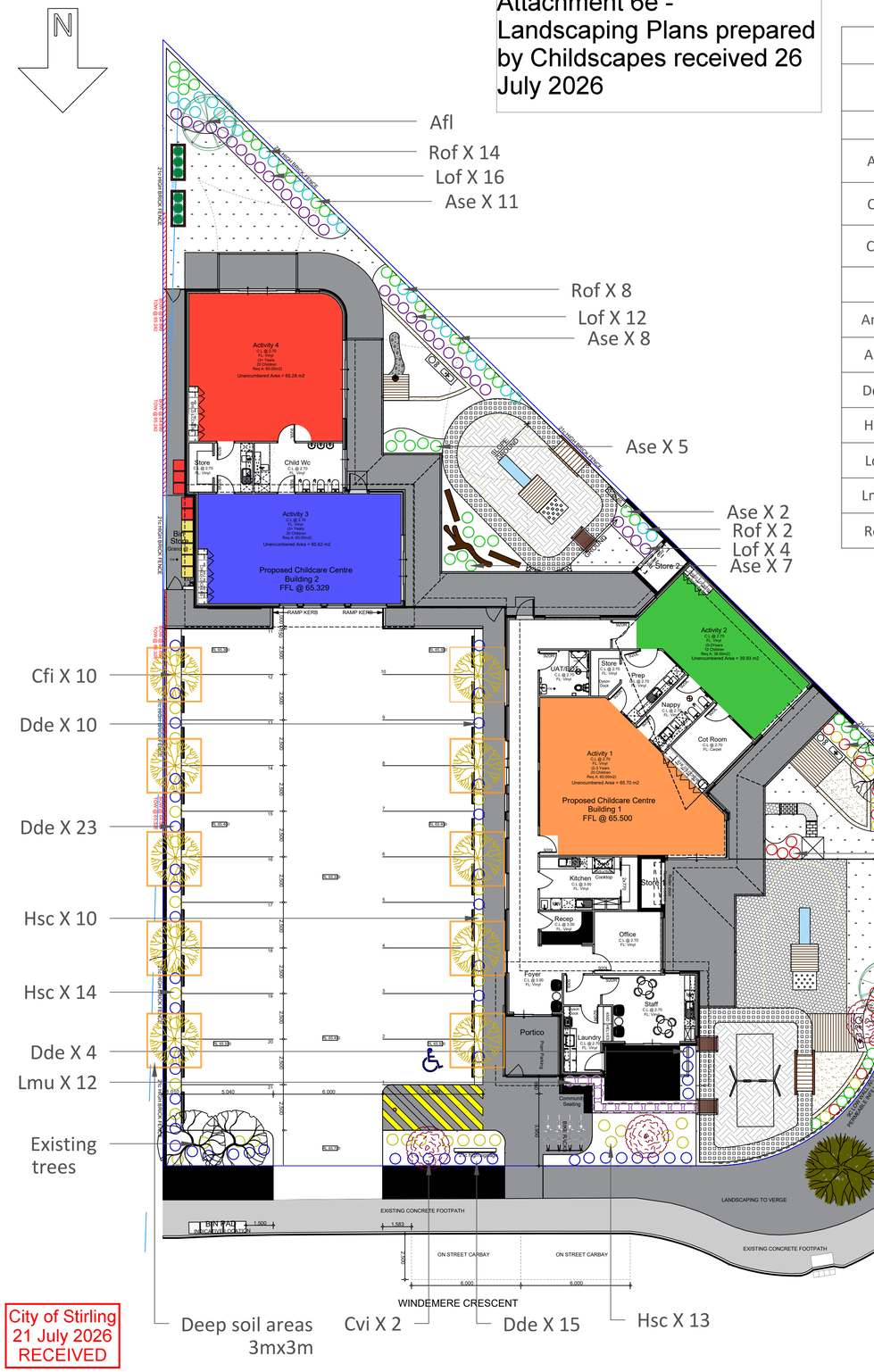
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Project No:	**Revision Number:**
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Attachment 6e - Landscaping Plans prepared by Childscapes received 26 July 2026



City of Stirling 21 July 2026 RECEIVED

PLANT SCHEDULE

	SPECIES	SPACINGS	SIZE	MATURE SIZE	QTS
	TREES				
Afl	AGONIS FLEXUOSA	AS SHOWN	AS SHOWN	8–12 m H x 6–10 m W	2
Cfi	CORYMBIA FICIFOLIA	AS SHOWN	AS SHOWN	8–15 m H x 6–10 m W	10
Cvi	CALISTEMON VIMINALIS	AS SHOWN	AS SHOWN	4–8 m H x 3–5 m W	3
	SHRUBS				
Ama	ANIGOZANTHOS MANGLESII	600 MM	140 MM	1.2 M	19
Ase	ADENANTHOS SERICEUS	600 MM	140 MM	1-3 M	55
Dde	DIANELLA DESTINY	600 MM	140 MM	0.4 M	52
Hsc	HIBBERTIA SCANDENS	600 MM	140 MM	2-5 M	46
Lof	LAVANDULA OFFICINALIS	600 MM	140 MM	3 M	32
Lmu	LIRIOPE MUSCARI	600 MM	140 MM	0.3-0.4 M	12
Rof	ROSEMARY OFFICINALIS	600 MM	140 MM	0.5-1.5 M	25

TREES:



CALLISTEMON VIMINALIS



AGONIS FLEXUOSA



CORYMBIA FICIFOLIA

NOTES

1. LANDSCAPE WORKS

1.1 All areas are to be fine graded to conform with kerb levels and surrounding surfaces.

1.2 Surfaces shall be free from depressions, irregularities, and noticeable changes in grade.

2. SOIL PREPARATION

2.1 Planted areas shall be spread with min of 50mm soil conditioner ripped into soil to a min depth of 200mm.

2.2 Trees in carpark shall have a 2000x2000x600mm deep pit filled with Eclipse structural soil and compacted every 150mm as per specification.

3.PLANTING

3.1 Planted areas shall be mulched with pine chip mulch to a minimum of 75mm.

3.2 Tree locations are as shown please refer to plan.

3.3 Shrubs & groundcovers in mixed planting areas are to be planted in random groupings.

SHRUBS:



ROSEMARY OFFICINALIS



LAVANDULA OFFICINALIS



HIBERTIA SCANDENS



DIANELLA DESTINY



ANIGOZANTHOS MANGLESII



LIRIOPE MUSCARI



ADENANTHOS SERICEUS

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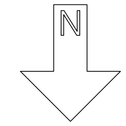
PROJECT	DRAWING	ISSUE
WINDERMERE CRESCENT	PLANTING PLAN	DEVELOPMENT APPROVAL

CLIENT	DRAWING N0	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-02	1:150	A1	4	NK	19/07/26

REVISIONS

No	DATE	DRAWN	DETAILS
0	06/03/25	NK	PLANTING- ISSUED FOR FEEDBACK
1	23/03/26	NK	PLANTING- ISSUED FOR FEEDBACK
2	30/06/26	NK	PLANTING- ISSUED FOR FEEDBACK
3	06/07/26	NK	PLANTING- ISSUED FOR FEEDBACK
4	19/07/26	NK	PLANTING- ISSUED FOR FEEDBACK





PLANT SCHEDULE					
	SPECIES	SPACINGS	SIZE	MATURE SIZE	QTS
SHRUBS					
Acu	ADENANTHOS CUNEATUS	1000 MM	140 MM	2 M	18
Fno	FICINIA NODOSA	1000 MM	140 MM	0.3 M	30
Tbp	THRYPTOMENE BAECKEACEA PROSTRATE	800 MM	140 MM	1 M	39

SHRUBS:



THRYPTOMENE BAECKEACEA PROSTRATE



FICINIA NODOSA



ADENANTHOS CUNEATUS

City of Stirling
21 July 2026
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PROJECT	DRAWING	ISSUE
WINDERMERE CRESCENT	VERGE PLANTING PLAN	DEVELOPMENT APPROVAL

CLIENT	DRAWING N0	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-03	1:150	A1	3	NK	30/06/26

REVISIONS

No	DATE	DRAWN	DETAILS
0	06/03/25	NK	VERGE PLANTING- ISSUED FOR FEEDBACK
1	07/03/25	NK	VERGE PLANTING- ISSUED FOR FEEDBACK
2	23/03/26	NK	VERGE PLANTING- ISSUED FOR FEEDBACK
3	30/06/26	NK	VERGE PLANTING- ISSUED FOR FEEDBACK





SHADE SAIL

City of Stirling
21 July 2026
RECEIVED

5.0m
0 5 10 15 20

This drawing is conceptual. Check scale carefully against boundary measurements. Scalebars can be inaccurate. Measurements should be checked on-site prior to quotation and construction. Plans should be printed at actual size on the same sized paper shown in the title block. Fitting to page and adding margins can alter the scale when printed.

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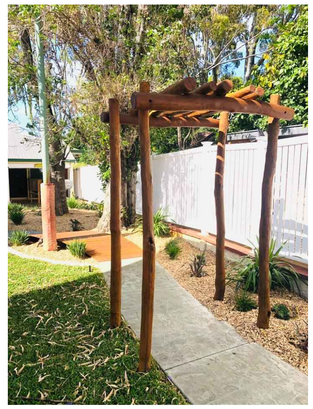
PROJECT	DRAWING	ISSUE
WINDEMERE CRESCENT	SHADE SAIL PLAN	DEVELOPMENT APPROVAL

CLIENT	DRAWING N0	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-04	1:150	A1	1	NK	19/07/26

REVISIONS

No	DATE	DRAWN	DETAILS
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1	19/07/26	NK	SHADE SAIL- ISSUED FOR FEEDBACK





ARBOUR



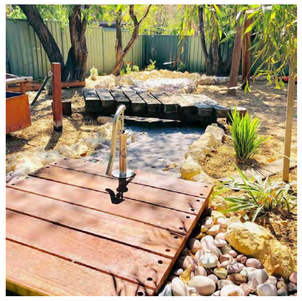
FORT WITH SLIDE



SENSORY PATH



VEGGIE BEDS



WATER PUMP



BALANCE LOGS AND STEPPERS



BLACKBOARD



SAND KITCHEN



BRIDGE



CREEK

City of Stirling
21 July 2026
RECEIVED

5.0m
0 5 10 15 20

This drawing is conceptual. Check scale carefully against boundary measurements. Scalebars can be inaccurate. Measurements should be checked on-site prior to quotation and construction. Plans should be printed at actual size on the same sized paper shown in the title block. Fitting to page and adding margins can alter the scale when printed.

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web: childscapes.com.au

PROJECT	DRAWING	ISSUE
WINDEMERE CRESCENT	OVERALL CONCEPT PLAN	DEVELOPMENT APPROVAL

CLIENT	DRAWING N0	SCALE	SHEET	REVISION	DRAWN	DATE
-	L-01	1:150	A1	4	NK	19/07/26

REVISIONS

No	DATE	DRAWN	DETAILS
0	04/03/25	NK	CONCEPT- ISSUED FOR FEEDBACK
1	05/03/25	NK	CONCEPT- ISSUED FOR FEEDBACK
2	23/03/26	NK	CONCEPT- ISSUED FOR FEEDBACK
3	30/06/26	NK	CONCEPT- ISSUED FOR FEEDBACK
4	19/07/26	NK	CONCEPT- ISSUED FOR FEEDBACK

Design Review Report – Item 1

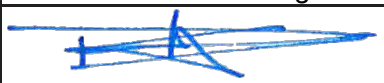
Local government:	City of Stirling	
Item no.:	Item 1 – PDA25/0011 – 1 Windemere Crescent, Nollamara – Pre Development Application – Childcare Premises	
Chairperson:	Philip Gresley	
Panel members:	Munira Mackay David Karotkin Tony Blackwell (comments provided)	
Local government officers:	Karina Bowater Nayan Khairnar Simone Palmer	Acting Coordinator Planning Planning Officer DRP Support Officer
Observers		
Date:	13 March 2025	Time: 2pm
Venue:	City of Stirling – Challenger Room	

Proponent/s		
	Carlo Famiano Joe Germano	CF Town Planning & Development *(Applicant)* Germano Designs
	Owners	Coastal Horizon Developments Pty Ltd

Observer/s

Briefings		
Development assessment overview	Nayan Khairnar	Planning Officer
Technical issues	Nayan Khairnar	Planning Officer

Design Review		
Proposed development	Item 1 – PDA25/0011 – 1 Windemere Crescent, Nollamara – Pre Development Application – Childcare Premise	
Property address	1 Windemere Crescent, Nollamara	
Background		
Proposal		
Applicant or applicant's representative address tothe design review panel	Carlo Famiano	CF Town Planning & Development
Key issues / recommendations	This report presents the first Design Review Panel assessment of the proposed childcare premises at 1 Windemere Crescent, Nollamara. Positive aspects include the general site planning, architectural expression, and landscaped entry from Windemere Crescent. Key concerns relate to inadequate landscaping, limited northern aspect for play areas, car park safety, and insufficient sustainability measures.	

	Improvements are needed to internal circulation, staff amenity, and the building's interface with adjacent properties. Greater consideration of local context, passive solar design, and landscape planning is essential. A further review is recommended to address these issues and strengthen the design response. Refer to attached Design Quality Evaluation Report.
Chairperson signature	

Design quality evaluation **Item 1 – PDA25/0011 – 1 Windemere Crescent, Nollamara – Pre Development Application – Childcare Premises** **DRP Meeting – Thursday 13 March 2025**		
	S	*Design Principle satisfied*
	P	*Design Principle pending further attention*
	N	*Design Principle not satisfied*
Principle 1 **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
	P	1a. Insufficient information has been provided regarding the local context. A detailed analysis of the area's built form, streetscape, and character should be undertaken to better inform the design approach. 1b. The Panel acknowledges that the site's irregular shape presents challenges, and the general approach to site planning is supported. However, the Applicant should demonstrate how the proposed layout offers the best outcome for the site's unique characteristics and constraints. Section drawings through the site to neighbouring properties would be valuable in illustrating how the development relates to its immediate surroundings. 1c. The existing fence along the site boundary, featuring a distinctive motif, offers a subtle clue to the site's broader context. This suggests that exploring local materials, patterns, and forms more broadly could reveal design cues unique to the area. Engaging with these contextual elements—whether historical, cultural, or architectural—could provide a richer, more grounded response that genuinely reflects the character of this place. 1d. The choice of materials and finishes should also consider local context. Exploring materials and forms commonly found within the area could strengthen the proposal's relationship to its surroundings.
Principle 2 **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
	N	2a. The Panel acknowledges the inclusion of a playground layout; however, the absence of a comprehensive landscape plan limits the ability to assess overall landscape quality. Preparing a detailed plan addressing species selection, soil preparation, irrigation, and long-term maintenance would be essential to ensure a successful landscape outcome. 2b. While the site has been cleared, some existing trees remain near the boundaries where they meet the verge. Retaining and integrating these trees where feasible could enhance the landscape response and positively contribute to the site's character. 2c. To address the landscape shortfall (currently 4% vs. the required 10%), expanding tree planting and providing more generous landscape areas beyond playground spaces is recommended. Upgrading verge landscaping and introducing additional street trees could further offset the shortfall, enhance the streetscape, and provide broader environmental benefits. 2d. The Panel supports the landscaped entry from Windemere Crescent, noting it provides a welcoming and well-designed community space. 2e. While tree planting within the car park is generous, its effectiveness is limited by design challenges. Trees along the western path lack sufficient space for growth due to the narrow access path, potential damage from prams, and restricted room for branching. On the eastern side, over-length car bays encroach into the undersized landscape setback, further constrained by an inadequate setback (1.5m required). Introducing triangular cut-outs in the paving could improve conditions for tree health

		and growth. 2f. Colorbond fencing adjacent to residential properties may raise acoustic concerns. Considering alternative materials that enhance acoustic performance and provide a more appropriate interface is recommended. 2g. Replacing black bitumen with permeable, pedestrian-friendly surfaces would reduce heat retention and create a more inviting, child-friendly environment. 2h. The densely arranged play facilities leave limited room for conventional garden spaces and restrict convenient circulation around the building. Revising the layout to include more greenery would enhance both amenity and street presence, providing a softer and more residential character. 2i. Enhancing landscaping along the northern boundary would help soften the visual impact of the car park, improving amenity and contributing positively to the overall landscape quality.
Principle 3 **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
	P	3a. The Panel acknowledges the effort to respond to the site's irregular shape and supports the general approach to site planning. The corner location and setback from Windemere Crescent are appropriate, providing a positive interface with the street. 3b. The scale of the development is generally supported and complements the surrounding residential character. However, improvements to the interface with adjacent properties would enhance the overall response. 3c. The current site planning has minimised opportunities to utilise the northern aspect for play areas and activity spaces. Reconfiguring the layout to better take advantage of northern light would significantly enhance amenity, comfort, and energy efficiency. Additionally, a shading audit for all openings is recommended to optimise passive solar performance and ensure adequate shading to west-facing activity areas. 3d. Locating car parking within the setback zone diminishes opportunities for landscaping and more generous play areas. Relocating parking areas where possible, or enhancing landscape screening, would improve amenity and strengthen the relationship between built form and open space. 3e. Concerns were raised about the interface between Building 2's outdoor play area and neighbouring residential properties. Relocating the outdoor area to the north, where the building could abut the existing grouped dwellings, may assist in mitigating potential noise impacts. 3f. Considering a two-storey development could alleviate site constraints, improve landscaping opportunities, and enhance the overall amenity. This approach could also reduce building bulk and improve circulation around the site.
Principle 4 **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
	P	4a. The development generally provides good functionality, but improvements are required to enhance user experience. In particular, the lack of weather protection when accessing the building from the car park is a concern. Integrating awnings or covered walkways would improve comfort and safety. 4b. The two entry points are generally working, but the internal circulation could be enhanced by providing more generous space around the kitchen servery and considering the relocation of the laundry to improve efficiency.

		4c. The current design includes only one toilet for Building 1, which may not adequately meet user needs. Additional facilities should be considered to improve functionality. 4d. Further consideration of the relationship between indoor and outdoor spaces would enhance the quality of internal activity areas, particularly where circulation is currently constrained.
Principle 5 **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
	N	5a. While the inclusion of photovoltaic (PV) cells is noted, there is insufficient information regarding their capacity, wattage, or overall contribution to the building's energy performance. Providing details on PV sizing and expected energy generation would enhance clarity and demonstrate commitment to sustainability. 5b. The proposal lacks a broader sustainability strategy. Preparing a sustainability report addressing energy efficiency, water management, material selection, and operational performance would support a more comprehensive approach. 5c. The significant amount of west-facing fenestration presents challenges for thermal comfort and energy efficiency. A shading audit is recommended to optimise shading devices, improve passive solar performance, and minimise heat gain during warmer months. 5d. The use of dark roofing materials contributes to heat retention and may impact thermal comfort. Lighter, reflective roofing materials should be considered to reduce the Urban Heat Island Effect and improve overall energy efficiency. 5e. Further investigation into natural ventilation and cross-ventilation strategies would enhance comfort and reduce reliance on mechanical systems.
Principle 6 **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.*
	P	6a. The Panel expressed concern about the lack of weather protection for pedestrians accessing the building from the car park. 6b. The compact and densely arranged play areas leave limited space for conventional landscaping and circulation around the building. Increasing greenery and enhancing connections between indoor and outdoor spaces would significantly improve amenity. 6c. The staff room and courtyard currently face a wide paved area with minimal landscaping, resulting in poor outlook and amenity. The dual-purpose use of the courtyard as a drying yard further compromises its quality. Enhancing this space with improved landscaping, a more inviting garden outlook, and a consistent fencing design would significantly enhance functionality and user comfort. Extending the metal railings to where the bikes are located and providing a dedicated, pleasant outdoor area for staff would greatly improve amenity and visual coherence. 6d. Additional consideration should be given to the quality and usability of outdoor areas, particularly for different age groups, to ensure safety, accessibility, and comfort.

Principle 7 **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
	S	7a. This design principle is supported by the Panel. 7b. The Panel supports the legible front door and path network from Windemere Crescent, which effectively guides users from the footpath to the entrance.
Principle 8 **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
	P	8a. The Panel raised concerns about pedestrian safety within the car park. Improved traffic management measures, clearly defined pedestrian pathways, and design refinements to minimise vehicle conflicts are recommended to enhance user safety. 8b. The use of wheel stops should be considered to prevent vehicle overhangs encroaching on pedestrian areas and landscape setbacks. 8c. Additional evidence demonstrating how the car park will function safely during peak times, including drop-off and pick-up periods, would provide greater confidence in the design's safety performance.
Principle 9 **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
	S	9a. This design principle is supported by the Panel. 9b. The Panel suggested public art could be integrated into the design.
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
	P	10a. The Panel is generally supportive of the architectural language, noting the playful circular windows and the use of red brick and white render as positive elements. 10b. The interface between the car park and the building requires attention. Enhancing this façade with awnings or landscape screening would improve both visual appeal and user comfort. 10c. Ensuring a consistent fencing design throughout the site would enhance visual coherence and contribute positively to the overall aesthetic. 10d. The double-gable and hip roof detail on the veranda appears inconsistent with the broader architectural approach. Refining this element to achieve a more cohesive aesthetic is recommended. 10e. Screening air conditioning condensers on the roof from public view is essential to maintain visual quality. 10f. Signage should be carefully considered to avoid visual clutter and maintain a coherent aesthetic.

Design Review progress
Item 1 – PDA25/0011 – 1 Windemere Crescent, Nollamara – Pre Development Application – Childcare Premises
DRP Meeting – Thursday 13 March 2025

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

	DR1 13/3/2025	***DR2***	***DR3***
Principle 1 - **Context and character**	P		
Principle 2 - **Landscape quality**	N		
Principle 3 - **Built form and scale**	P		
Principle 4 - **Functionality and build quality**	P		
Principle 5 - **Sustainability**	N		
Principle 6 - **Amenity**	P		
Principle 7 - **Legibility**	S		
Principle 8 - **Safety**	P		
Principle 9 - **Community**	S		
Principle 10 - **Aesthetics**	P		

Recommendations Summary **Item 1 –PDA25/0011 – 1 Windemere Crescent, Nollamara** **DRP Meeting – Thursday 13 March 2025**			
DR1 – DRP Recommendations **DRP Meeting – 13/03/2025**	**DR1 – Applicant Response** **DRP Meeting – 13/03/2025**	**DR2 DRP Recommendations** **DRP Meeting –**	**DR2 – Applicant Response** **DRP Meeting –**
1a. 1a. Insufficient information has been provided regarding the local context. A detailed analysis of the area's built form, streetscape, and character should be undertaken to better inform the design approach. 1b. The Panel acknowledges that the site's irregular shape presents challenges, and the general approach to site planning is supported. However, the Applicant should demonstrate how the proposed layout offers the best outcome for the site's unique characteristics and constraints. Section drawings through the site to neighbouring properties would be valuable in illustrating how the development relates to its immediate surroundings. 1c. The existing fence along the site boundary, featuring a distinctive motif, offers a subtle clue to the site's broader context. This suggests that exploring local materials, patterns, and forms more broadly could reveal design cues unique to the area. Engaging with these contextual elements—whether historical, cultural, or architectural—could provide a richer, more grounded response that genuinely reflects the character of this place.			

1d.	The choice of materials and finishes should also consider local context. Exploring materials and forms commonly found within the area could strengthen the proposal's relationship to its surroundings.			
2a.	The Panel acknowledges the inclusion of a playground layout; however, the absence of a comprehensive landscape plan limits the ability to assess overall landscape quality. Preparing a detailed plan addressing species selection, soil preparation, irrigation, and long-term maintenance would be essential to ensure a successful landscape outcome.			
2b.	While the site has been cleared, some existing trees remain near the boundaries where they meet the verge. Retaining and integrating these trees where feasible could enhance the landscape response and positively contribute to the site's character.			
2c.	To address the landscape shortfall (currently 4% vs. the required 10%), expanding tree planting and providing more generous landscape areas beyond playground spaces is recommended. Upgrading verge landscaping and introducing additional street trees could further offset the shortfall, enhance the streetscape, and provide broader environmental benefits.			

2e.	While tree planting within the car park is generous, its effectiveness is limited by design challenges. Trees along the western path lack sufficient space for growth due to the narrow access path, potential damage from prams, and restricted room for branching. On the eastern side, over-length car bays encroach into the undersized landscape setback, further constrained by an inadequate setback (1.5m required). Introducing triangular cut-outs in the paving could improve conditions for tree health and growth.			
2f.	Colorbond fencing adjacent to residential properties may raise acoustic concerns. Considering alternative materials that enhance acoustic performance and provide a more appropriate interface is recommended.			
2g.	Replacing black bitumen with permeable, pedestrian-friendly surfaces would reduce heat retention and create a more inviting, child-friendly environment.			
2h.	The densely arranged play facilities leave limited room for conventional garden spaces and restrict convenient circulation around the building. Revising the layout to include more greenery would enhance both amenity and street presence, providing a softer and more residential character.			
2i.	Enhancing landscaping along the northern boundary would help			

	soften the visual impact of the car park, improving amenity and contributing positively to the overall landscape quality.			
3b.	The scale of the development is generally supported and complements the surrounding residential character. However, improvements to the interface with adjacent properties would enhance the overall response.			
3c.	The current site planning has minimised opportunities to utilise the northern aspect for play areas and activity spaces. Reconfiguring the layout to better take advantage of northern light would significantly enhance amenity, comfort, and energy efficiency. Additionally, a shading audit for all openings is recommended to optimise passive solar performance and ensure adequate shading to west-facing activity areas.			
3d.	Locating car parking within the setback zone diminishes opportunities for landscaping and more generous play areas. Relocating parking areas where possible, or enhancing landscape screening, would improve amenity and strengthen the relationship between built form and open space.			
3e.	Concerns were raised about the interface between Building 2's outdoor play area and neighbouring residential properties. Relocating the outdoor area to the north, where the building could abut the existing grouped dwellings, may assist in			

	mitigating potential noise impacts.			
3f.	Considering a two-storey development could alleviate site constraints, improve landscaping opportunities, and enhance the overall amenity. This approach could also reduce building bulk and improve circulation around the site.			
4a.	The development generally provides good functionality, but improvements are required to enhance user experience. In particular, the lack of weather protection when accessing the building from the car park is a concern. Integrating awnings or covered walkways would improve comfort and safety.			
4b.	The two entry points are generally working, but the internal circulation could be enhanced by providing more generous space around the kitchen servery and considering the relocation of the laundry to improve efficiency.			
4c.	The current design includes only one toilet for Building 1, which may not adequately meet user needs. Additional facilities should be considered to improve functionality.			
4d.	Further consideration of the relationship between indoor and outdoor spaces would enhance the quality of internal activity areas, particularly where circulation is currently constrained.			
5a.	While the inclusion of photovoltaic (PV) cells is noted, there is insufficient information			

	regarding their capacity, wattage, or overall contribution to the building's energy performance. Providing details on PV sizing and expected energy generation would enhance clarity and demonstrate commitment to sustainability. 5b. The proposal lacks a broader sustainability strategy. Preparing a sustainability report addressing energy efficiency, water management, material selection, and operational performance would support a more comprehensive approach. 5c. The significant amount of west-facing fenestration presents challenges for thermal comfort and energy efficiency. A shading audit is recommended to optimise shading devices, improve passive solar performance, and minimise heat gain during warmer months. 5d. The use of dark roofing materials contributes to heat retention and may impact thermal comfort. Lighter, reflective roofing materials should be considered to reduce the Urban Heat Island Effect and improve overall energy efficiency. 5e. Further investigation into natural ventilation and cross-ventilation strategies would enhance comfort and reduce reliance on mechanical systems.			
6b.	The compact and densely arranged play areas leave limited space for conventional landscaping and circulation around the building. Increasing greenery and enhancing connections between indoor and outdoor spaces would significantly improve amenity.			

6c. The staff room and courtyard currently face a wide paved area with minimal landscaping, resulting in poor outlook and amenity. The dual-purpose use of the courtyard as a drying yard further compromises its quality. Enhancing this space with improved landscaping, a more inviting garden outlook, and a consistent fencing design would significantly enhance functionality and user comfort. Extending the metal railings to where the bikes are located and providing a dedicated, pleasant outdoor area for staff would greatly improve amenity and visual coherence. 6d. Additional consideration should be given to the quality and usability of outdoor areas, particularly for different age groups, to ensure safety, accessibility, and comfort.			
8a. The Panel raised concerns about pedestrian safety within the car park. Improved traffic management measures, clearly defined pedestrian pathways, and design refinements to minimise vehicle conflicts are recommended to enhance user safety. 8b. The use of wheel stops should be considered to prevent vehicle overhangs encroaching on pedestrian areas and landscape setbacks. 8c. Additional evidence demonstrating how the car park will function safely during peak times, including drop-off and pick-up periods, would provide greater confidence in the design's safety performance.			

9a. This design principle is supported by the Panel. 9b. The Panel suggested public art could be integrated into the design.			
10b. The interface between the car park and the building requires attention. Enhancing this façade with awnings or landscape screening would improve both visual appeal and user comfort. 10c. Ensuring a consistent fencing design throughout the site would enhance visual coherence and contribute positively to the overall aesthetic. 10d. The double-gable and hip roof detail on the veranda appears inconsistent with the broader architectural approach. Refining this element to achieve a more cohesive aesthetic is recommended. 10e. Screening air conditioning condensers on the roof from public view is essential to maintain visual quality. 10f. Signage should be carefully considered to avoid visual clutter and maintain a coherent aesthetic.			

Attachment 8 - Water Corporation Referral received 12 June 2026

Development Services
629 Newcastle Street Leederville WA 6007
PO Box 100 Leederville WA 6902
T (08) 9420 2099
F (08) 9420 3193

Your Ref: DAP436859
Our Ref: 214540383 - DAP436859
Enquiries:
Direct Tel:
Email:

10 June 2026

City Of Stirling
PO BOX 130
OSBORNE PARK WA 6017

Attention of: Grace Stott

Re: DAP Application - Lot 1127, 1 Windemere Crescent Nollamara

Thank you for your email dated 19th of May 2026. Water Corporation offers the following comments regarding this proposal:

Water

A capacity assessment of the existing water supply network servicing the subject site has been undertaken based on the proposed daycare development. The assessment confirms that the existing network has sufficient capacity to service the proposed development, including meeting required firefighting provisions.

Wastewater

The proposed development can be feasibly serviced via gravity sewer connection to the existing DN150 gravity sewer along the eastern boundary of the site. Based on the current proposal, no downstream sewer infrastructure upgrades are required.

Approval for works

Any works undertaken in proximity to Water Corporation Assets will require prior approval via an Asset Protection Risk Assessment (APRA) Guidance on prescribed proximities and relevant legislation are available in our guidelines.

Building Approval Application

Prior to construction the land owner is required to submit a commercial building application by using our online portal BuilderNet. Attachments required for approval will include:

- Final construction site & architectural floor plans
- Hydraulics for both water & wastewater
- Trade Waste Application form with Supplement forms (Food Preparation)

The above advice is subject to review and may change. If the proposal has not progressed within the next six (6) months, please contact us to confirm that this advice remains current.

Please provide the above comments to the landowner, developer and/or their representative. Should you require any further clarification, please do not hesitate to contact me.

Kind Regards

Advisor - Land Use Planning
Development Services

City of Stirling
1 August 2026
RECEIVED

Attachment 9 - Applicants Response to Public Consultation received on 1 August 2026

Public Consultation Submissions		
Number of Submissions to raise Issue	**Submission Comment**	**Applicant Comment**
28	Concerns relating to traffic and congestion.	• A traffic impact statement (TIS) has been prepared by a qualified traffic engineer in support of the application. The TIS has reviewed traffic movements within the area and confirms that the local road network is capable of accommodating the proposed traffic movements. Furthermore, the TIS confirms that the traffic movements can be undertaken in a safe manner. It should be noted that the appointed traffic consultant is well experienced in the operation of child care premises and has used data obtained from various other child care developments. • The TIS has been reviewed by the City's Engineering Department, which has not raised any concerns with the proposed development. In light of the above responses, the comments made could be dismissed
28	Concerns in relation to insufficient car parking on-site.	• The proposed development generally complies with the on-site car parking requirements prescribed within the planning framework. The one (1) shortfall proposed will not have an adverse impact on the area given the good access to a walkable catchment, public transport and on-street parking. In addition, a car parking management plan will be prepared by the operator prior to occupancy. • The operator of the child care premises will prepare a car parking management plan as part of the operations associated with the venue. This outlines staff and parent parking arrangements. It is noted that the local government typically imposes a condition on any approval granted that the parking management plan is prepared prior to occupation of the building. In light of the above responses, the comments made could be dismissed
29	Concerns in relation to proximity to other Child Care Premises	• The operator has undertaken research of the area before proposing the child care premises on the subject land and there is a demand for such services (i.e. there is an under supply of child care places in the area). As such, the landowner's decision to progress the proposed development and obtain an operator for the site.

City of Stirling
1 August 2026
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		• A child care premises provides a vital use that services the local community and working families within the area. • Competition and the number of child care premises within a suburb/locality is not a valid planning consideration. As such, the comment should be dismissed. In light of the above responses, the comments made could be dismissed.
2	Concern regarding noise from the proposed development to surrounding properties.	• An acoustics report has been prepared in support of the application to provide recommendations to limit any impact on the adjoining properties in terms of noise. In addition, the outdoor play area has been designed to include a masonry wall to provide an acoustic barrier. Furthermore, the subject land is located along a regional road, which would generate greater traffic noise than any noise omitting from the child care premises. • The acoustics report has been reviewed by the City's Health Department, which has not raised any concerns with the proposed development. In light of the above responses, the comments made could be dismissed
2	Concern relating to a housing shortfall.	• The subject land is current vacant and does not comprise any housing. • The national problem regarding the housing shortfall is matter that needs to be addressed by both the State and Federal Governments, not the owner of the subject land. As such, this is not a valid comment regarding this application. In light of the above responses, the comments made could be dismissed
29	Concerns regarding safe pedestrian and vehicle manoeuvring around the site.	• A traffic impact statement (TIS) has been prepared by a qualified traffic engineer in support of the application. The TIS has reviewed traffic movements within the area and confirms that the local road network is capable of accommodating the proposed traffic movements and that the proposed movements from the development can be undertaken in a safe manner. Furthermore, the TIS has been reviewed by the City's Engineering Department and that no concerns have been raised. • The pedestrian network along the street and through the development have been designed to provide safe access.

City of Stirling
1 August 2026
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		In light of the above responses, the comments made could be dismissed
11	Incompatibility with residential area	• An acoustics report has been prepared in support of the application to provide recommendations to limit any impact on the adjoining properties in terms of noise. • A masonry wall will be constructed along the land's lot boundaries to provide a noise barrier in accordance with the acoustics report prepared in support of the application. • It should be noted that child care premises developments are commonly located within residential areas throughout the Perth Metropolitan Area to provide a much needed service to the local community. • The current planning framework allows for child care centres to be constructed within the 'Residential' zone. In light of the above response, the submission should be dismissed.

PART C – CITY OF SUBIACO

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1a Lot 26. (No. 315) Hay Street, Subiaco - Change of Use from a Restaurant to a Bulky Goods Showroom and Two Offices with Additions and Alterations – DAP/26/03079

3.1b Lot 26. (No. 315) Hay Street, Subiaco - Change of Use from a Restaurant to a Bulky Goods Showroom and Two Offices with Additions and Alterations – DAP/26/03079

4. Form 2 DAP Applications

Nil

5. Section 31 SAT Reconsiderations

Nil

Form 1: Responsible Authority Report

(Regulation 12)

PART D – ITEM 3.1a
LOT 26 (NO. 315) HAY STREET, SUBIACO - CHANGE OF USE FROM A RESTAURANT TO A BULKY GOODS SHOWROOM AND TWO OFFICES WITH ADDITIONS AND ALTERATIONS

RESPONSIBLE AUTHORITY REPORT – FORM 1	
DAP Name:	Metro Inner DAP
DAP File No:	DAP/26/03079
LG Reference:	DA 7.2026.29.1
Proposed Development:	Change of Use from a Restaurant to a Bulky Goods Showroom and Two Offices with Additions and Alterations
Value of Development:	$2.5 million
Owner:	Ee Choo Khoo & Hung Quoc Truong
Applicant:	Pinnacle Planning
Local Government Area:	City of Subiaco
Responsible Authority:	City of Subiaco
Authorising Officer:	Anthony Denholm, Manager Planning Services
Application Acceptance Date:	6 March 2026



Figure 1. Location Plan



Figure 2. Local Planning Scheme No. 5 Map

RESPONSIBLE AUTHORITY RECOMMENDATION

RECOMMENDATION FOR APPROVAL

That the Metro Inner DAP resolves to **APPROVE** DAP Application reference DAP/26/03079 for Change of Use from a Restaurant to a Bulky Goods Showroom and Two Offices with Additions and Alterations at No. 315 (Lot 26) Hay Street, Subiaco in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015, and the provisions of the City of Subiaco Local Planning Scheme No. 5, subject to the following conditions:

General

1. The development is to be undertaken in accordance with the approved plans and documents attached to this approval, as listed below, except where amended by subsequent conditions:

Drawing	**Drawing No**	**Date Received**
Site Plan	A_101	24 June 2026
Floor Plans	A_102b	15 July 2026
Roof Plan and Sections	A_103b	24 June 2026
Elevations	A_105	15 July 2026
Demolition Plan	A_108	24 June 2026

2. This decision constitutes planning approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

Infrastructure

3. All stormwater generated on site is to be retained on site. An onsite storage/infiltration system is to be provided within the site for at least the 1 per cent annual exceedance probability (AEP) event. No stormwater will be permitted to enter the City of Subiaco's stormwater drainage system unless otherwise approved.

4. All infrastructure in the road reserve adjacent to the development site shall be protected from damage for the duration of the construction of the development, and reinstated to the condition that existed prior to the commencement of the development.

5. Prior to occupation of the development, all existing redundant crossovers are to be removed and the verge reinstated. The material finishes of the footpath and crossover shall be approved by the City of Subiaco.

6. Prior to occupation of the development the modified crossover associated with the development must receive separate approval from the City of Subiaco.

7. All car parking dimensions, manoeuvring areas, crossovers and driveways shall accord with Australian Standard AS2890.1 (as amended).

8. Prior to occupation of the development, the car parking, and vehicle access and circulation areas shown on the approved plans, including the provision of disabled car parking, shall be constructed, drained, line marked and provided, to the satisfaction of the City of Subiaco.

9. Prior to occupation of the development, the applicant shall submit certification from an appropriately qualified consultant to verify that all vehicle parking bays have capacity to be converted to electric vehicle charging bays in the future, to the satisfaction of the City of Subiaco.

10. Prior to occupation of the development, four (4) class C bicycle parking facilities are to be provided in accordance with Australian Standard AS 2890.3, to the satisfaction of the City of Subiaco.

11. Prior to occupation of the development, a minimum of one (1) shower and four (4) lockers are to be provided within the development for the use of the tenants, to the satisfaction of the City of Subiaco.

12. Prior to occupation of the development, the wall/fence along Townshend Road shall be truncated or reduced to no greater than 0.75m in height where within 1.5m of a vehicle access points and street corners in order to provide adequate sight lines to the satisfaction of the City of Subiaco.

13. Prior to issue of a building permit (but not including a demolition permit or building permit for forward works only), a Road Safety Audit is to be prepared and submitted to the City of Subiaco for approval with any recommendations being implemented and adopted thereafter, to the satisfaction of the City of Subiaco.

External Fixtures, Utilities and Facilities

14. Prior to occupation of the development, all air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof of the building shall be located or screened so as not to be highly visible from beyond the boundaries of the development site to the satisfaction of the City of Subiaco.

Materials and Finishes

15. Prior to occupation of the development, brickwork and finishes on or adjacent to boundaries, including exposed parapet walls, are to be finished externally to the same standard as the rest of the development in either:

    - Face brick,
    - Painted render,
    - Painted brickwork, or,
    - Other clean material,

    And are to be thereafter maintained to the satisfaction of the City of Subiaco.

16. Prior to the issue of a building permit (but not including a building permit for forward works only), the applicant shall submit amended plans detailing that the glazing to the ground floor commercial tenancy contains transparent glass or a similar treatment to a minimum of 75% of the surface area of the windows in

order to maintain a connection to the streetscape, to the satisfaction of the City of Subiaco

Waste Management

17. The approved Wast Management Plan date stamped received 24 June 2026 shall be implemented and adhered to throughout the life of the development to the satisfaction of the City of Subiaco.

18. All bin store areas must be screened from view from any public street to the satisfaction of the City of Subiaco.

Landscaping

19. Prior to commencement of physical works, a Tree Preservation Zone (TPZ) is to be established and maintained around each existing street tree for the life of the contract.

20. Prior to the commencement of development, a detailed landscaping plan shall be submitted that includes information relating to species selection, reticulation, details of existing vegetation to be retained, and treatment of landscaped surfaces (i.e. mulch, lawn, synthetic grass etc), to the satisfaction of the City of Subiaco.

21. Prior to occupation of the development, landscaping shall be completed in accordance with the approved plans or any approved modifications thereto to the satisfaction of the City of Subiaco. All landscaped areas are to be maintained on an ongoing basis for the life of the development on the site to the satisfaction of the City of Subiaco.

Public Art

22. Prior to issue of a building permit (but not including a demolition permit or building permit for forward works only), the applicant/owner shall either:

    a. Obtain approval from the City of Subiaco for an artist to provide public art on the development site in accordance with an approved Public Art Plan, to a minimum value of 1% ($25,000 exclusive GST) of the construction cost. Prior to occupation, the endorsed public art or works shall be implemented and maintained thereafter to the satisfaction of the City of Subiaco; or

    b. Enter into a legal agreement with the City of Subiaco for a cash-in-lieu payment of 1% ($25,000 exclusive GST) of the construction cost for the purpose of public art works. The agreement is to be prepared by the City's solicitors at the expense of the owner and executed by all parties prior to occupation.

Demolition and Construction

23. Prior to the issue of a demolition permit and also a building permit, a Construction Management Plan shall be prepared to the City of Subiaco's satisfaction. This plan is to address:

a. construction noise;
b. hours of construction;
c. dust;
d. vibration;
e. waste;
f. sand;
g. temporary fencing;
h. scaffolding;
i. hoarding;
j. gantries;
k. site access and egress;
l. site deliveries;
m. traffic management;
n. parking management;
o. management of loading and unloading of vehicles;
p. heavy vehicle access;
q. protection of verge trees; and
r. any other relevant matters.

The requirements of this plan are to be observed at all times during the construction process to the satisfaction of the City of Subiaco.

Advice Notes

1. This planning decision is confined to the authority of the Planning and Development Act 2005 and the City of Subiaco Local Planning Scheme No. 5. This decision does not remove the obligation of the applicant and/or property owner to ensure that all other required local government approvals are first obtained, all other applicable state and federal legislation is complied with, and any restrictions, easements, or encumbrances are adhered to.

2. Please note multiple conditions are required to be formally cleared by the City of Subiaco prior to the issue of a building permit and prior to occupation of the development. Please contact the City's Planning Services on 9237 9222 for further information.

3. A building permit is required to be obtained from the City for the works. The applicant is advised to contact the City's Building Services branch on 9237 9222 for further information on these requirements.

4. An occupancy permit is required to be obtained from the City for the change of use and classification. The applicant is advised to contact the City's Building Services branch on 9237 9222 for further information on these requirements.

5. Any additional signage not proposed with the application shall be the subject of a separate planning application.

6. Measures must be taken to ensure any artificial light being emitted by the development, or the land, does not cause a nuisance, and is installed in accordance AS/NZS 4282:2023.

7. Accessible car bays are to be provided in accordance with the requirements of the National Construction Code 2022 (Part D4D6) and the Access to Premise Standard 2010.

8. In relation to the bicycle parking requirements under condition 10, Class C refers to facilities to which the bicycle frame and wheels can be locked, and which provides a low level of security.

9. The Road Safety Audit is an assessment of the potential road safety risks associated with the new development, conducted by an independent qualified auditor. The assessment should consider all road users and suggest measures to eliminate or mitigate those risks which arise from the proposed vehicle access and egress from the development.

10. The applicant is to ensure noise emissions from the site comply with the Environmental Protection (Noise) Regulations 1997 (as amended). Please contact the City's Environmental Health Services on 9237 9222 for further information.

11. All mechanical service systems including air-conditioners, etc., are to be designed and installed to prevent emitted noise levels from exceeding the relevant decibel levels as set out in the Environmental Protection (Noise) Regulations 1997 (as amended).

12. In relation to external fixtures, the exterior fixture associated with any air-conditioning unit or hot water system is considered an appropriate location where it is positioned:

    - outside of balcony/verandah areas (if applicable); and
    - below the height of a standard dividing fence within a side or rear setback area; or
    - within a screened rooftop plant area or nook.

13. A suitable bin enclosure is required to be provided in accordance with the City of Subiaco Health Local Laws 2023.

14. Tree Preservation Zone (TPZ) protective fencing shall be formed around the tree prior to works commencing and shall be retained for the entirety of the project. The TPZ is to be a minimum of two (2) metres extending out from the outer part of the trunk base of the tree or where required, protection may be to the drip line of the tree canopy whichever is greater. If works are required within the TPZ then a City representative must be present on site whilst works are being conducted.

15. In relation to public art, the provision of public art to a minimum value of 1% of the construction costs (i.e.: $$25,000, based in a construction cost of $2,500,000) is to be incorporated into the development in accordance with Local Planning Policy 8.3 – Percent for Public Art and Public Realm, or through payment of cash in lieu or a combination of both.

Proposal:

The proposal seeks development approval for a change of use from a restaurant to a ground floor bulky goods showroom and two first floor office tenancies with additions and alterations at No. 315 (Lot 26) Hay Street, Subiaco ('the subject site'). In relation

to the change of use component of the application, no information on staff, patrons, and hours of operation have been provided at this time as it is intended by the applicant that the building will be marketed for lease upon competition. The additions and alterations component of the application consists of an increase in building height through an additional storey with alterations to the existing building including a new third-party digital advertising sign. The proposal also includes partial demolition of the existing commercial building which is not exempt from requiring development approval under Clause 61(1) of the Deemed Provisions as the building shares a party wall with 319 Hay Street and 61 Townshend Road.

Subject Site and surrounds:

The subject site is located on the northeastern corner of the block bound by Hay Street to the north, Townshend Road to the east, Churchill Avenue to the south and Axon Street to the west (See **Figures 1 and 2** above). The Hay Street and Townshend Road intersection directly adjacent to the subject site is signalised. Hay Street is a one-way street for traffic travelling west and Townshend Rd is a two-way street for traffic travelling north or south. The subject site has an area of 347m^2, is of rectangular shape, has a north to south orientation and has a flat topography. The subject site is improved with an existing single storey building which most recently operated as a restaurant. An existing crossover on Townshend Road provides vehicular access to the rear of the subject site. There is an existing on-site tree at the rear of the site adjacent to the existing crossover.

Surrounding development consists of commercial and residential land uses, generally between one to two storeys in height. The site abuts a single storey recreation – private development to the west and a two-storey tavern development to the south. To the south-east (approximately 20m) of the site are noise sensitive activities consisting of residential development at No. 62-72 Townshend Road.

Background:

Site Context

The subject site is located within the Centre Zone under the City of Subiaco Local Planning Scheme No. 5 (LPS5) and is within the Subiaco Activity Centre Plan (SACP) Under the SACP, the subject site is identified as Town Centre Type A. The northeastern corner of the subject site is also within an Other Regional Road (ORR) reserve under the Metropolitan Regional Scheme (MRS).

ORR – Delegation

As the proposal includes both a works and land use component on a site consisting of land zoned under LPS5 and land reserved under the MRS as can be seen in **Figure 3** below, the application is required to be considered under the *Planning and Development (Development Assessment Panels) Regulations 2011*, the MRS, LPS5 and Delegation *Del 2025/04 Powers of Local Governments Metropolitan Region Scheme.* Consultation was undertaken with the Department of Planning, Lands and Heritage (DPLH) and Main Roads WA (MRWA) (see further discussion in external referrals section below). This consultation led to conflicting comments being received from DPLH and MRWA. The Western Australian Planning Commission (WAPC) is the responsible authority for the portion of the proposed development within the ORR

reserve and is required to prepare a separate Responsible Authority Report (RAR), as the City's delegation under Delegation Instrument *2025/04* falls away, because:

- Not all public authorities consulted concurred; and
- It is not possible for the City to accept the recommendation of both the DPLH and MRWA.

Due to the City losing delegation as the responsible authority under Del 2025/04 for the portion of the proposed development within the ORR reserve, this RAR primarily focuses on the portion of the proposed development on the land zoned under LPS5 and not within the ORR reserve. As the WAPC is the responsible authority for the portion of the proposed development within the ORR reserve, a separate letter has been prepared by the City with the City's advice/recommendation/comments in respect to the MRS component of the application which was provided to the DPLH on 07 August 2026 for them to consider as part of their RAR.

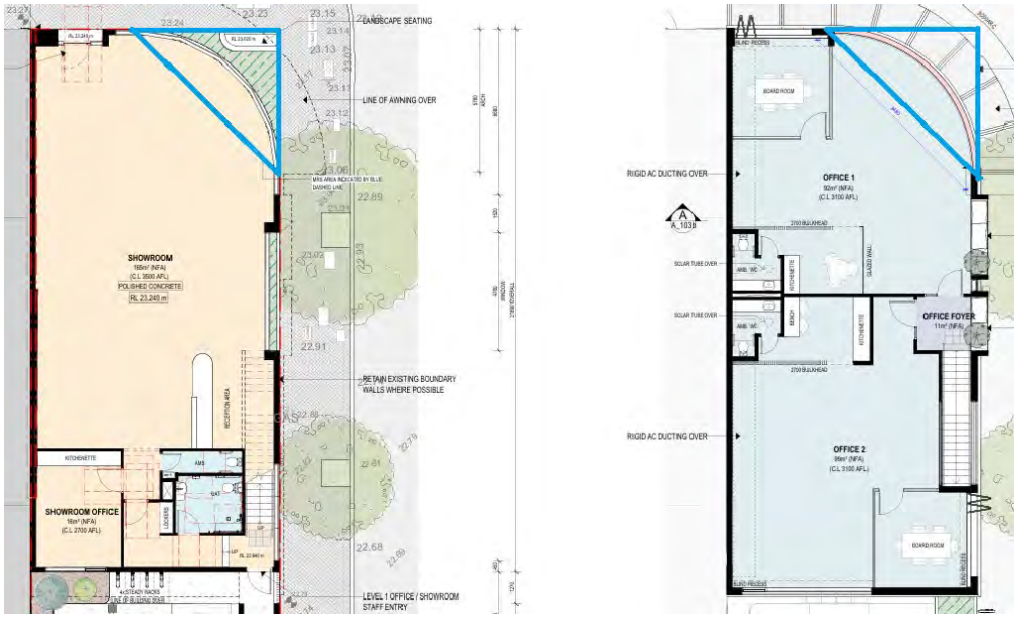


Figure 3. Floor plans marked up showing the development within the MRS ORR (shown in blue)

Development History

The following approvals have been issued to the subject site:

- **DA 7.2010.289.1** – Change of Use - Application for extended trading permit – Approved 30/04/2014.

Planning Assessment:

PLANNING FRAMEWORK	
Region Scheme	Metropolitan Regional Scheme
Region Scheme - Zone/Reserve	Urban, Other Regional Road reservation
Local Planning Scheme	City of Subiaco Local Planning Scheme No. 5 (LPS5)
Local Planning Scheme - Zone	Centre Zone

Structure Plan/Precinct Plan	Subiaco Activity Centre Plan (SACP)
Structure Plan/Precinct Plan - Land Use Designation	Town Centre Type A
Lot Size	347m^2
Existing Land Use	Restaurant (vacant)
Heritage Status	☒ N/A ☐ State Register of Heritage Places ☐ Local Heritage List ☐ Local Heritage Area
Bushfire Prone Area	No

Legislation and Policy

Legislation

- *Planning and Development Act 2005* (P&D Act);
- *Planning and Development (Local Planning Schemes) Regulations 2015* (LPS Regulations);
- *Planning and Development (Development Assessment Panels) Regulations 2011* (DAP Regulations);
- Metropolitan Region Scheme (MRS); and
- City of Subiaco Local Planning Scheme No. 5 (LPS5).

State Government Policies

- State Planning Policy 7.0 Design of the Built Environment (SPP 7.0)

Activity Centre Plans

- Subiaco Activity Centre Plan (SACP).

Local Policies

- City of Subiaco Local Planning Policy 5.1 - Car Parking and Transport (LPP 5.1);
- City of Subiaco Local Planning Policy 5.2 – Bicycle Parking Facilities (LPP 5.2);
- City of Subiaco Local Planning Policy 7.1 – Design Review Panel (LPP 7.1); and
- City of Subiaco Local Planning Policy 7.3 – Public Consultation for Planning Proposals (LPP 7.3)
- City of Subiaco Local Planning Policy 8.3 – Percent for Public Art and Public Realm (LPP 8.3)

The proposal has been assessed against all the relevant legislative requirements of LPS5, State and Local Planning Policies and the SACP outlined in the Legislation and Policy section of this report above. The following matters have been identified as key considerations for the determination of this application.

Metropolitan Regional Scheme (MRS)

As discussed earlier in this report, the WAPC is the responsible authority for the portion of the development within the ORR reserve. A letter prepared by the City was sent to the DPLH on 07 August 2026 outlining that the City of Subiaco supports the portion of the development within the ORR reserve with the exception of the digital sign component. Recommended conditions were provided as they relate to the portion of the development not including the digital sign within the ORR reserve.

While the application involves two different components in terms of portions of the development being within land zoned under LPS5 and land reserved under the MRS, the two separate components of the development are inherently linked to and dependant on each other. Therefore, it is considered prudent for the development to be considered by the DAP holistically to ensure the principle of orderly and proper planning is adhered to, as constructing one component of the development and not the other would result in a materially different outcome. As such, an alternative recommendation has been prepared by the City below outlining that should the DAP determine that the ORR reserve component of the application is not capable of approval, the entire development approval application be refused including both the LPS5 and MRS components.

State Planning Policy 7.0 Design of the Built Environment (SPP 7.0)

SPP 7.0 sets out 10 design principles which establish a definition of 'good design'. It provides an overarching framework to contribute to delivering broad economic, environmental, social and cultural benefits that derive from good design outcomes.

The 10 design principles were considered by the City's Design Review Panel (DRP) in February and April 2026. **Table 1** below provides a visual representation of the design's evolution since the first meeting. The current application has been supported by the DRP when considered with all 10 design principles of SPP 7.0, and in the view of the DRP is considered to achieve high quality design.

Table 1: DRP Scores		
	Supported	
	Pending Further attention	
	Not supported	
	Insufficient information to evaluate	
	DRP Meeting 1: 18 February 2026	DRP Meeting 2: 15 April 2026
Context and character		
Landscape quality		
Built form and scale		
Functionality and build quality		
Sustainability		
Amenity		
Legibility		
Safety		
Community		
Aesthetics		

The following points address the matters above identified as requiring further attention at the 15 April 2026 DRP Meeting 2:

- Updated plans were provided in response to the City's further information request showing the wall adjacent to the bin store being amended to conceal the bins and amend the windows overhanging Townshend Rd.
- Conditions are recommended to address the perforated awning, AC units and seating/landscaping treatments.
- As previously mentioned, the City has advised the DPLH that the proposed digital sign within the ORR reserve is not supported.

Based on the above DRP feedback and the issues identified being resolved, it is considered the proposal is consistent with SPP 7.0.

Local Planning Scheme No. 5 (LPS5)

Land Use Permissibility and Zone Objectives

With regard to Clause 17, Table 3 – Zoning Table of LPS5, Bulky Goods Showrooms and Offices are both 'D' or discretionary land uses. The objectives of the Centre Zone under Clause 16, Table 2 – Zone objectives of LPS5 are considered below in **Table 2**. The proposal is considered to satisfy all applicable objectives.

Table 2: LPS5 Clause 16 Table 2 – Objectives of Centre Zone			
Objective		**Assessment**	**Satisfied?**
(a)	*To designate land for development as a town centre or activity centre.*	N/A - The application does not affect designation of land for development as a town centre or activity centre.	**N/A**
(b)	*To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy.*	The proposed built form is consistent with the developments context therefore avoiding amenity impacts on the character of the area and the public realm. Accordingly, the proposal is consistent with the applicable legislative requirements outlined in the Legislation and Policy section of this report above.	**Yes**
(c)	*To encourage buildings of high-quality design that respond to and enhance the special character within their location of the Town Centre of Subiaco, contributing to a sense of place and a recognition of local history and built form.*	The proposed building design presents well to the street incorporating different colours and materials which offer a contemporary aesthetic. There will be a generous increase in the degree of glazing fronting both Hay Street and Townshend Road therefore enhancing the buildings relationship with the streetscape and contributing to a sense of place. It is also noted that the City's DRP was very supportive of the building design in general.	**Yes**
(d)	*To create a vibrant, sustainable town centre, with a broad range of activities, well serviced by public transport.*	The proposal is for three commercial tenancies consisting of a ground floor bulky goods showroom and two upper floor offices which will be consistent with the numerous existing commercial land uses on Hay Street including other bulky good showrooms to the east such as a rug store at 307 Hay St and a homewares store to the west at 427 Hay St. The subject site is well serviced by public transport being 480m from the Subiaco Train Station and approximately 100m away from the nearest bus stop on Hay Street.	**Yes**
(e)	*To develop and enhance the regional nature of the town*	The proposed development is considered appropriate for the context	**Yes**

	centre's economy, encourage appropriate new development and provide certainty to developers and prospective businesses.	being well serviced by public transport with on-site car and bicycle parking being provided while not generating significant adverse effects on surrounding properties or the public realm. This is considered to result in greater certainty for prospective businesses.	
(f)	*To encourage an increase in residential uses within mixed use developments to provide additional foot traffic at street level for added vibrancy in public realm and in support of the local economy.*	While the proposal is not for a mixed-use development, the nature of the proposed commercial land uses proposed will not compromise existing and future residential uses in the vicinity.	**Yes**
(g)	*Enable built form and urban design responses around each public space area that reinforces quality and functionality, based on nodes of activity, lanes that are activated and connected and establishing the town centre as urban village.*	The proposal includes a high degree of glazing fronting both Hay Street and Townshend Road. The rear brick wall facing Townshend Road is of a sufficient height to screen the proposed bin store while still allowing for passive surveillance. As part of the further information response, the plans were also amended to remove the window seats overhanging Townshend Road. While no awnings are proposed along Townshend Road, it is not considered crucial to provide weather protection along this frontage as the public entry to the proposed showroom is from Hay Street. It is noted that a perforated awning, landscaping and seating are proposed along Hay Street within the ORR reserve which the City has provided advice to DPLH on these matters.	**Yes**
(h)	*To maintain and improve the urban tree canopy across the City.*	The proposal incorporates landscaping within the rear car parking area including an approximately 1.5m x 1.7m new tree planting area adjacent to the staff entry and bin store. Appropriate landscaping conditions are recommended which will enable further review of the proposed species to ensure they are appropriate and contribute to tree canopy.	**Yes**

<u>Additional site and development requirements</u>

Demolition

Clause 32 of LPS5 sets out additional site and development requirements that apply to land in the scheme area. The proposal includes partial demolition of the existing commercial building. A demolition plan has been provided as per **Figure 4** below showing the existing party wall will be unimpacted by the proposed demolition. The

planning assessment contained within **Attachment 14** also demonstrates the proposal meets the criteria under Clause 32(1), Table 5 in LPS5 for demolition.

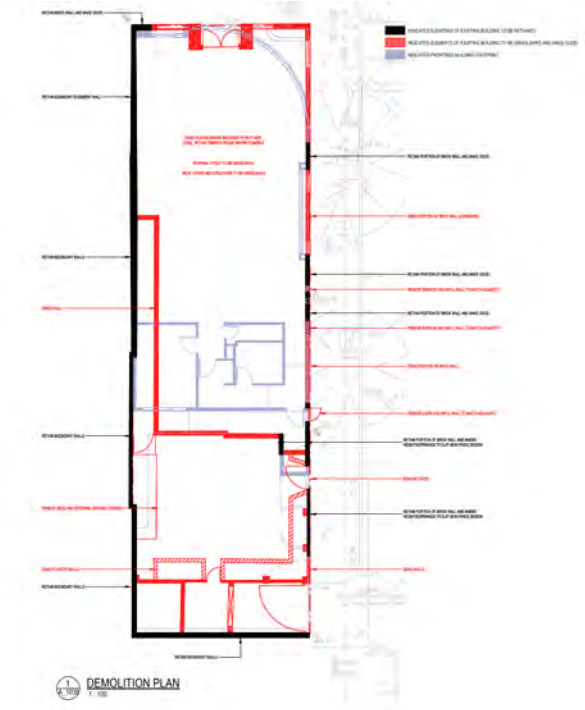


Figure 4. Proposed Demolition Plan

Car and Bicycle Parking Requirements

The proposed development meets all additional site and development requirements with the exception of the car and bicycle parking requirements as outlined in **Table 3** below.

Table 3: LPS5 Clause 32(1) Car and Bicycle Parking Requirements			
Provision	**Requirement**	**Proposal**	**Assessment**
Schedule 5 – Car Parking Standards	Bulky goods showroom NLA: 181m^2 Office NLA: 192m^2 Total NLA = 373m^2 <u>Car parking: office and other commercial</u> **Minimum** – 1 bay per 100m^2 NLA = 4 bays required **Maximum** – 2 bays per 100m^2 NLA = 8 bays required	Proposed 3 bays Shortfall of 1 bay	The proposed shortfall of 1 car parking bay has been considered in accordance with the discretionary criteria in LPP 5.1 in the planning assessment contained within **Attachment 14**.

	Bicycle parking: office and other commercial **Employees** – 1 Class A per 100m^2 NLA = 4 required **Visitor** – 1 Class C per 250m^2 NLA = 2 required	Proposed 4 Class C steady racks Shortfall of 4 Class A racks Surplus of 2 Class C racks	The proposed shortfall of bicycle parking bays has been assessed in **Table 5** below against the discretionary criteria in LPP 5.2.

Subiaco Activity Centre Plan (SACP)

Section 4.2 Activity Centre Code Objectives and 7.0 Development Requirements

The SACP aims to create a vibrant, sustainable, well serviced by public transport city centre with a focus on economic sustainability. The proposal has been assessed as meeting the applicable SACP objectives and development requirements (see **Attachment 14**) with **Table 4** below addressing the discretion required.

Table 4: Subiaco Activity Centre Plan (SACP)		
Requirement	**Proposed**	**Assessment**
7.1.15 Material and finishes a. All external finishes of a building are to be constructed of high quality materials, including but not limited to masonry, timber or glass. b. A concrete wall must be painted and provided with an articulated or detailed finish. c. A window in an external wall of a building which faces north, east or west must be protected from direct summer sun.	a. The external finishes are considered to be of a high quality including a mix of materiality. b. The finishes of the building include polished plaster render, bagged brick, CFC cladding, castellated aluminium cladding and composite aluminium panels. c. The curved north-east facing ground floor showroom windows will be protected from direct sunlight by the proposed awning. The upper floor office board room windows are to be provided with blinds. Office 1 also has east facing operable awning windows behind hit and miss battens. However, there are two ground floor and three upper floors east facing windows that are not provided with protection from direct sunlight through the	c. Three of the windows without protection from direct sunlight are adjacent to the staircase and/or office foyer therefore having minimal impacts from direct sunlight. The east facing ground floor showroom window is recessed which will reduce direct sunlight. There are also existing street trees on the eastern side of the building that will contribute to protecting both the ground floor and upper floor from direct summer sun.

	materials and finishes of the building.	

Local Planning Policies

As identified in **Table 3** above, the proposed development has a shortfall in car parking, bicycle parking and end of trip facilities. The shortfall in car parking has been considered against LPP 5.1 in the planning assessment included as **Attachment 14** while **Table 5** below includes an assessment of the proposed bicycle parking against the discretionary criteria contained within LPP 5.2.

Local Planning Policy 5.2 Bicycle Parking and End of Trip Facilities (LPP 5.2)

Table 5: LPP 5.2 Assessment		
LPP Requirement	**Proposed**	**Satisfied?**
Part 3.0 Design and location of short-term bicycle parking facilities		
Part 3.0 Design and location of long-term bicycle parking facilities		
3.3 Long term bicycle parking facilities are to be provided in accordance with Schedule 5 of the Scheme, and shall: (a) Sub-clauses 3.2(a) – (c) of this Policy. (b) Be directly accessible from the ground floor level and shall not require steps for access. Where these facilities are provided either below or above the ground floor, suitable arrangements are to be made to demonstrate safe, easy and legible access for those facilities. (c) Be as close as practicable to main entrance points to the building and shall be weather protected. (d) Be in an area that allows informal surveillance of the facility to occur where possible. (e) Be in a convenient and secure position that minimises bicycle/pedestrian and vehicle conflict. (f) Provide bicycle signage that directs cyclists to the location of bicycle facilities and has	**'Long Term Bicycle Parking Facilities'** are defined in LPP 5.2 as follows**:** "long term bicycle parking facilities include those of security levels A and B in accordance with AS 2890.3 (as amended) Table 1.1, and class A and B in accordance with Schedule 5 of the Scheme, typically for the use of employees". **Proposed:** 0 class A or B bicycle parking facilities. Shortfall of 4 Class A racks	**No**

dimensions in accordance with the relevant Australian Standard. (g) Where more than five bicycle parking bays are provided, electric bicycle (e-bicycle) charging facilities must be provided at a rate of 10 per cent of the total bicycle parking bays required (with all decimal point values rounded up to the next whole number).		
End of trip facilities		
<u>Showers</u> First 1-10 spaces – 0.3 showers per space **Required** – 4 long term spaces x 0.3 = 1.2 **(2) showers required.** <u>Lockers</u> 1 per space = **4 lockers required.**	Shared ground floor end of trip facilities proposed including: • 1 Universal Accessible Toilet (UAT) and shower. • 4 lockers.	**No**
Part 5.0 Shower and Changeroom Facilities		
Part 6.0 Lockers		
Part 7.0 Discretionary considerations		
7.2 When varying the provision of bicycle parking and/or EOTF required under the Scheme and/or this Policy, the City will consider all the following: (a) Staff numbers (b) Occupant or patron capacity (c) Change in net lettable floor area (d) The anticipated demand for bicycle parking and/or EOTF taking into consideration: i. Whether there is a public bicycle parking and/or EOTF readily available within 400m of the premises; and ii. Duration of staff/occupant stay	While staff and patron numbers are not known at this time, the net lettable area of the three tenancies is modest. In addition, the subject site is well serviced by public transport, there is public bicycle parking available on Hay St within 400m of the site and on-site and off-site parking will be available. As such, it is clear there are numerous transport options for staff that will reduce the demand for bicycle parking and end of trip facilities. It is therefore anticipated the 4 class C bicycle racks and 1 shower will be able to adequately service the proposed development.	**Yes**

(staff shifts/ opening hours); and iii. The type of land-use, where it can be demonstrated that due to the nature of the development, it is unlikely proponents would cycle.		
7.3 The City may consider reducing or waiving EOTF provision, and/or varying design and/or location criteria for heritage-protected places if there is no way to include such facilities without resulting in an adverse impact on the cultural heritage significance of the subject and/or adjoining heritage protected places.	N/A – not a heritage protected place.	**N/A**
7.4 The City may consider the provision of the bicycle parking within the public realm instead of on-site where a maintenance agreement of the facilities is in place to the satisfaction of the City.	N/A – no maintenance agreement considered necessary noting that 4 on-site bicycle bays are proposed.	**N/A**
7.5 When varying a design and/or location requirement under sub-clause 3.2 and/or 3.3, the City will consider if the any following can be demonstrated: (a) That due to development or site specific circumstances, the facilities cannot be designed or located as required (b) The nature and extent of the variation does not have any significant impact upon the amenity of the: i. Adjoining properties; and/or ii. Occupiers of the premises (c) That access to the bicycle parking facilities is safe,	N/A – proposed bicycle bays meet the design and location requirements under sub-clause 3.2 and/or 3.3.	**N/A**

convenient and legible for users.		
7.6 Any applications proposing to vary the requirements of the Scheme and/or this Policy must be accompanied by a written statement detailing how the discretionary criteria under clause 7 of the Policy have been met, to the satisfaction of the City.	Justification was provided by the applicant for the proposed bicycle parking shortfall in the context of LPP 5.2 as part of their request for further information response (See **Attachment 7**).	**Yes**

Consultation:

Public Consultation

The application was advertised for 28 days from 24 April 2026 to 22 May 2026 in accordance with Clause 4.3 of LPP 7.3 as it was deemed consideration of the proposed digital sign was within the public interest. Advertising included:

- Notice of the proposal sent to landowners and occupiers within a 200m radius of the site;
- Notice in the form of one A0 sized sign placed on each of the site's street frontages (i.e. two total – one placed on each street frontage);
- Notice of the proposal in The Post newspaper; and
- Notice was placed on the City's engagement website Have Your Say Subiaco for the duration of the public consultation period.

12 submissions were received during the public consultation period comprising 8 objections (66.67%) and 4 in support (33.33%). The key issues raised in submissions are summarised below in **Table 6** below and addressed in full in **Attachment 8.**

Table 6: Key Issues from Submissions	
Comment/Matter Raised	**Responsible Authority response**
Suitability of proposed land uses.	**Not upheld -** The proposed land uses will be consistent with other commercial land uses within the surrounding area. Accordingly, it is considered the proposed land uses are suitable for the location and compatible with the development context.
Concerns in relation impacts associated with third party digital signage.	The DPLH is the responsible authority for assessing the proposed third-party digital sign which is within the ORR reserve. Concerns received by the City in submissions were forwarded to DPLH via email on 10 July 2026.
Architectural design concerns.	**Not upheld -** With the exception of the digital sign, the proposed building design is considered to meet the design principles under SPP 7.0 and was generally supported by the City's DRP.
Heritage impacts.	**Not upheld -** No heritage values associated with the subject site or immediate surrounding area.
Parking shortfall.	**Not upheld -** The proposed shortfall of one car parking bay is considered to meet the discretionary criteria under LPP 5.1.

Referrals/consultation with Government/Service Agencies

As required under Delegation *Del 2025/04 Powers of Local Governments Metropolitan Region Scheme,* consultation was initiated by the City with the DPLH on 07 April 2026 who is the public authority responsible for the ORR reserve. Comments were provided from DPLH on 15 April 2026 advising they do not support any development of a permanent nature within the ORR reserve and recommended comments from MRWA be sought with respect to the signage component of the application (See **Attachment 10**).

While it is acknowledged that MRWA is not the public authority responsible for the ORR reserve, due to the proposed digital sign being located in close proximity to a signalised intersection and based on the feedback received from DPLH, the City sought comments from MRWA on 16 April 2026. Comments from MRWA were provided on 28 May 2026 advising they support the proposal subject to recommended conditions (See **Attachment 11)**.

In relation to the MRS component of the application, a letter prepared by the City was provided to the DPLH on 07 August 2026 with the City's advice/recommendation/comments under Clause 43 of the MRS in respect to the portion of the proposed development within ORR reserve.

Design Review Panel Advice

The application was taken to DRP in February and April 2026. A copy of the April 2026 DRP minutes is included as **Attachment 12** which identified key issues and included certain recommendations. These matters were raised in the City's request for further information (RFI) sent to the applicant on 28 May 2026 (see **Attachment 7**). In response, updated plans were provided with the wall adjacent to the bin store being amended to conceal the bins and amending the windows overhanging Townshend Rd. Conditions are recommended to address the perforated awning, AC units and seating/landscaping treatments. As previously mentioned, the City has advised the DPLH that the proposed digital sign within the ORR reserve is not supported. As such, the DRP issues and recommendations have been adequately addressed via the RFI response and recommended conditions.

Other Advice

The application was referred to relevant internal branches of the City including:

- Building Services
- Environmental Health Services
- Engineering Services
- Waste Services
- Economic Development and Place
- Strategic Planning
- Public Art
- Communications

A copy of the internal referral schedule is contained as **Attachment 9**. If matters raised by internal departments have not already been addressed, they can be by conditions and advice notes.

Conclusion:

The application for a Change of Use from a Restaurant to a Bulky Goods Showroom and Two Offices with Additions and Alterations is considered to be consistent with the planning framework.

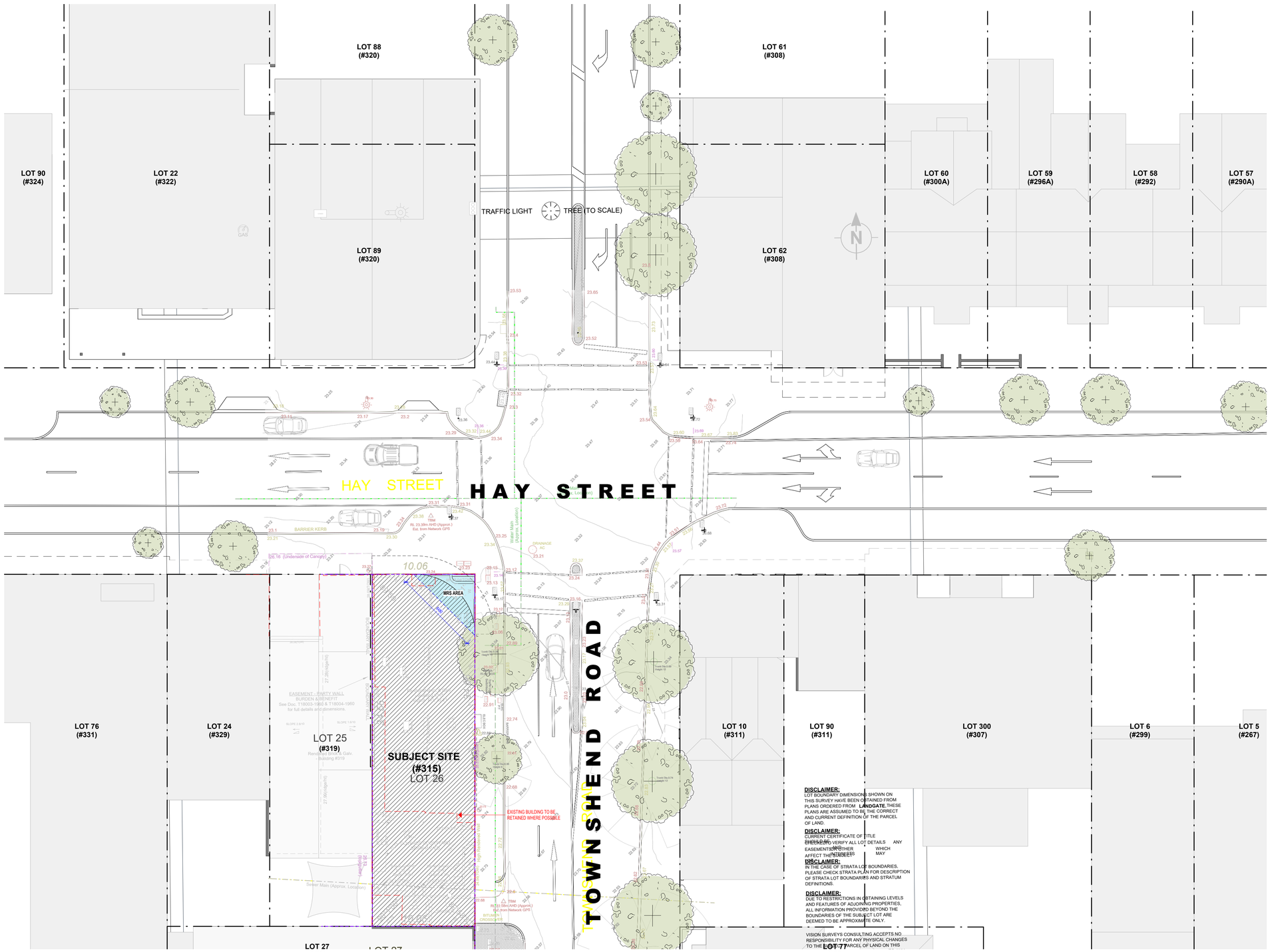
The proposal, to the extent that it is located within zoned land under LPS 5, is considered to present a high-quality design outcome as determined by the City's DRP while both the proposed change of use and works will not have an adverse impact on the amenity of locality. The discretionary provisions of the planning framework have been considered and on balance, the proposal is considered appropriate in the context of the zoning and strategic location of the site.

In light of the above, it is recommended that conditional approval be granted to the development application for the portion of the development within zoned land under LPS 5.

Attachments

1. Amended Development Plans dated received 24 June 2026 and 15 July 2026
2. Applicants Development Application Report
3. Landscape Report
4. Traffic Impact Statement
5. Environmentally Sustainable Design Report
6. Waste Management Plan
7. Request for Further Information
8. Schedule of Submissions
9. Internal Referral Schedule
10. Department of Planning, Lands and Heritage Comments
11. Main Roads Western Australia Comments
12. Design Review Panel Minutes
13. City's Letter to the Department of Planning, Lands and Heritage
14. Full Planning Assessment

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GWYTH JONES

PINNACLE PLANNING

PROJECT
DIGITAL SIGNAGE COMMERCIAL DEVELOPMENT
ADDRESS
LOT 26 (No. 315) HAY STREET, SUBIACO

DRAWING
SITE PLAN

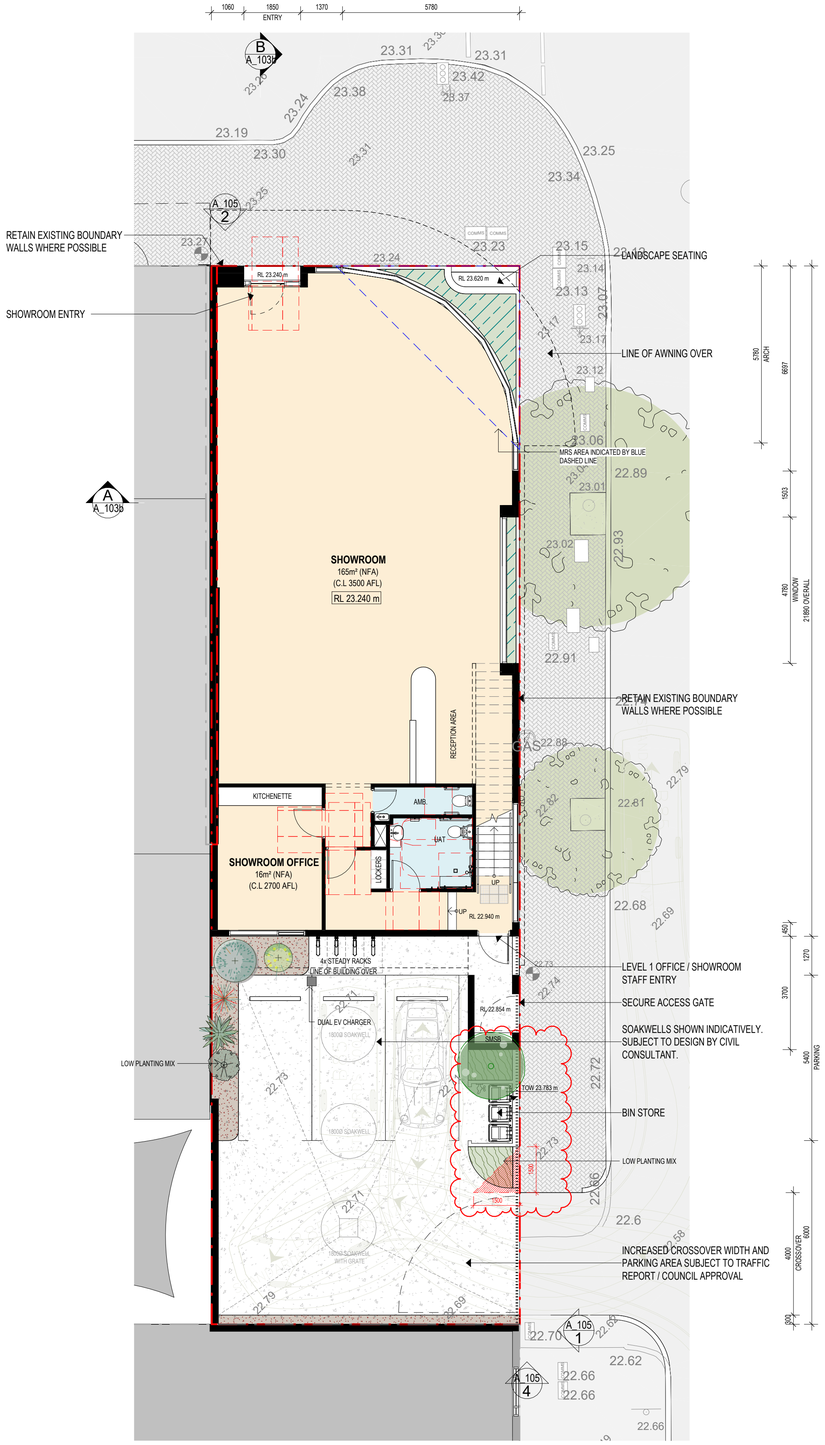
STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER	2533
DRAWING NO.	A_101
REV.	SK012
DRAWN	MJ

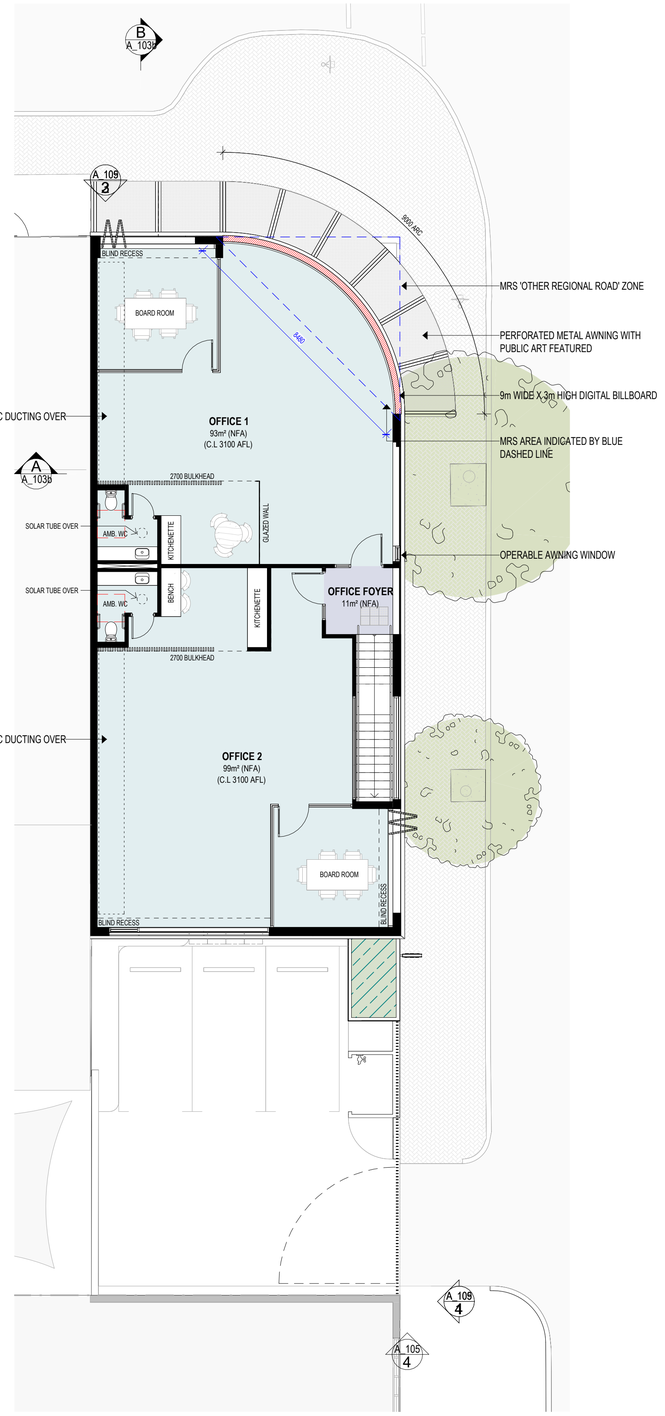
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NORTH

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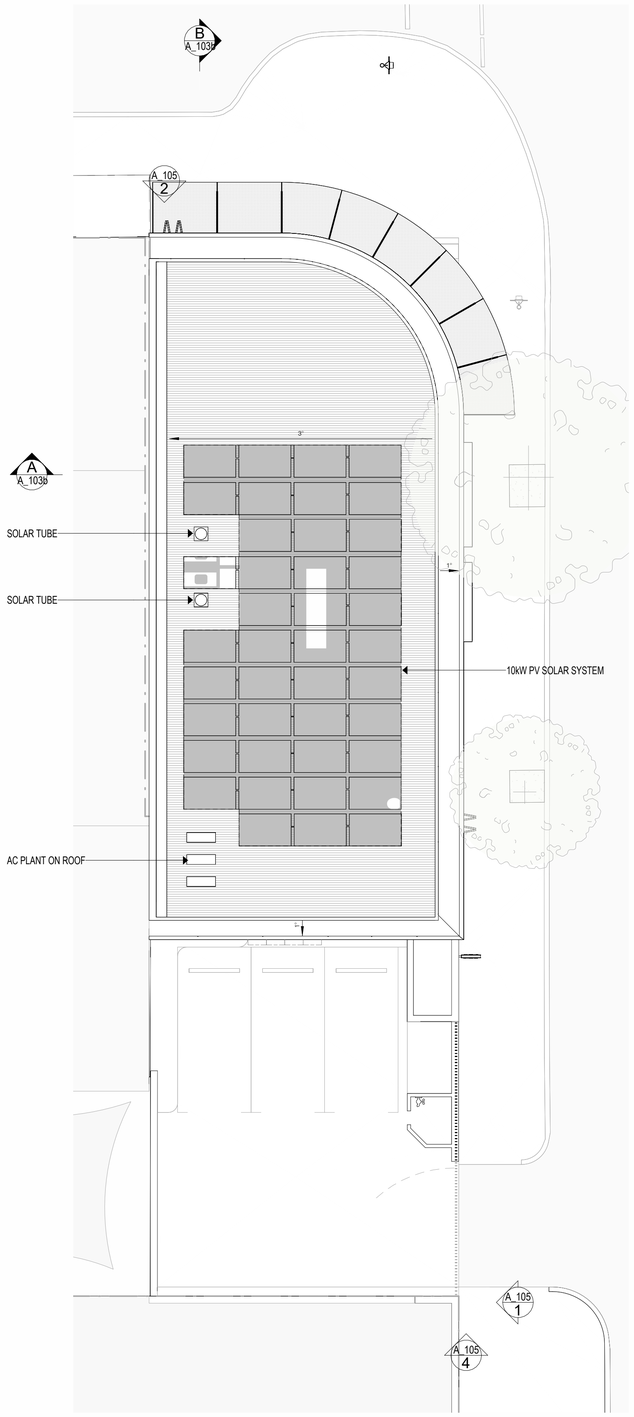
2 A_103b **LEVEL 1 - NEW**
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WATERS ARCHITECTS	mob : 0400 748 477 email : ben@watersarchitects.com.au web : watersarchitects.com.au ACN 667 798 601 ABN 72 667 798 601	GWYTH JONES	PINNACLE PLANNING	PROJECT: DIGITAL SIGNAGE COMMERCIAL DEVELOPMENT ADDRESS: LOT 26 (No. 315) HAY STREET, SUBIACO	DRAWING: PLANS STATUS: DEVELOPMENT APPLICATION

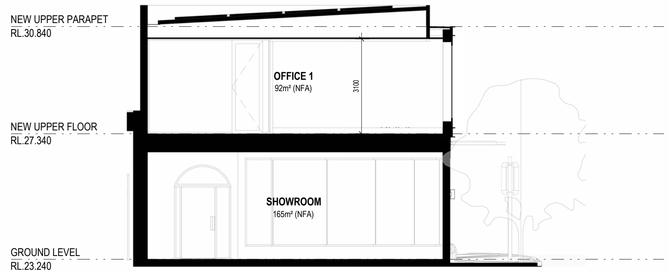
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REV.	SK013
DRAWN	MJ

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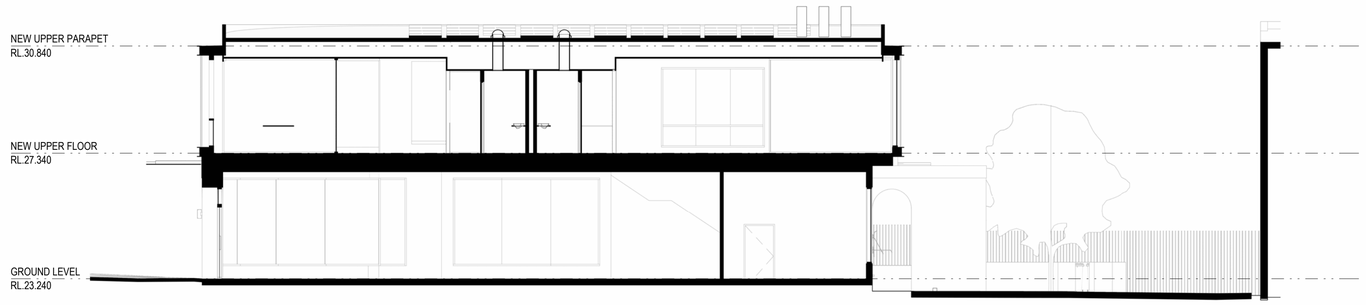
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NEW ROOF PLAN
1 : 100



A
A_102 SECTION A
1 : 100



B
A_102 SECTION B
1 : 100

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PINNACLE PLANNING

PROJECT
DIGITAL SIGNAGE COMMERCIAL DEVELOPMENT
ADDRESS
LOT 26 (No. 315) HAY STREET, SUBIACO

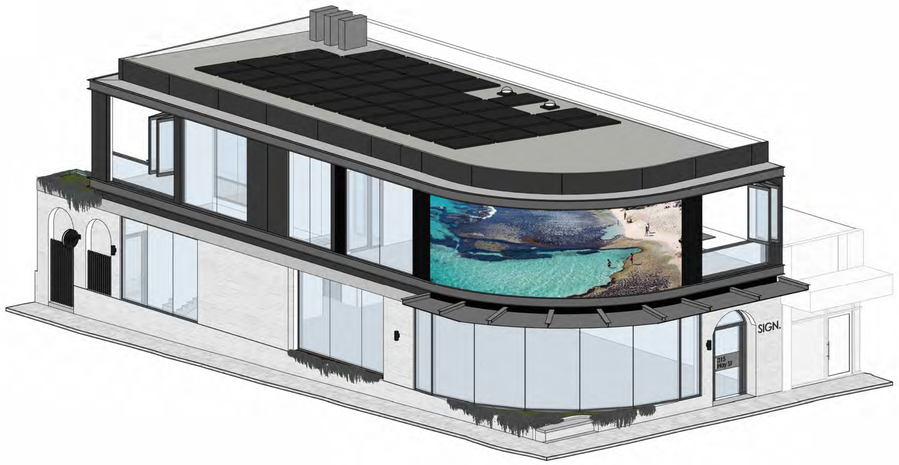
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ROOF PLAN & SECTIONS

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER	2533
DRAWING NO.	**A_103b**
REV.	SK012
DRAWN	MJ

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NORTH

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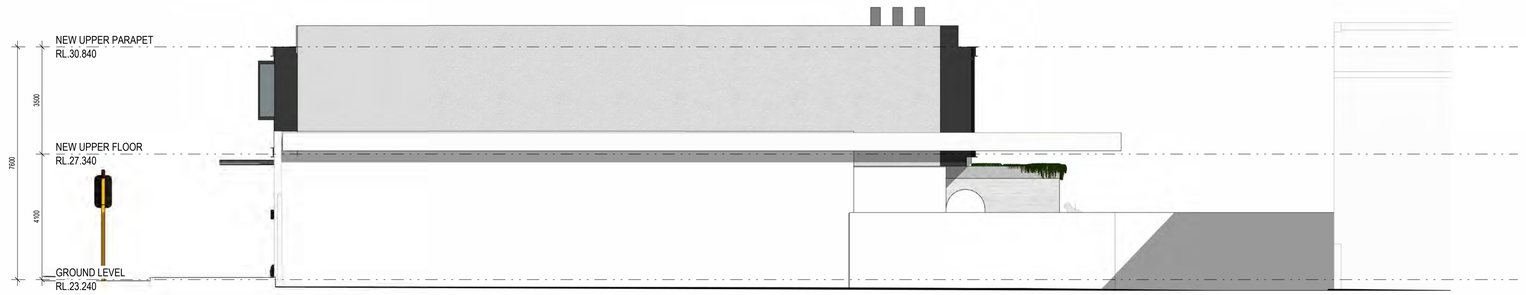




1 EAST ELEVATION
1 : 100



2 NORTH ELEVATION
1 : 100



3 WEST ELEVATION
1 : 100



4 SOUTH ELEVATION
1 : 100

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PINNACLE PLANNING

PROJECT
DIGITAL SIGNAGE COMMERCIAL DEVELOPMENT
ADDRESS
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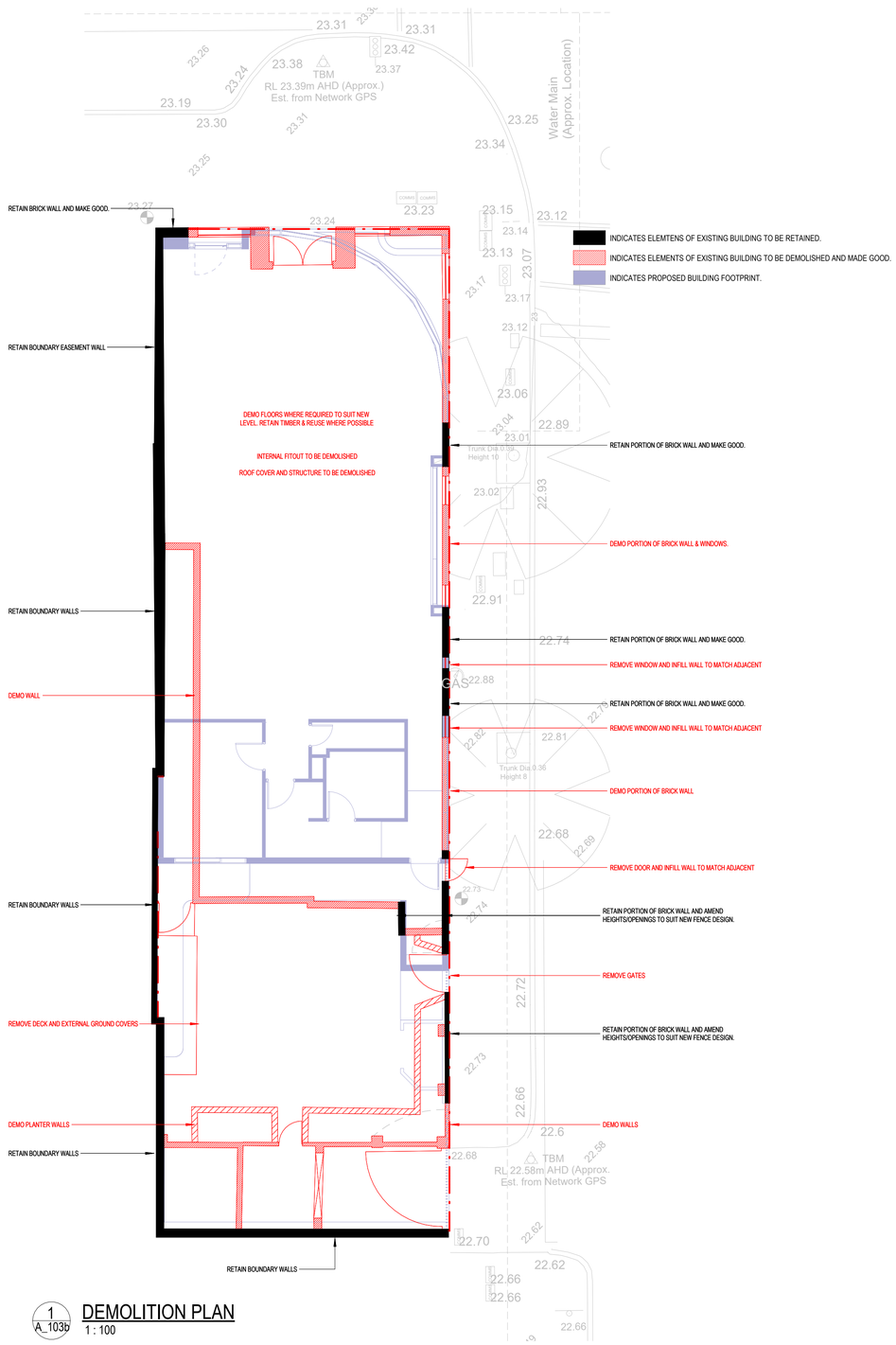
DRAWING
ELEVATIONS

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER	2533
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REV.	SK013
DRAWN	MJ

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Scale Bar 1 : 100
0 1 2 5m

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1 A_103b **DEMOLITION PLAN**
1 : 100

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PINNACLE PLANNING

PROJECT
DIGITAL SIGNAGE COMMERCIAL DEVELOPMENT
ADDRESS
LOT 26 (No. 315) HAY STREET, SUBIACO

DRAWING
DEMOLITION PLAN

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER	2533
DRAWING NO.	A_108
REV.	SK012
DRAWN	MJ

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NORTH

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DEVELOPMENT APPLICATION

Proposed Commercial Development
315 Hay Street, Subiaco



PINNACLE
PLANNING

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Appendix 1 - Certificate of Title

Appendix 2 - Architectural Plan Set

Appendix 3 - Landscape Plan

Appendix 4 - Traffic impact statement

Appendix 5 - ESD Report

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1.0 DESCRIPTION OF PROPOSAL

The proposal, the subject of this application, is an increase in building height through an additional storey including façade, building and landscape upgrades with a digital sign. The development will include two new land uses.

The subject site is situated in the locality of Subiaco, and is legally described as:

Lot Number	Street Number	Plan/Diagram	Volume	Folio
26	315	1088	1241	366

Please refer to Appendix 1 – Certificate of Title.

The subject site is 374m2 in area, is located on the corner of Hay Street and Townshend Road. The corner of the site where the roads intersect is reserved as 'Other Regional Roads' under the Metropolitan Region Scheme.

The signage proposed to be installed is a single sided, large format, digital sign, measuring three (3) metres in height and wrapping around the curvature of the new, proposed upper floor. The new upper floor will consist of two (2) offices, and the existing ground floor area is proposed to be a showroom presenting an active frontage at street level.

The corner of Hay Street and Townshend Road is currently reserved under the MRS, the front portion of the development and the digital sign will be within the reserve. Additionally, the reserve will feature carefully considered landscaping.

The sign is proposed to display general commercial messages, in accordance with appropriate advertising guidelines set out by the Outdoor Media Association of Australia.

The proposal has undergone a substantial traffic safety assessment by Shawmac, who have assessed the proposal against the Main Roads Western Australia Guidelines to Roadside Advertising. The results of Shawmac's assessments have concluded that the proposal is entirely consistent with the Main Roads Guidelines, both in terms of location, and operation. Accordingly, the sign does not present as a safety issue.

Please refer to Appendix (2) – Architectural Plan Set for further details.





2.0 STATEMENT OF TOWN PLANNING COMPLIANCE

2.1 Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme (MRS), the subject site is zoned 'Urban' additionally, the site is partially reserved under the 'Other Regional Roads' reserve under the MRS.

Importantly, we note that the signage subject of this Application, is proposed to be located wholly within the Other Regional Roads reserve portion of the subject site.

Pursuant to the Local Planning Scheme 5, land marked as regional reserves under LPS 5, are reserved only for the purpose of the MRS.

It is clear therefore that in the instance of the sign within this application that neither LPS 5, nor any local planning policy is directly applicable, for the purpose of development control considerations, or assessment of the appropriateness of the sign, rather, reducing the local planning framework to a due regard consideration.

2.2 City of Subiaco Local Planning Scheme No. 5

Under the provisions of the City's operative Local Planning Scheme No. 5 (LPS 5), the site is zoned "Centre", with a portion of the site being reserved for the purpose of "Other Regional Roads" under the MRS.

Car Parking Requirements

Under the City of Subiaco Local Planning Scheme No. 5, commercial and office land use within the Centre Zone requires one (1) parking bay per 100m2 NLA. There is no specific showroom requirement, however 'retail' is the closest land use. The retail land use requires two (2) bays per 100m2 NLA. This requires the proposal to provide at least six (6) car parking bays however the development proposes three (3) bays which is a shortfall of three (3) bays. However, it does provide one (1) car parking space for each proposed tenancy.

The traffic assessment provided by Shawmac considers the parking provision to be adequate. Firstly, the former tenancy was for a restaurant which is considered a higher intensity land use requiring a greater parking demand and no parking was provided on site. The showroom and office use is likely to demand a much lower parking provision than the previous tenancy.

As expressed within the Subiaco Activity Centre Plan, Subiaco has a generally greater public transport network than other activity centres in Perth and there is a high availability of on-street parking along both Hay Street and Townshend Road. Additionally, the ability to travel to employment and shopping via public transport, cycling or walking, contribute to lower parking requirements for an activity centre than in other zones.

In addition, the proposal provides four (4) bicycle parking spaces and accessible end of trip facilities. The accessible end of trip facilities has direct access to both the showroom and the first floor offices for both visitors and staff.

The subject site is primarily controlled by the Subiaco Activity Centre Plan.

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2.3 City of Subiaco Activity Centre Plan

The Subiaco Activity Centre Plan provides planning framework for managing land use and development in the Subiaco Town Centre. Under the Plan, 315 Hay Street is classified as 'Town Centre Type A'. The Town Centre 'A' is Subiaco's primary location for commercial, civil, entertainment and retail activity.

Under the Activity Centre Plan, 'Showroom' and 'Office' are classed as a "D" discretionary use under the zoning table. This means that the uses are not permitted unless the local government exercises its discretion by granting development approval.

The site is currently and has remained vacant since the closure of the Santa Fe Restaurant and Tequila Lounge in 2018. The proposed new building and land uses aim to substantially increase activation of the streetscape and contribute to visual amenity using inspiration from the existing form and character of Hay Street.

Land Use

The subject site is identified as having an 'active frontage' within the Activity Centre Plan. The ground floor should contain an active land use to promote a vibrant town centre. Upper floors are to contain other land uses such as dwellings, offices or similar.

The proposed ground floor use is to be a showroom. The showroom encourages active use from the street. The building will offer large, activating protruding box windows offering visual interest that will enhance the pedestrian experience of Hay Street. The showroom use presents a vibrant, high activation, commercial development which replaces a vacant building, strengthening commercial activity supporting the objectives of the Subiaco Activity Centre Plan.

The design and presentation of the ground floor offers great potential for the future and continued use of 315 Hay Street. This application proposes a showroom ground floor use, however the visual activation of the ground floor façade and the subject site's prime position in Subiaco Town Centre has the potential for a wider range of future uses. The redevelopment of a vacant corner building within Subiaco will provide for both current and future activating uses supporting the ongoing commercial objectives of Subiaco Activity Centre Plan.

At first floor, two office tenancies will be offered with separate access from Townshend Road. At first floor level, different materials are used than at ground floor to differentiate the uses but include the large, activating windows which maintains the balance between pedestrian level and the non- active use first floor. The development and proposed office land use positively supports the findings of the Activity Centre Plan which recognises the need for more office space within the centre zone.

Design

The proposal is of high-quality design to appear cohesive and engaging in the Subiaco Activity Centre. Each aspect of the proposal has been designed with existing architectural elements in mind, aiming to contribute to the special character of the Town Centre of Subiaco.

The new, curved form of the building is a common architectural feature in Subiaco and contributes to the sense of place. Similarly, arches are integrated into the proposal's design. Architectural arches are found throughout Subiaco within both old and new architecture in the Town Centre. The original building was of a design, size and material that was detached from the surrounding architecture. The proposal better integrates the building into the character of Subiaco Town Centre, meeting objectives of the Activity Centre.

At the intersection of Hay Street and Townshend Road all street corners, besides the subject site, feature two storey buildings with open windows and active uses at the ground floor. The subject proposal will add an upper floor to 315 Hay Street, activate the frontage of the building and create a building of high-quality design which reinforces the character of Subiaco Town Centre.

The proposed land uses and building design are considered to positively support the objectives of the Subiaco Activity Centre through creating an active frontage and making use of a currently vacant building through a visually engaging and interesting design.

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2.4 City of Subiaco- Local Planning Policy 2.2 – Non Residential Development on Land Zoned Centre, Local Centre and Mixed Use

The City of Subiaco's Local Planning Policy 2.2 (LPP 2.2) seeks to:

"• facilitate the development of high quality built form;
• provide for pedestrian-oriented and attractive streetscapes; and
• protect the amenity of nearby sensitive land uses."

Development Principle	Development Requirements	Proposal Response
Active Land uses	• Active Land Uses at ground level. • Non- active uses preferred on upper levels.	• Showroom is an active use at ground level. • Office use on upper floor.
Design and articulation	• Building facades enhance appearance and visual interest. • Facades promote street surveillance. • Differentiated design for the ground and upper floors. • For corner sites, the building addresses both the primary and secondary streets.	• Cohesive and high-quality materials and finishes that reflect the character of the area. • Both floors have a higher void to solid ratio, favouring the windows and openings to solid walls. • The facades have multiple openings and are therefore designed to promote surveillance of the street. • Ground floor has direct street frontage and it outward facing to facilitate street activation. • The upper floor façade has balconies with bi-folds and windows to address the street. • The building is curved in design with openings and entrances on both the primary and secondary street. • The high-quality finish is seen all on facades.
Sustainability	• Development should incorporate passive solar design. • The development shall include reasonable sustainability measures.	• The development has designs to incorporate passive solar benefits. • The development will include reasonable sustainability and energy efficient measures.
Pedestrian friendly design	• Legible pedestrian access.	• Clear and legible access points to the building and the car park directly from the footpath.
Amenity	• Landscaping in accordance with requirements. • Amenity considerations. • Vehicle access in accordance with the scheme. • Location and design of car parking.	• Appropriate landscaping to the front of the development and to the rear car parking. • No nearby residential land uses that will be directly impacted by the development or proposed land uses. • Rear car parking access from a secondary street. • Car parking is obscured from view of the streets.

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2.5 City of Subiaco Local Planning Policy 8.2 –Advertisements (Signs)

Policy 8.2 applies to all land zoned by City of Subiaco Local Planning Scheme No. 5 (LPS5) and does not apply to road reserves or any other reserves under the Metropolitan Region Scheme (MRS).

As noted above, the implication of the signage being located in a regional scheme road reservation is that the use of LPP 8.2 is reduced to the City having due regard for this document.

The definition of the proposed wall sign as per the LPP 8.2 is as follows:

"An advertisement attached or painted directly onto an external wall of a building."

The LPP 8.2 outlines general development standards and assessment criteria for advertisements. These include, as they relate to the proposal at 315 Hay Street:

- *"The illumination of signs shall not cause an annoyance to the public or have an adverse effect on the amenity of occupants of nearby buildings*
- *The illumination of signage does not detrimentally impact the safety of motorists or pedestrians*
- *The scale and design in proportion to the building (the building should be used as a frame for new signage)*
- *The compatibility of the scale and design with the character of the locality and the general nature of land use in the area*
- *The proposed signage does not block important views, obscure architectural detailing or affect the amenity of nearby properties."*

In the first instance, the signage proposed is conceived in a modern, digital format, and constructed to a high standard.

Subiaco and Hay Street are areas with strong visual character and design. The sign is designed to integrate into the curved interface of the building and does not detract from the character of the locality. The sign does not directly face any adjoining residential properties and is therefore unlikely to have a negative impact on amenity.

The size chosen is also appropriate, given it enables messages to be readily viewed, and drivers not having significant attention taken away from driver focus.

We note that the sign is required to be appropriate with respect to signage content, pursuant to the requirements of the Outdoor Media Association of Australia.

Additionally, through the services conducted by Shawmac, it is clear that the proposal presents no apparent road safety issues, is capable of being managed in a safe manner, and is compliant with the guidelines and requirements of Main Roads Western Australia.

Based on the above, it is clear that the proposal is in accordance with the locational criteria, and general objectives of LPP 8.2 to the extent the City is required to give due regard to the Policy.

2.6 Development Control Policy 5.4 – Advertising for Reserved Land

The States Development Control Policy 5.4 (DCP 5.4) addresses a range of key objectives specifically around safety, visual impact and effect on amenity for any proposed advertising signs located on land reserved by a region planning scheme.

Section 4 of the DCP 5.4 specifically outlines the objectives for signage, which includes:

- *"Preserve and enhance the amenity of the reserved land and surrounding zoned land;*
- *Ensure the safe and efficient use of roads from which the advertisement is visible; and*
- *Protect the future use of the reserved land by recognizing the temporary nature of the advertisement."*

After a review of the DCP 5.4 objectives, we believe, the proposed signage at the subject site is acceptable in relation to the considerations in relation to amenity, location, size, safety and protection of the reserved land.

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DCP 5.4- 5.2 Amenity

Clause 5.2.1 of the DCP 5.4 ensures that “the number, size, location and appearance of advertisements must be carefully controlled” to protect the amenity of the locality. The signage is of an appropriate size for the location and is of a modern and considered design which is carefully integrated into the curved interface of the building.

The signage will be managed and well maintained and will be constructed using high-quality materials that will not have an adverse impact on the environment or the surrounding locality and will be akin to the materiality utilised for other road and infrastructure and construction in the surrounding locality.

There are, at present, no other large, digital signs in the locality. The introduction of a well- managed, integrated digital sign will not create visual clutter in the locality and will set a precedent for signage of high-quality design and presentation.

Therefore, we believe the proposed signage is acceptable with respect to DCP 5.4, given the objectives of the policy are adhered to though the subject proposal.

Resulting Amenity

The signage is well integrated into the building façade and will not distract from the character of the locality. The area is not visually cluttered with digital signage although there are examples of large, prominent signs along Hay Street. A single digital sign will not create visual clutter within the streetscape and is with the area and is not considered to have a significantly greater impact on visual amenity than other large signs seen along Hay Street.

The proposal is considered to meet the requirements and objectives of Development Control Policy 5.4 through the preservation of amenity and the consideration and protection of the Other Regional Road Reserve on which this application is sited.



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2.7 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment (SPP7.0) outlines a suite of ten guiding design principles to be considered as a component of development assessment. These design principles are provided in Schedule 1 of the policy and are required to be addressed as a component of this proposal's assessment against the residential design codes.

Design Principle	Requirements	Applicable to the Proposal	Proposal Response	Principle Addressed
Context and Character	Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place	The proposal is located within the Subiaco Activity Centre. The site is zoned 'Town Centre Type A' which focusses on principal commercial, civic, retail, entertainment precinct within Subiaco.	The proposed building draws inspiration from the form and character of the existing building and locality. Arched brickwork used over both street entries. Rounded corner treatment to reflect other nearby built form. Large, open windows to active and engage the streetscape which improves on the low level of street activation currently seen at the site. White painted brick finish to match other buildings within the streetscape.	Yes.
Landscape Quality	Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	Landscape architect having been engaged to assist in the development of landscape concept designs to support the proposal's overall amenity and enhance engagement with the streetscape.	The landscaping has been designed to re- establish a strong relationship between the building, its history and the streetscape. High provision of soft landscaping and engaging landscaping including a bench in the streetscape. More than sufficient provision of trees in the car park. Creeper planting on the wall and cascading plantings to planter soften the building and improves visual interest.	Yes.
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.	Design which is responsive to surrounding heights and building bulk, accounting for street level amenity and contributions to the streetscape.	The proposed building adds a new floor to reflect the building height of other buildings along Hay Street. The upper floor provides space for new businesses which is in in-line with the commercial objectives of the activity centre plan. Significant increase in windows and openings increasing street activation and natural light.	Yes.
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.	Design consideration for the functionality of provided services, including their locations and the implications of built form aspects, and for the quality of the built form.	Direct street access from Hay Street to the ground floor showroom. Separate direct street access to the level 1 office spaces via Townshend Road. Internal layouts capable of accommodating a range of businesses. Durable, low maintenance materials. Careful consideration for a high traffic/ high exposure environment.	Yes.
Sustainability	Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes	Providing a range of sensible active and passive design measures to reduce reliance on technology, including for climate comfort, ventilation, and shading.	The building provides for passive ventilation, with openings designed in consideration of solar access. An environmentally sustainable design report has been prepared and included as a component of the application. Refer to the ESD report by Verdian of this report for further information.	Yes.

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Design Principle	Requirements	Applicable to the Proposal	Proposal Response	Principle Addressed
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.	New buildings respond to use and activities that support the local community. Good design mitigates negative impacts on surrounding buildings. Appropriate levels of internal amenity.	The development enhances the pedestrian experience by providing weather protection to the existing footpath, a bench seat that encourages passive use and a high level of landscaping which improves visual amenity. High level of natural light for office and retail spaces. New openings providing passive street surveillance. More than adequate supply of car and bike parking for staff and visitors.	Yes.
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.	Easy, clear access points to the development.	Clearly identifiable and purposefully located entrance to upper level offices via Townshend Road. Clearly signed and legible access to the showroom from Hay Street. Use of architectural archways to define the entrances to both levels.	Yes.
Safety	Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	Ensuring the design passively enhances and optimises safety and security outcomes.	Making use of a currently vacant site and the introduction of large openings at ground level increases passive surveillance and discourages antisocial behaviour. Expansive glazing and rounded corner adds passive surveillance and increased sightlines. Clear spatial boundaries between private and public spaces.	Yes.
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.	Ensuring the interface of the built form to the streetscape is activated and engaging.	The development provides new spaces for businesses and supports local employment. Strengthens commercial activity in- line with Subiaco Activity Centre Plan. Adds areas of shade and provides a bench for pause enhancing the pedestrian experience.	Yes
Aesthetics	Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.	Showing consideration of the built form and the potential for architectural variations in materials, colours, and textures, to ensure that the design aesthetic contributes positively to the locality.	The design of the proposal appropriately reflects the historical character of Hay Street in a modern form through architectural archways, curved ages and painted brickwork. The proposal presents carefully considered landscaping, street engagement with large windows and bi- fold windows at level 1. The overall design and landscaping is visually engaging and is a positive contribution to the Subiaco Streetscape.	Yes



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3.0 LANDSCAPE DESIGN CONSIDERATIONS

Yoxall Landscape Architecture have been appointed to assist with the preparation of an appropriate landscape concept package for the proposed development, in accordance with the objectives of the Subiaco Activity Centre Plan.

The services and advice of Yoxall Landscape Architecture have focussed on the development of the pedestrian experience with the proposal, providing an integrated seat into the landscape to provide a point of rest and informal as well as detailing of communal space, to provide a landscaping approach and planting palette which softens the site's built form and enhances the site's interface with the pedestrian realm.

The services and advice of Yoxall Landscape Architecture have focussed on soft landscaping, plants and trees which provide shading and also taking inspiration from the former garden character of the site to remain appropriate within Subiaco's streetscape. Additionally, an art mural has been integrated acting as a visual marker in the streetscape and reinforcing the cultural memory of the site.

The landscaping overall aims to soften the transition between the public realm and the building and ensures the site is well integrated into the streetscape of Hay Street and Townshend Road providing an engaging public interface, positively supporting the character of Subiaco.

Please refer to Appendix (3) – Landscape Plans for further details.

4.0 TRAFFIC SAFETY CONSIDERATIONS

Main Roads WA identify all roads and intersections within visibility distance of the sign as Level 1 which is the lowest level. Under the Main Roads Guidelines, digital signs are permissible in Level 1 road sections and intersections.

Other notable conclusions from Shawmac's assessment found the minimum visibility distance is achieved, there are no existing signs within the minimum distances that will be obstructed by the proposed digital sign. The proposed sign is not within any TCS, LUMS or CMPZ prohibition zone.

The parking layout is compliant with AS2890.1 requirements and a vehicle swept path analysis completed by Shawmac demonstrates that all proposed bays can be used in a safe and satisfactory manner.

A traffic safety report has been prepared by Shawmac, in order to assess the potential traffic impact of the proposal, with specific reference to the signage component.

To conclude, the road safety report did not find any significant concerns with the proposal in terms of traffic safety.

Please refer to Appendix (4) – Traffic Impact Statement for further information.

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5.0 ENVIRONMENTALLY SUSTAINABLE DESIGN CONSIDERATIONS

Verdian Sustainability have been engaged to prepare a sustainability report on the proposed development.

The report outlines the environmentally sustainable design components and initiatives integrated into the proposed development during the project's design phase, to ensure that sustainability initiatives are incorporated holistically into all facets of the proposed development and provide greater clarification as to the overall sustainability and environmental efficiency of the proposal.

Please refer to Appendix (5) – ESD Report for further details.

6.0 WASTE MANAGEMENT CONSIDERATIONS

As per the City's requirements, the proposed development caters to three streams of waste, being general waste, recycling, and FOGO.

The proposed development is serviced with a 2 bin pad area, sized up to 360L each bin, and can be reduced based on frequency of collection, or retained at the 360L size.

The ease of access and presentation to the Townshend Road verge means the development can cater to private, or Council collection.

A Waste Management Plan can be required as a condition of development approval.

7.0 CONCLUSION

In considering the development of the building, the proposed land uses under the Subiaco Activity Centre Plan, giving due regard to the LPS 5 in terms of the sign and the requirements for signage on reserved land, the following conclusions are evident:

- The proposal is for a commercial development with an additional storey and façade alterations presented in a high quality arrangement and manner;
- "Showroom" and "Office" are discretionary uses at the subject site and meets the objectives of the Subiaco Activity Centre Plan;
- The sign is located within an 'other regional road' reservation area, and confirms the use of local planning instruments as due regard only;
- The development is proposed to be located in accordance with locational criteria set out in the prevailing local planning policy framework;
- The proposal is compliant with safety requirements for large format digital signage as set out by Main Roads Western Australia; and
- The proposal will be consistent with the amenity of the locality.

Based on the above, we therefore seek the City support the proposal.



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YOXALL
LANDSCAPE ARCHITECTURE

315 HAY STREET
SUBIACO, PERTH

FEBUARY 2026
LANDSCAPE REPORT

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YOXALL
LANDSCAPE ARCHITECTURE

We wish to acknowledge the Traditional Custodians of the land across Western Australia, and pay our deepest respects to the many Aboriginal and Torres Strait Islander peoples who have cared for and nurtured this land for thousands of years. We honour their rich cultures, histories, and ongoing connection to the land, waters, and community.

We pay our deepest respects to their Elders, past, present, and emerging, and extend that respect to all Aboriginal and Torres Strait Islander peoples today.

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YOXALL
LANDSCAPE ARCHITECTURE

01. PRE DESIGN
02. SITE CONTEXT
03. LANDSCAPE OPPORTUNITY
04. STRATEGY

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01. DESIGN PRINCIPLES

The landscape design for **315 Hay Street,** Subiaco has been prepared by Yoxall Landscape Architecture as an integral response to both the new built form and the site's distinctive cultural history. Formerly home to the iconic Santa Fe Restaurant, the site occupies a memorable position within Subiaco's urban fabric and holds a strong collective memory for the local community.

The proposed landscape seeks to respectfully acknowledge this history while re-interpreting it through a contemporary and enduring planting language. Drawing subtle inspiration from the arid, sculptural qualities associated with the former Santa Fe identity, the landscape utilises cacti, succulents, and structured planting forms as a refined homage rather than a literal recreation. This approach allows the landscape to reference the site's past while remaining grounded in Subiaco's broader streetscape character and current planning expectations.

The external spaces are designed to enhance the public realm along Hay Street, soften the interface between building and street, and contribute positively to Subiaco's evolving urban landscape. Planting is used deliberately to create rhythm, legibility, and spatial definition, reinforcing the architectural form while providing moments of interest and amenity at the pedestrian scale.

The guiding vision for the landscape includes:

- Reflecting the **historical significance of the site** through a restrained and contemporary interpretation of arid and sculptural planting typologies.
- Creating a **strong streetscape presence** that complements the new building while respecting the established urban character of Subiaco.
- Using structured planting to provide **clarity, order, and visual cohesion between architecture, footpath, and threshold spaces.**
- Balancing architectural expression with softened landscape edges to **improve pedestrian comfort**, outlook, and engagement.
- Selecting robust, **drought-tolerant species** suited to an urban environment, supporting longevity, low water use, and manageable maintenance.
- Providing **shade**, visual relief, and microclimate moderation where possible within the constraints of an inner-urban site.
- Ensuring the landscape reads as intentional, considered, and permanent, rather than decorative or transient.

Overall, the landscape strategy is intended to deliver a composed and character-driven setting for the new development one that respectfully acknowledges the site's legacy, contributes positively to the Hay Street streetscape, and reinforces Subiaco's identity as a place where heritage, culture, and contemporary design coexist.



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01. SITE APPRECIATION

Cultural and Urban Context

Subiaco is widely recognised as one of Perth's most culturally layered inner-urban precincts, defined by a strong sense of place, civic identity, and community memory. Hay Street forms a key east–west spine through the suburb, historically accommodating hospitality, retail, and social venues that contributed to Subiaco's reputation as a lively and distinctive destination.

The subject site at 315 Hay Street is notable for its long-standing association with the former Santa Fe Restaurant—an iconic venue that occupied a prominent place in Subiaco's cultural life for many years. While the building itself has evolved, the site retains a strong collective memory and symbolic value within the local community. This history informs the landscape approach, which seeks to acknowledge the site's past through form, structure, and planting character rather than literal replication.

Indigenous and Cultural Heritage

The site lies within Whadjuk Noongar Country, an area of long-standing cultural significance to Noongar people. The broader Subiaco area historically formed part of a network of movement, gathering, and seasonal activity associated with the Swan Coastal Plain. While no registered Indigenous heritage sites are located directly within the subject site, the landscape response is informed by an understanding of Country, climate, and landform, and seeks to work respectfully with these underlying conditions.

Geology and Landform

Subiaco sits within the Swan Coastal Plain, characterised by sandy soils derived from aeolian and marine processes. These free-draining substrates have historically supported open woodland and heath-like vegetation and continue to influence contemporary planting performance and water management strategies.

The relatively flat topography of the site is typical of the inner coastal plain and reinforces the importance of vertical planting structure, sculptural forms, and material contrast to create spatial definition and visual interest within an urban setting.

Vegetation and Landscape Character

Historically, the Subiaco area supported a mosaic of Banksia woodlands and low shrubland communities adapted to sandy soils, low nutrients, and seasonal rainfall patterns. While much of this vegetation has been cleared through urbanisation, the underlying ecological character continues to inform planting approaches that prioritise resilience, drought tolerance, and longevity.

Within this context, the proposed use of cacti, succulents, and structured planting forms represents a deliberate and contemporary response. These species reflect the site's cultural narrative particularly its association with the former Santa Fe Restaurant while also aligning with the climatic realities of Perth's Mediterranean environment. The planting strategy emphasises architectural form, repetition, and clarity, complementing the built form and reinforcing a strong sense of order and permanence.

Contemporary Significance

Today, Subiaco is valued for its balance of heritage character and contemporary development, with a strong emphasis on walkability, streetscape quality, and public realm contribution. The site occupies a highly visible urban position, where landscape plays a critical role in mediating between architecture and street, contributing to pedestrian comfort, and reinforcing Subiaco's identity as a culturally rich and design-aware precinct.

The landscape approach for 315 Hay Street is therefore grounded in an appreciation of cultural memory, geological conditions, indigenous context, and urban character ensuring the proposal is both place-responsive and forward-looking.

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02. SITE CONTEXT

SITE

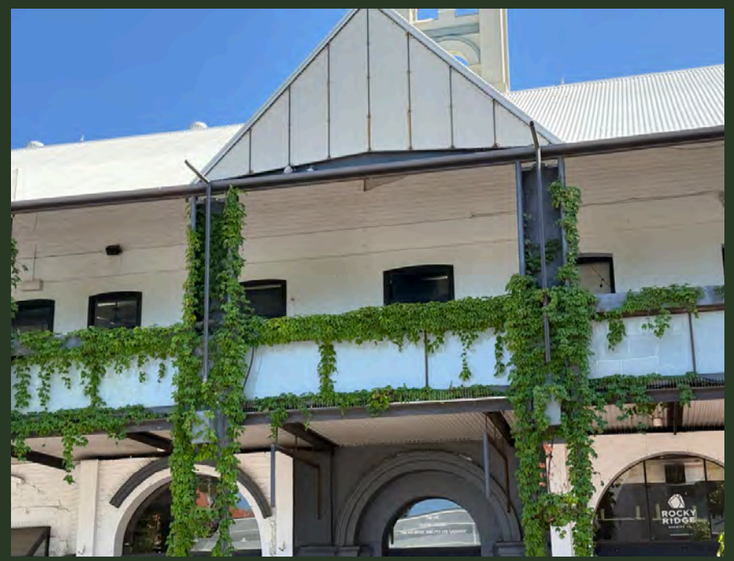


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02. SITE CONTEXT - SITE PHOTOS

The Area

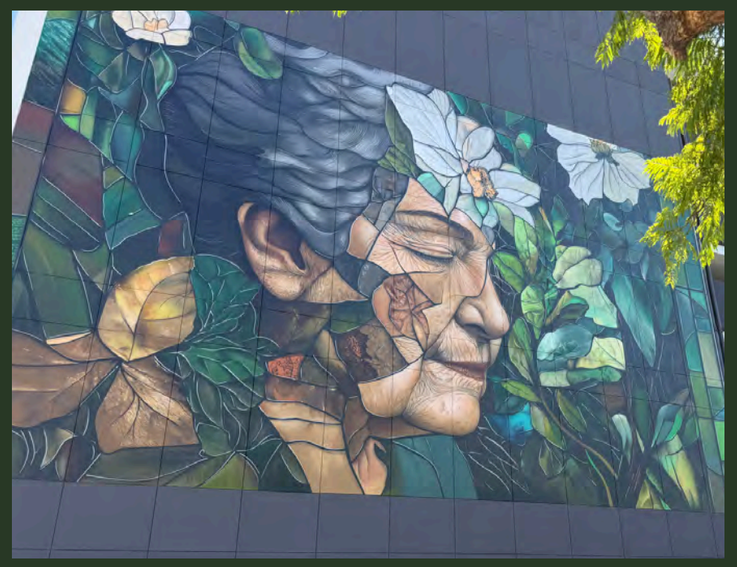
Subiaco's streetscape is defined by a pedestrian-focused public realm where landscape, art, and built form combine to create a strong sense of place. Climbing vegetation, street trees, planters, and containerised planting soften the urban environment, while public art murals add cultural depth and identity. Seating and small-scale landscape elements support informal pause and interaction, reinforcing a streetscape that prioritises human scale and walkability.













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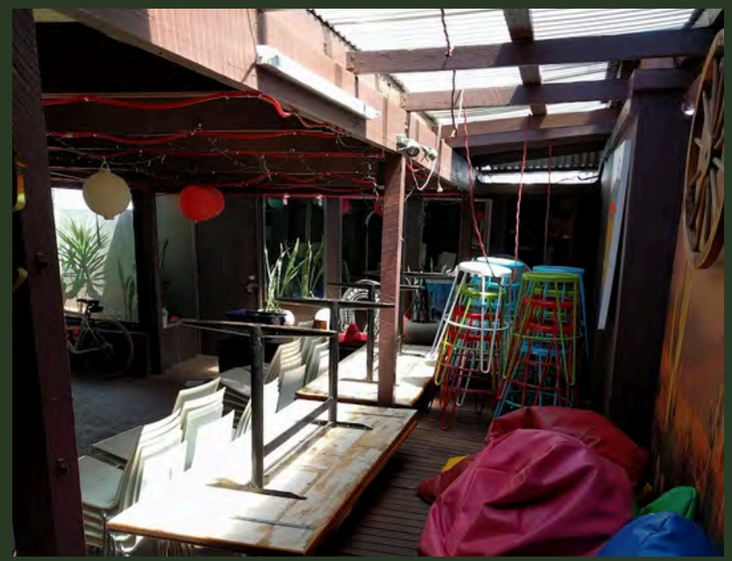
02. SITE CONTEXT - SANTA FE

SITE HISTORY

The former Santa Fe Restaurant at 315 Hay Street was recognised not only for its hospitality offering, but for the **character of its offering.** The landscape and architecture was modest in scale and carefully composed, featuring a large sculptural cactus in the rear garden, smaller succulents, and a series of fine-grained details that reinforced a strong human scale. **Art murals**, textural planting, and simple material choices contributed to an environment that felt considered and deliberate rather than decorative. The garden played a meaningful role in shaping the identity of the venue and remains part of the site's cultural memory within Subiaco.













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02. SITE CONTEXT - SANTA FE

CURRENT SITE

The site in its current condition offers limited engagement with the public realm along Hay Street. The predominantly white, rendered façade presents as visually harsh and glary, with minimal articulation, planting, or human-scale detail at the pedestrian level. The absence of vegetation results in a frontage that lacks softness, texture, and seasonal interest. This condition, however, presents a clear opportunity for landscape intervention to reintroduce scale, shade, and visual relief, and to strengthen the relationship between the building and the street.













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03. LANDSCAPE OPPORTUNITY - DESIGN INTENT

DESIGN INTENT















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04. DESIGN STRATEGY

The landscape design strategy is focused on re-establishing a strong relationship between the site, its cultural history, and the surrounding streetscape. The approach combines planting, art, and integrated landscape elements to soften the built form, enhance pedestrian amenity, and reflect the historical identity of the former Santa Fe Restaurant in a contemporary manner.
Planting Character and Site Memory

Planting is used as the primary vehicle to reference the site's history, drawing on arid and structured planting typologies including cacti, succulents, and robust shrubs. These species are arranged in a controlled and architectural manner, providing a subtle homage to the former garden character of the site while remaining appropriate to Subiaco's urban context.

Art and Cultural Expression

An integrated art mural is incorporated as a key landscape element, acting as a visual marker within the streetscape and reinforcing the cultural memory of the site. The mural contributes colour, texture, and narrative interest, helping to break down building scale and engage pedestrians.

Street Interface and Planters

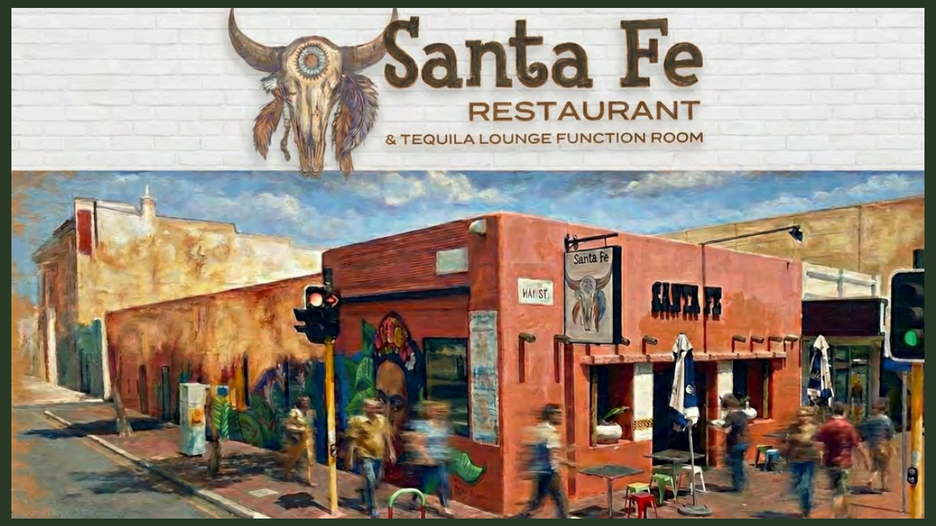
The architectural design allows for continuous planter zones along the street frontage and key interfaces. These planters introduce greenery at the pedestrian level, soften the building edge, and create a layered transition between footpath and façade. Planting is positioned to interact directly with glazing and entries, improving visual interest and passive surveillance.

Human Scale and Amenity

A seat is integrated within the landscape to provide a point of rest and informal use along Hay Street. This small-scale intervention supports pedestrian comfort, encourages pause and interaction, and reinforces the site as part of the everyday public realm rather than a purely private frontage.

Overall Outcome

Overall, the landscape strategy delivers a cohesive and character-driven streetscape that balances historical reference with contemporary design. It transforms the site into an active and engaging public interface, strengthening its contribution to Subiaco's public realm while respectfully acknowledging the site's past.



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04. PLANTING STRATEGY

The planting strategy for 315 Hay Street is designed to reference the site's former Santa Fe garden character while transitioning toward a more native and climate-responsive palette suited to Subiaco's coastal conditions. Sculptural and drought-tolerant species are arranged in restrained, architectural compositions to soften the building edge, reinforce human scale, and provide texture and seasonal variation at the pedestrian level. Climbing planting is incorporated to introduce vertical greening and reduce visual harshness, while low planting maintains clear sightlines and supports passive surveillance.
Species selection prioritises durability, waterwise performance, and long-term urban resilience, balancing native structure with complementary arid species to create a cohesive and contemporary streetscape outcome.
Indicative species include:

- Euphorbia spp. – Euphorbia
- Agave 'Blue Glow' – Blue Glow Agave
- Aloe 'Big Red' – Big Red Aloe
- Aloe 'Ivory Dawn' – Ivory Dawn Aloe
- Curio repens (syn. Senecio serpens) – Chalk Sticks
- Conostylis candicans – Grey Cottonheads
- Banksia blechnifolia – Groundcover Banksia
- Acacia saligna 'Prostrata' – Prostrate Golden Wreath Wattle
- Viola hederacea – Native Violet
- Parthenocissus tricuspidata – Boston Ivy
- Dracaena trifasciata – Mother-in-law's Tongue / Snake Plant

Overall, the planting strategy delivers a robust, predominantly native, and waterwise landscape that strengthens the public realm while providing a subtle reference to the site's cultural past.





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05. LANDSCAPE DESIGN - HAY STREET

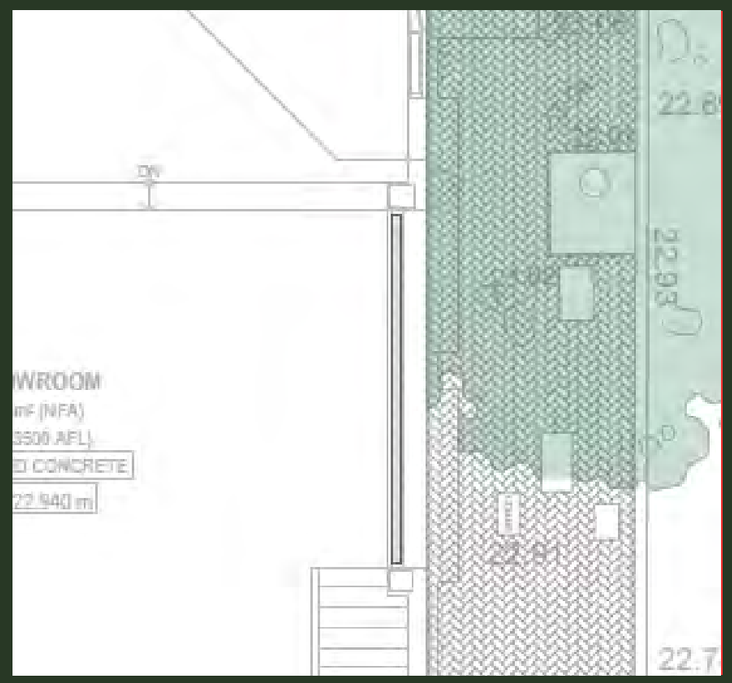




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05. LANDSCAPE DESIGN - TOWNSHEND ROAD





BOSTON IVY TO WALL - SEASONAL CHANGE AND SOFTENING OF BUILT FORM

LOW LEVEL PLANTING AT HUMAN HEIGHT

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05. LANDSCAPE DESIGN - CARPARK





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05. LANDSCAPE DESIGN - ROOF PLANTER





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05. LANDSCAPE DESIGN - HUMAN SCALE `









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YOXALL LANDSCAPE ARCHITECTURE	CLIENT: DRP - PLANS	DRAWING: SITE PLAN	REVISION: A
	315 HAY STREET, SUBIACO PERTH WA	SCALE: 1:100 @ A3	
	PROJECT NUMBER: 0154_LS_	DRAWING: 1.02	DATE

NOTE:
Concept only
All selections and materials to be supplied and installed to manufacturers spec.
All construction subject to engineering
All dimensions to be checked and finalised on site
Cadastral alignment and boundary repeg required for any works within proximity of property boundary

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LEGEND

- PLANTED AREAS - WITH ORGANIC FORREST BLACK MULCH
- PAVEMENT EXISTING ON SITE
- PAVEMENT - CARPARK

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DRP - PLANS

315 HAY STREET, SUBIACO
PERTH WA

PROJECT NUMBER 0154_LS_

DRAWING CONCEPT PLAN

SCALE 1:100 @ A1

DRAWING 3.01

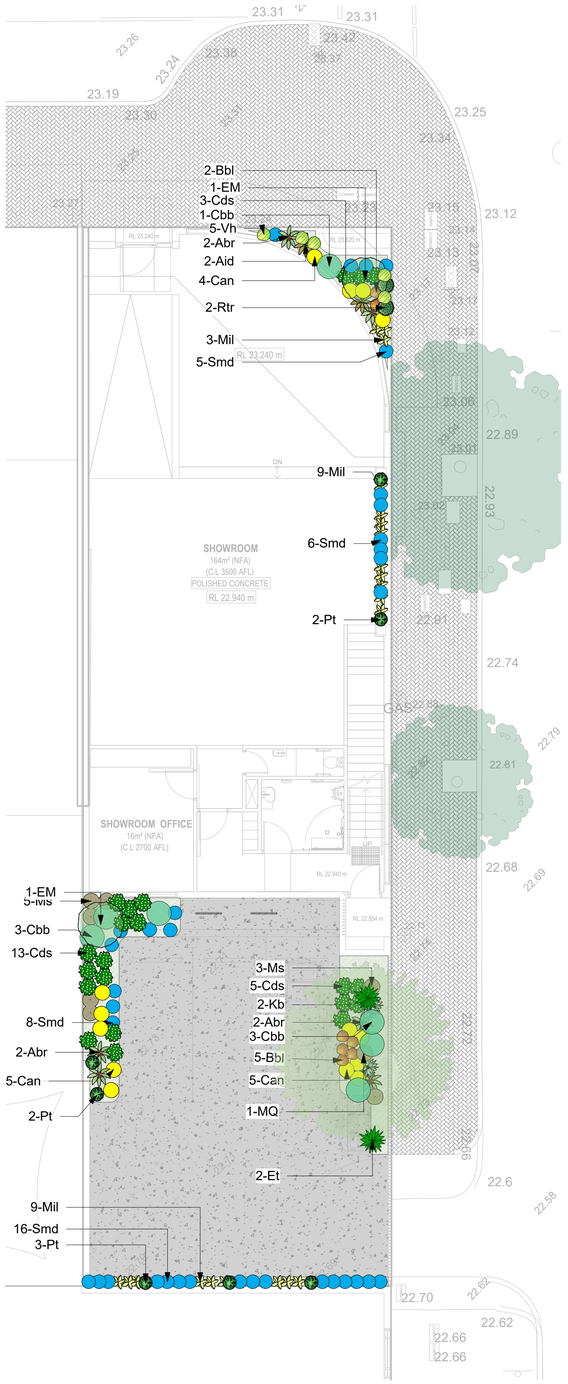
North

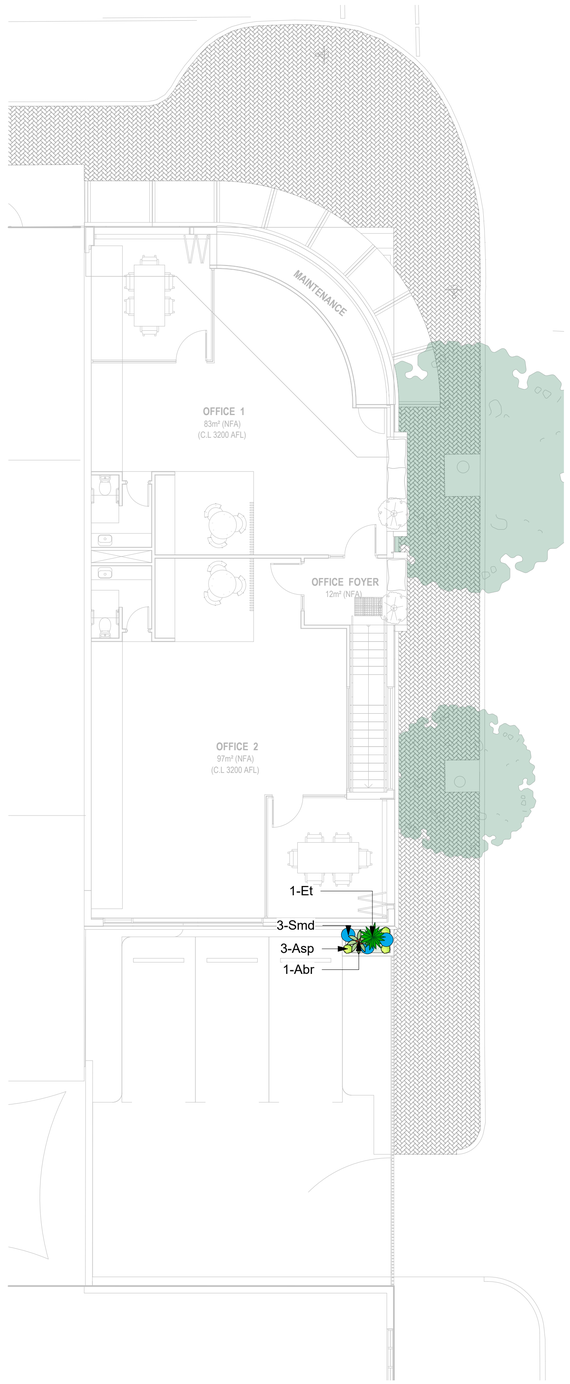
REVISION B

06.02.2025

NOTE:
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Plant List				
ID	**Qty**	**Common Name**	**Botanical Name**	**Scheduled Size**
Trees				
EM	2	Mottlecah	Eucalyptus macrocarpa	200Lt
MQ	1	Paper Bark	Melaleuca quinquenervia	200Lt
Shrubs				
Asp	3	Acacia saligna prostrate	Acacia saligna prostrate	200mm
Abr	7	Aloe Big Red	Aloe Big Red	12Lt
Aid	2	Aloe Ivory Dawn	Aloe Ivory Dawn	200mm
Cds	21	Desert Star Natal Plum	Carissa Desert Star	200mm
Can	14	Grey Cottonheads	Conostylis candicans	200mm
Cbb	7	Crassula Bluebird	Crassula ovata	305mm
Et	3	African milk tree	Euphorbia trigona	12Lt
Kb	2	Silver Teaspoons	Kalanchoe bracteata	200mm
Pt	7	Boston Ivy	Parthenocissus tricuspidata	200mm
Rtr	2	Trailing Rosemary	Rosmarinus officinalis prostratus	200mm
Mil	21	Mothers In Law Tounge	Sansevieria trifasciata	200mm
Ground Covers				
Bbl	7	Southern Blechnum banksia	Banksia blechnifolia	200mm
Smd	38	Blue Chalk Sticks Dwarf	Senecio mandraliscae dwarf	200mm
Vh	5	Native Violet	Viola hederacea	200mm
Grasses				
Ms	8	Large Fountain Grass	Miscanthus sinensis	200mm
Total	**150**			

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DRP - PLANS

315 HAY STREET, SUBIACO
PERTH WA

PROJECT NUMBER 0154_LS_

DRAWING CONCEPT PLANTING PLAN
SCALE 1:100 @ A1
DRAWING 3.02

North

REVISION
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Traffic Review

Subject:	Proposed Commercial Development and Digital Sign – 315 Hay Street, Subiaco Traffic Engineering Review
Date:	25th February 2026
Author:	P. Nguyen
Client:	Wheatlands Holdings Pty Ltd c/- Pinnacle Planning

1. Introduction and Background

1.1. Client and Scope

Pinnacle Planning have been engaged to prepare an application for a proposed commercial development and digital sign to be located at 315 Hay Street in Subiaco.

Shawmac has been engaged to prepare a traffic engineering assessment based on the criteria outlined in the Main Roads WA *Policy and Assessment Guidelines for Digital Advertising Signs*. The assessment will include the following information:

- Visibility distance
- Crash risk category
- Prohibition zones
- Amenity review
- Installation requirements and conditions
- Sign operating conditions
- Display content

This review will also include the proposed commercial component and cover the critical aspects of the development such as vehicle access, parking provision and parking layout.

1.2. Site Location

The site address is 315 Hay Street in Subiaco. The local authority is the City of Subiaco. The existing site is shown in **Figure 1**.

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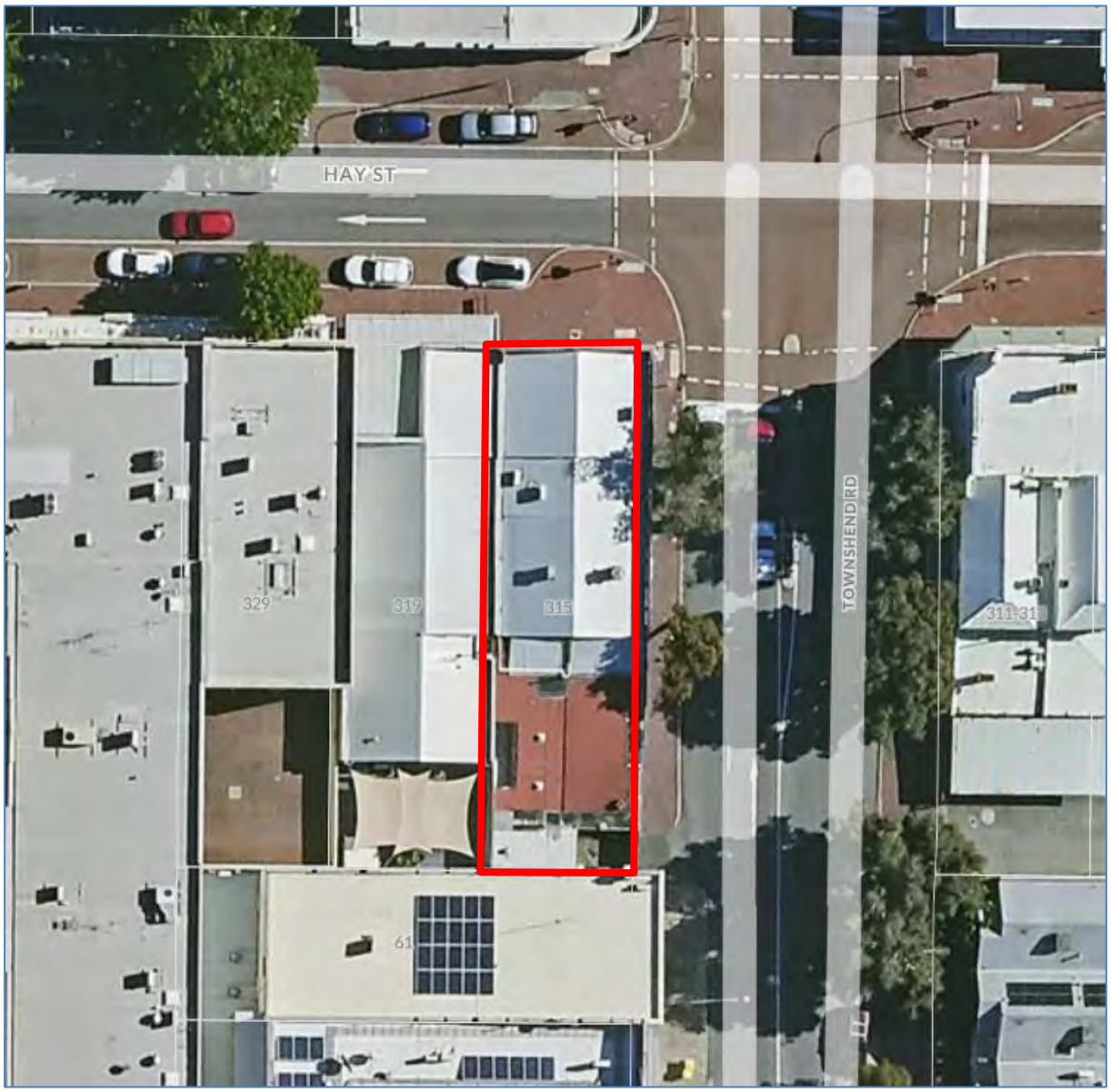


Figure 1: Existing Site (October 2025)

1.3. Proposed Development

There is an existing single-storey commercial building on the site which was most recently used as a restaurant. It is proposed to refurbish the ground floor as a showroom tenancy with a small three-bay car park at the rear, add a new first floor with two office tenancies and install a curved digital sign on the first floor façade of the building. The digital sign is a 9m wide by 3m high LED panel and is designed to be visible from westbound lanes on Hay Street and the southbound lanes on Townshend Street.

The floor plans are shown in **Figure 2**, the sign elevations are shown in **Figure 3** and the set of plans are attached as **Appendix A**.

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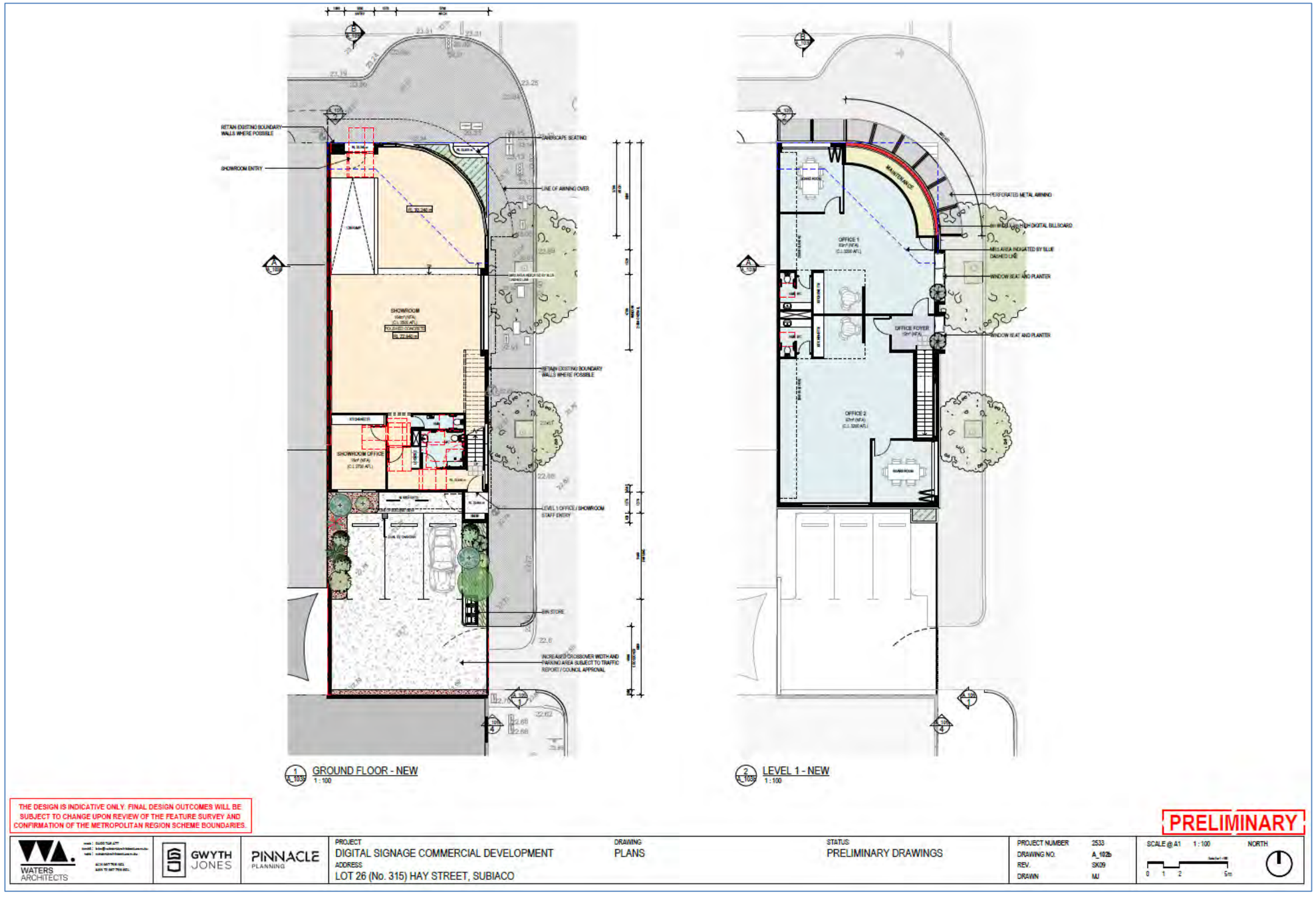


Figure 2: Site Plan

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Figure 3: Sign Elevations

2. Assessment – Digital Sign

2.1. Location

2.1.1. Visibility Distance

Visibility distance is the distance between the point where a driver has uninterrupted visibility of a sign and the location of the sign itself. The visibility distance is measured from the centre of the digital sign display area to the farthest point along the road (in the verge side lane) where at least 50% of the display area is visible.

The minimum required visibility distance is based on the speed limit as shown in **Figure 4**.

Speed limit (km/h)	Minimum visibility distance required (m)
50	83
60	100
70	117
80	133
90	150
100	167
110	183

Note: Visibility distance is not required if the speed limit is equal to or less than 40 km/h.

Figure 4: Minimum Required Visibility Distance

Based on the 50km/h speed limit along Townshend Road, the minimum required visibility distance is 83m. The speed limit on Hay Street is 40km/h and as noted in the figure above, visibility distance is not required on this road.

A site visit was undertaken on the 20th of February 2026 to measure the visibility distance on Townshend Road and it is expected that the proposed sign will be fully visible at 83m from the southbound lanes as shown in **Figure 5**.

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Figure 5: Visibility from 83m Along Townshend Road Southbound

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2.1.2. Crash Risk Category

To help determine the level of risk of the Western Australian road network, a crash risk category of level 1, 2, 3 or 4 is assigned to categorise each road section and intersection. The description of each level is shown in **Figure 6**.

Level 1

- Level 1 intersections and road segments are generally in low complexity environments, with simple driving task requirements and lower than average crash rates.
- Digital signs are likely to be acceptable within level 1 intersections or road segments.
- All roads and intersections subject to permanently posted or area speed limits of 40 km/h or lower, may be considered crash risk level 1.

Level 2

- Level 2 recognises that at some road sections or intersection types, drivers require increased concentration on the task, and that distraction from a digital sign is more likely to result in a crash.
- Digital signs within level 2 intersections or road segments therefore have longer dwell times applied.

Level 3

- Some road sections and intersections have significant casualty crash records higher than other roads of a similar nature, and are assigned a crash risk category of level 3.
- For a digital sign to be approved within a level 3 intersection or road segment, Main Roads must be satisfied that the digital sign will not increase the risk of a casualty crash.
- To minimise safety risks and mitigate impacts on visual amenity, approval may be contingent on conditions and restrictions being met at Main Roads' discretion, such as:
  - limited hours of operation
  - extended dwell times
  - reduced luminance
  - limited number of signs
  - restricting visibility from high-risk road sections
  - other installation requirements and operating conditions as determined by Main Roads.

Level 4

- A small number of intersections and road segments on the Western Australian road network have been identified as having extremely high casualty crash records.
- The addition of any distractions at these sites may create an unacceptable risk of a casualty crash. These sites have been assigned a crash risk category of level 4.
- No digital signs will be permitted if they are classified as a level 4 site.

Figure 6: Levels of Crash Risk Category

According to Main Roads WA Crash Risk Category Mapping and as shown in **Figure 7**, all roads and intersections within visibility distance of the existing sign are Level 1 which is the lowest level.

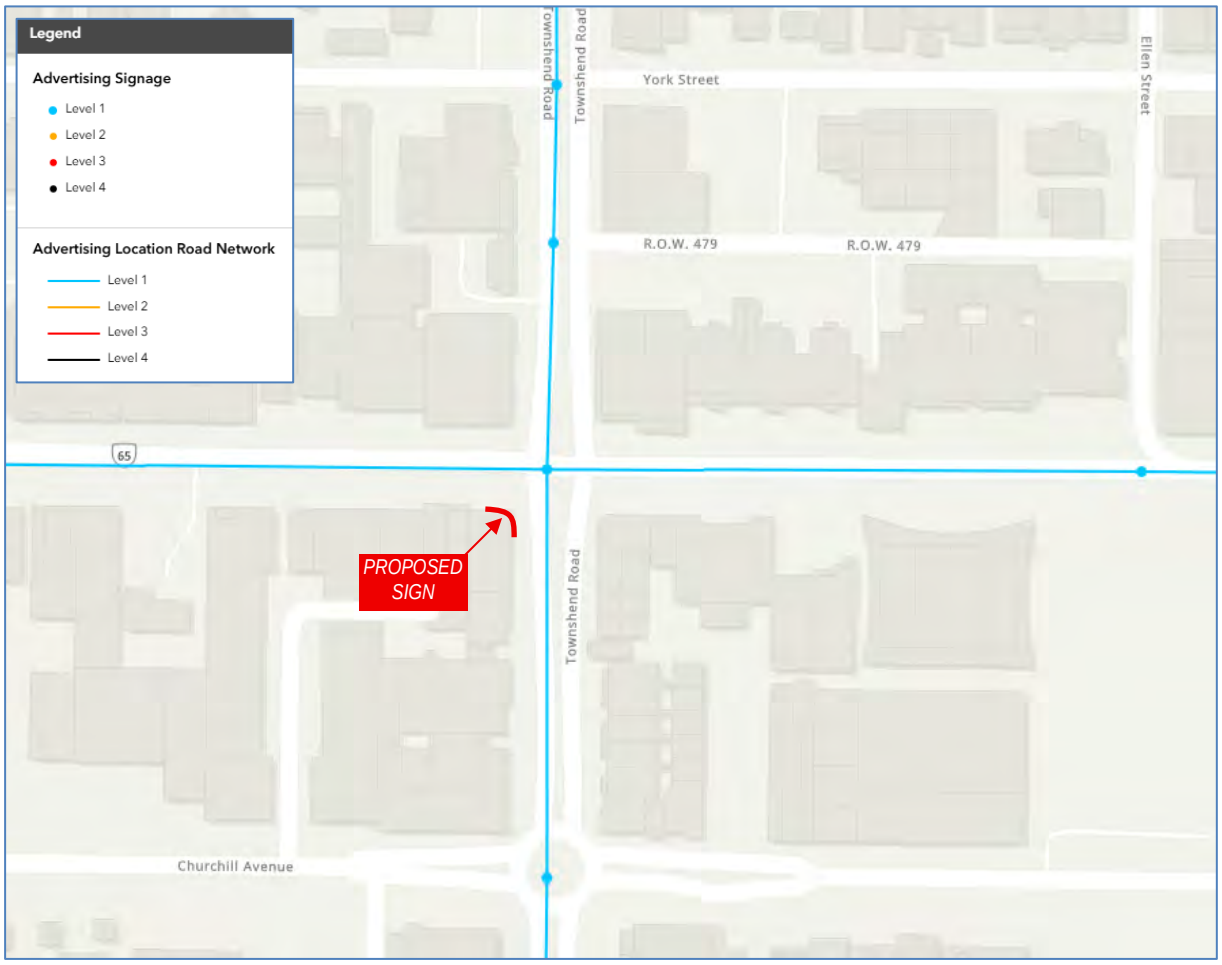


Figure 7: Crash Risk Category Mapping Extract

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2.1.3. Prohibition Zones

Obstruction of a Road Sign

Digital signs must not obstruct a driver's view at a point where they may need to react (brake or change lanes). The minimum distance between the digital sign and a road sign should be 0.6 V, where V = posted speed limit in km/h as shown in **Figure 8**.

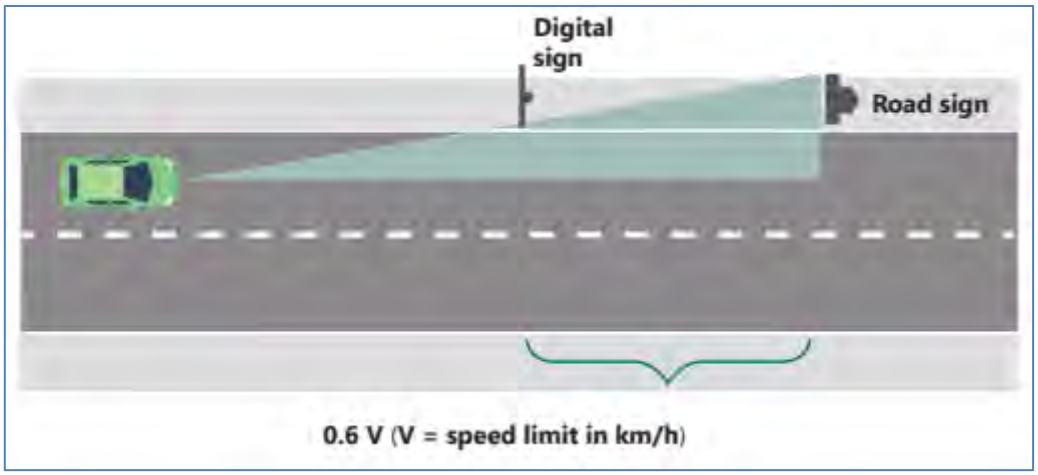


Figure 8: Obstruction of a Road Sign

The minimum distance is 24m for a 40km/h speed limit and 30m for a 50km/h speed limit. The proposed sign is well above the road and standard road sign level and there are no existing road signs within these distances that are obstructed by the proposed digital sign.

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Interference with a Traffic Control Signal (TCS)

A digital advertising sign must not be positioned where it may be too close to (in front, besides, above, or behind) a TCS. The resulting offset adjacent, above and behind the TCS is called the TCS prohibition zone (TPZ) as shown in **Figure 9**. If a proposed digital sign is within the area shown, the minimum vertical offset must be 7m, measured from the road pavement to the lower edge of the digital sign.

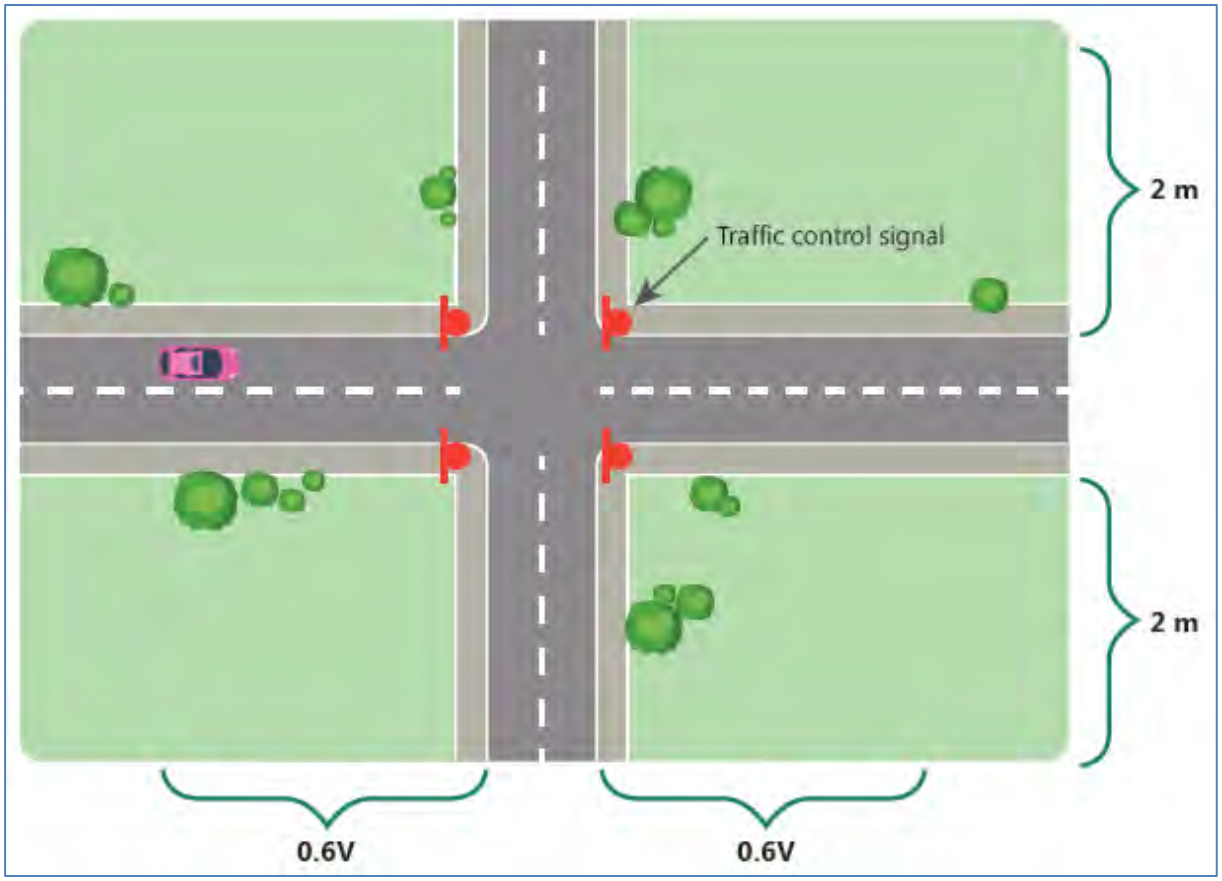


Figure 9: Traffic Control Signal Prohibition Zone

The proposed digital sign is located adjacent to an existing signalised intersection but will be located at least 2m laterally from the relevant signal poles as shown in **Figure 10**. On this basis, the proposed sign is not within any TCS prohibition zone.

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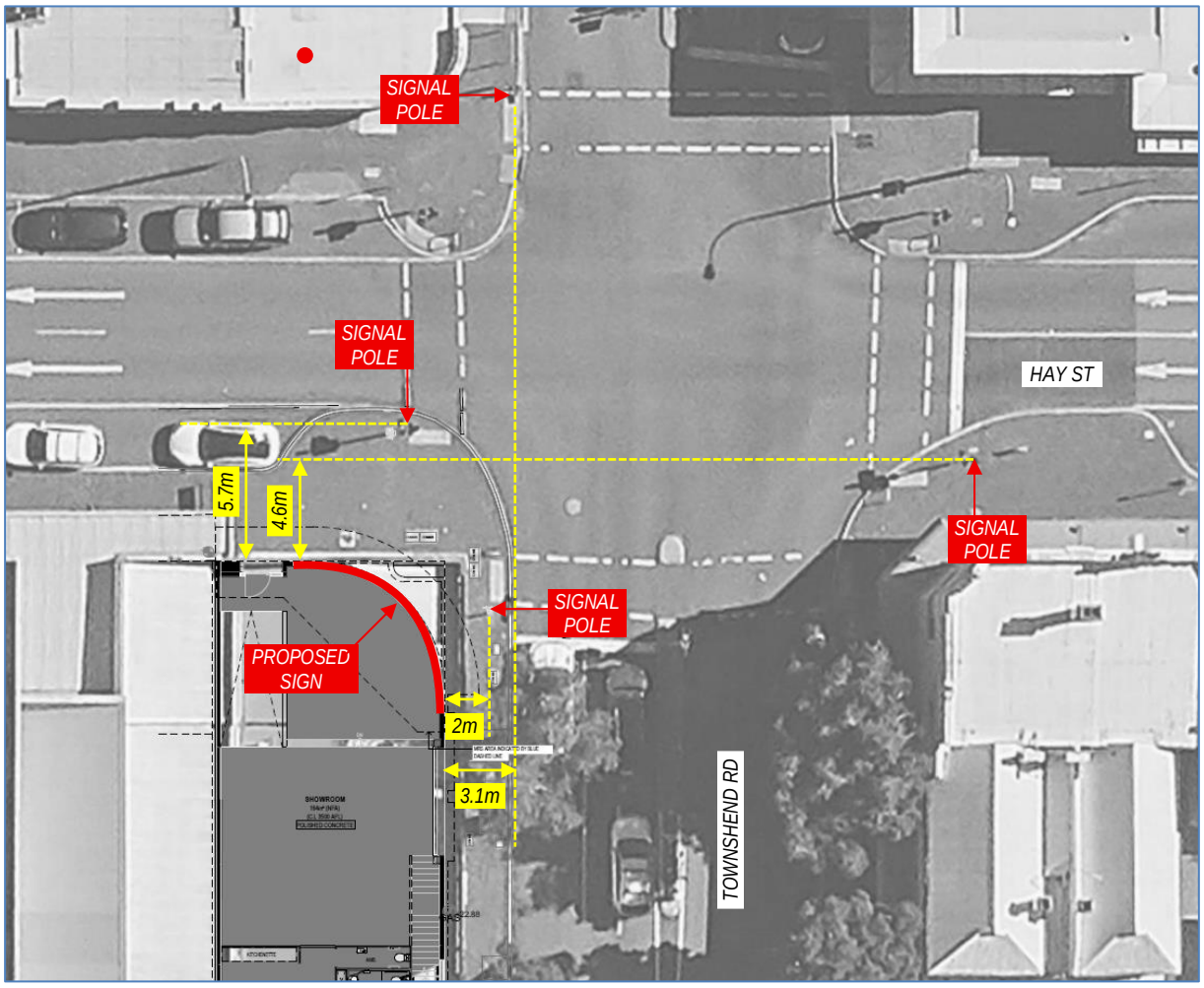


Figure 10: Lateral Separation from the Existing Signal Poles

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Lane Use Management Signs (LUMS)

A digital sign must not be close to LUMS on a freeway, where a driver may need to make a critical decision such as reduce speed, change lanes, etc. A prohibition zone is provided to exclude digital signs from these sections of the road network as shown in **Figure 11**. The prohibition zone extends vertically, indefinitely.

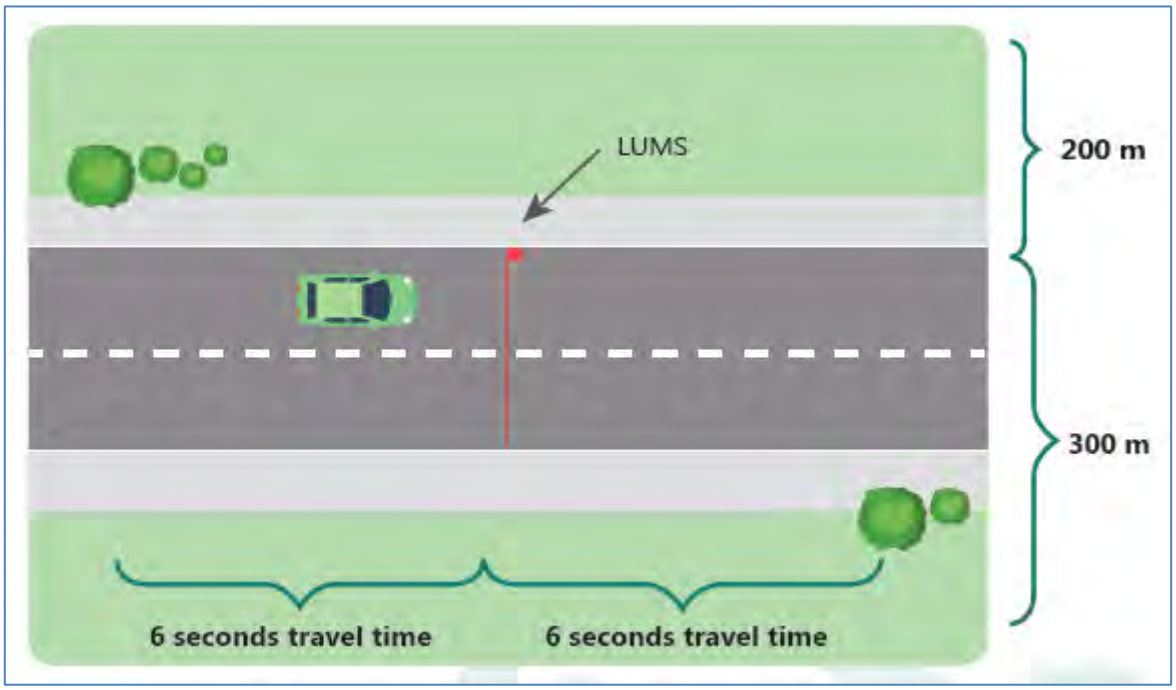


Figure 11: Lane Use Management Sign Prohibition Zone

6 seconds of travel time is approximately 67m at 40km/h and 83m at 50km/h. There are no LUMS in the vicinity of the proposed digital sign and so the sign is not within any LUMS prohibition zone.

Critical Movement Prohibition Zones

At merge and diverge locations, drivers are required to observe vehicles in adjacent lanes as well as on the forward roadway. Weaving movements are common, and additional distractions may increase the risk of a crash. A critical movement prohibition zone (CMPZ) is provided to exclude digital signs from these sections of the road network.

The CMPZ for diverge does not apply on single-lane carriageways, or roads with a speed zone of 70km/h or lower. The CMPZ for merge and diverge does not apply on roads with a speed zone of 50km/h or lower, or for bus lane merges.

As there are no merges and as the speed limit is less than 70km/h, the sign is not located in a CMPZ.

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2.2. Amenity

Main Roads WA will not support advertising signs within the road reserve, or on land visible from state roads, where it is considered obtrusive and/or in opposition to the character of the area, e.g.:

- Landscapes and views valued by the community i.e., scenic, city, rural, water bodies and/or foreshores.
- Visually prominent landforms such as rock outcrops and elevated features such as ridges, hills, and escarpments.
- Cultural and heritage sites, features or designations including Aboriginal heritage sites.
- Roadside vantage points, road sections and structures such as designated tourist, scenic, flora or other tourism routes.
- Roadsides that feature urban design treatments, structures, public art, or landscaping.

The proposed digital sign is not within a road reserve and is not considered to be obtrusive or in opposition to the character of the area. The proposed sign is expected to blend in with the existing buildings and is not considered to affect the amenity of the area unacceptably.

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2.3. Sign Operating Conditions

2.3.1. Light Emitting Devices

The Road Traffic Administration Act 2008 (Section 140), which applies to all roadways in Western Australia, warrants that light emitting devices, in or visible from a road reserve, should not distract a driver, or cause a risk of danger. The owner and operator of the digital sign may be notified to rectify the device where it is the opinion of Main Roads WA that a digital sign is likely to:

- confuse a driver
- adversely affect traffic, or
- increase risk.

2.3.2. Changes in Display Content

Transition

The transition between images or messages should change instantaneously. As a maximum, the transition must occur within 100 milliseconds. Transitions between messages or images must not include any effects such as fade, zoom or fly-in effects, and no blank screen between messages.

The brightness of a digital sign should be managed when content changes from primarily dark shades to light shades to ensure contrast is transitioned. This will ensure the sign does not appear to flash.

Flashing, strobing, pulsing

No portion of the digital sign display should emit a flashing, pulsing, or strobing effect.

Animation

Digital signs should not display moving images (or lighting) or change in a way that produces an impression of movement. Animation of any sort shall not be displayed on a digital sign that can be seen by a driver on a roadway or cycleway.

Dwell Time

Dwell time is the period during which the content on the digital sign display area is constant. A driver should see no more than one transition of a digital sign display as they pass the sign. The minimum dwell time is calculated as per Table 6 of the Digital Sign Guidelines which is shown in **Figure 12**.

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Table 6: Dwell time

	Level 1			Level 2			Level 3		
	≤70 km/h	80-90 km/h	≥100 km/h	≤70 km/h	80-90 km/h	≥100 km/h	≤70 km/h	80-90 km/h	≥100 km/h
Offset (0m-50m)	10	15	20	15	20	30	20	30	60
Offset (50m-100m)	15	20	25	20	25	35	25	35	70
Offset (>100m)	20	25	30	25	30	40	35	45	80

Figure 12: Calculation of Minimum Dwell Time

Based on a Horizontal offset (O_h) of 0-50m, a Level 1 Crash Risk Category, 40 to 50km/h speed limit, the minimum dwell time is approximately 10 seconds.

2.3.3. Luminance and Illumination

Luminance levels should not exceed those of static signs under street lighting within the road environment. This may require digital signs to be turned off at night in areas with no street lighting. Due to the rapid rate of change in ambient light during dusk and dawn, digital sign luminance levels output during these periods must be actively managed. Any change in luminance shall be applied during the transition between display content.

AS-NZS 4282 *Control of the Obtrusive Effects of Outdoor Lighting* provides guidance on the luminance that may be acceptable from a lit surface such as a digital sign, as well as the threshold increment used to assess glare impacts on drivers. The recommended maximum luminance levels are summarised in **Figure 13**. The environmental zone is assumed to be A3 or A4.

Environmental zone*	Description	Day cd/m²	Night cd/m²
A4	Town and city centres and other commercial areas with generally high off-street ambient lighting e.g., major shopping/commercial centres	500	350
A3	Suburban areas in towns and cities with generally medium off-street ambient lighting e.g., shopping/café strips	400	250
A2	Sparsely inhabited rural and semi-rural areas with occasional off-street ambient lighting	400	150
A1	Relatively uninhabited rural areas with no off-road lighting	300	zero
A0	Intrinsically dark	zero	zero

** Environmental zone as defined in AS-NZS 4282 Table 3.1*

Figure 13: Maximum Allowable Luminance Levels (AS-NZS 4282)

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2.4. Displayed Content

2.4.1. Replication of a Road Sign

The digital sign must not display images of road signs or traffic control signals.

2.4.2. Sequential Content

Generally, digital signs must not show messages that are conveyed through a sequence of displayed content. However, community information messages may display sequential text to a maximum of three (3) panels displayed at three (3) second intervals.

2.4.3. Legibility of Text

Text displayed on a digital sign intended for a driver to read whilst passing must be large enough to be legible and not require the driver to strain to focus on the text.

All other text displayed on the digital sign must be small enough that it is not a distraction to a driver and may be read only from a stationary vehicle, or by other road users (such as pedestrians).

2.4.4. Complexity of Message

The number of elements displayed on a digital sign should generally be no more than ten. Where a word, object, or logo may be counted as an element.

2.4.5. Instruction to Drivers

The content displayed on a digital sign should not include any instructions to drivers or images that may be interpreted as directions.

Words that convey directions, such as turn, stop, enter or similar, should not be displayed.

Arrows that direct a driver to a destination should not be displayed.

Website addresses, phone numbers and social media instructions should not be displayed unless small enough that it is not a distraction to a driver and may be read only from a stationary vehicle, or by other road users (such as pedestrians).

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3. Assessment – Commercial Development

3.1. Vehicle Access

There is an existing crossover on the Townshend Road frontage which appears to have been used for access to a single carport at the rear of the site. It is proposed to widen the existing crossover slightly to provide access to the proposed small car park as shown in **Figure 14**. No vehicle access is proposed to Hay Street.

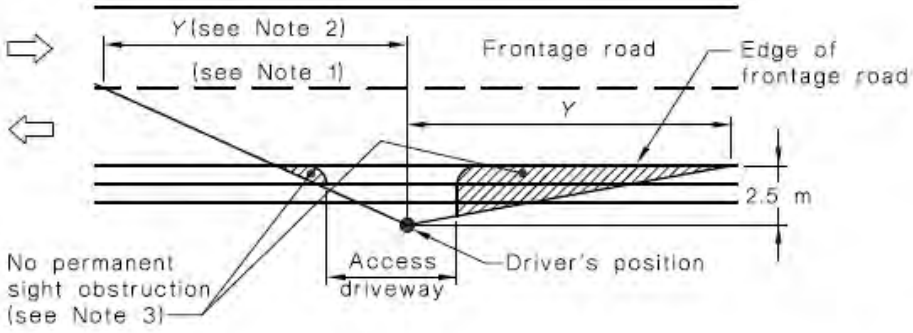


Figure 14: Proposed Vehicle Access

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3.2. Access Sight Distance

Sight distance requirements from vehicle exit points is defined in Figure 3.2 of Australian Standard AS2890.1:2004 *Parking facilities Part 1: Off-street car parking* as shown in **Figure 15**.



Frontage road speed (Note 4) km/h	Distance (Y) along frontage road m		
	Access driveways other than domestic (Note 5)		Domestic property access (Note 6)
	Desirable 5 s gap	Minimum SSD	
40	55	35	30
50	69	45	40
60	83	65	55
70	97	85	70
80	111	105	95
90	125	130	Use values from 2nd and 3rd columns
100	139	160	
110	153	190	

Figure 15: Sight Distance Requirements

Based on the 50km/h speed limit along Townshend Road, the minimum required sight distance is 45m. As shown in **Figure 16**, the minimum sight distance is achieved in both directions. It is likely that vehicles along Townshend Street will be travelling below 50km/h as they will have slowed after turning from the roundabout or on approach to the traffic signals.

Vertically, the geometry of the Townshend Road is relatively flat with no crests that would impede sight distance.

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Figure 16: Sight Distance Check

3.3. Parking Requirements

Parking requirements for developments are outlined in the City's Local Planning Scheme No. 5 (LPS5) as calculated in **Table 1**. No rate was available for Showroom and so the rate for Retail was applied to the ground floor tenancy.

Table 1: LPS5 Car Parking Calculation

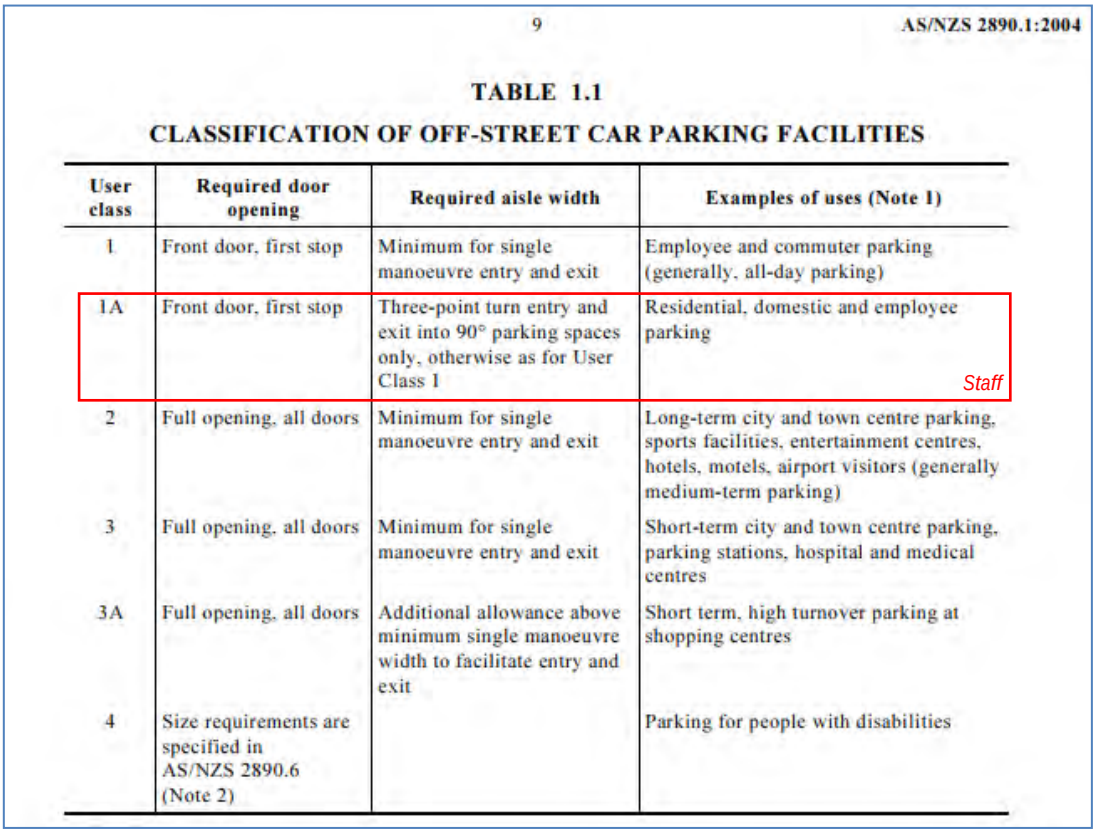
Land Use	Requirement	Quantum	Bays
Office	1 bay per 100m^2 NLA	180m^2 GLA	2
Warehouse	2 bays per 100m^2 NLA	180m^2 GLA	4
		Total	**6**

As shown, the minimum requirement is calculated to be 6 bays. The proposed 3 bays is short of the calculated provision by 3 bays. The parking provision is considered to be adequate based on the following reasons:

- The former restaurant tenancy would likely have had a greater car parking demand and no parking was provided on the site.
- There is ample on-street parking in the vicinity of the site, including along Hay Street and Townshend Road.
- There are existing public transport services operating in the vicinity of the site, with stops located within short walking distance of the site.
- The site is small and there is limited opportunity to add more car parking without affecting the developable area of the site.
- The three proposed on-site bays will likely be sufficient to accommodate the expected staff parking requirements of the development.

3.4. Parking Layout

The parking layout will need to comply with the requirements of Australian Standard AS2890.1. The user class will depend on the purpose of the bay as detailed in **Figure 17**.



9 AS/NZS 2890.1:2004

TABLE 1.1

CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking Staff
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

Figure 17: Classification of Parking Facilities

Staff parking (long-term parking) would be classified as User Class 1A.

An assessment of the AS2890.1 parking requirements is detailed in **Table 2**.

Table 2: AS2890.1 Car Parking Compliance

Dimension	Requirement	Provided
90 degree parking – Class 1A – Long Term Parking (Staff)		
Car Bay Width	2.4m	2.4m
Car Bay Length	5.4m	5.4m
Parking Aisle Width	5.8m	5.7m plus 0.3m landscaping
Blind Aisle Extension	1.0m	1.0m

As shown, the key parking layout dimensions are compliant with AS2890.1 requirements. As the car park is relatively small and constrained, a vehicle swept path analysis has been undertaken to demonstrate vehicle manoeuvring. The analysis has been undertaken in AutoTURN vehicle tracking software using the Australian Standard B85 vehicle template which is the standard for checking parking manoeuvres. The results are attached as **Appendix A** and these demonstrate that all proposed bays can accommodate a B85 vehicle subject to some minor changes, including:

- Setting back the bin store area.
- Widening the end bay by at least 300mm as required under AS2890.1.

3.5. Service Vehicles

Waste is assumed to be collected via kerbside collection and so waste vehicles do not need to enter the site. There are existing loading zones adjacent to the site on Townshend Street for any deliveries.

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4. Conclusion

This traffic engineering review for the proposed commercial development and digital sign at 315 Hay Street in Subiaco concluded the following:

- The minimum required visibility distance is achieved to the proposed digital sign as required.
- All roads and intersections within visibility distances of the proposed digital sign are Level 1.
- There are no existing road signs within the minimum distances that will be obstructed by the proposed digital sign.
- The proposed sign is not within any TCS, LUMS or CMPZ prohibition zone.
- The proposed digital sign is not within a road reserve and is not considered to be obtrusive or in opposition to the character of the area. The proposed sign is expected to blend in with the existing buildings and is not considered to affect the amenity of the area unacceptably.
- The minimum dwell time for transitions of displays is calculated to be 10 seconds.
- There is an existing crossover on the Townshend Road frontage which appears to have been used for access to a single carport at the rear of the site. It is proposed to widen the existing crossover slightly to provide access to the proposed small car park. The minimum required sight distance is achieved in both directions on Townshend Road.
- The minimum car parking requirement is calculated to be 6 bays. The proposed 3 bays is short of the calculated provision by 3 bays. The parking provision is considered to be adequate based on the following reasons:
    - The former restaurant tenancy would likely have had a greater car parking demand and no parking was provided on the site.
    - There is ample on-street parking in the vicinity of the site, including along Hay Street and Townshend Road.
    - There are existing public transport services operating in the vicinity of the site, with stops located within short walking distance of the site.
    - The site is small and there is limited opportunity to add more car parking without affecting the developable area of the site.
    - The three proposed on-site bays will likely be sufficient to accommodate the expected staff parking requirements of the development.
- The parking layout is compliant with AS2890.1 requirements and a vehicle swept path analysis demonstrates that all proposed bays can accommodate a B85 vehicle subject to some minor changes.
- Waste is assumed to be collected via kerbside collection and so waste vehicles do not need to enter the site. There are existing loading zones adjacent to the site on Townshend Street for any deliveries.

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Appendix A – Development Plans

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COMMERCIAL DEVELOPMENT

315 HAY STREET, SUBIACO



THE DESIGN IS PRELIMINARY. SUBJECT TO CHANGE UPON REVIEW OF THE FEATURE SURVEY AND CONFIRMATION OF THE METROPOLITAN REGION SCHEME BOUNDARIES.

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GWYTH JONES

PINNACLE PLANNING

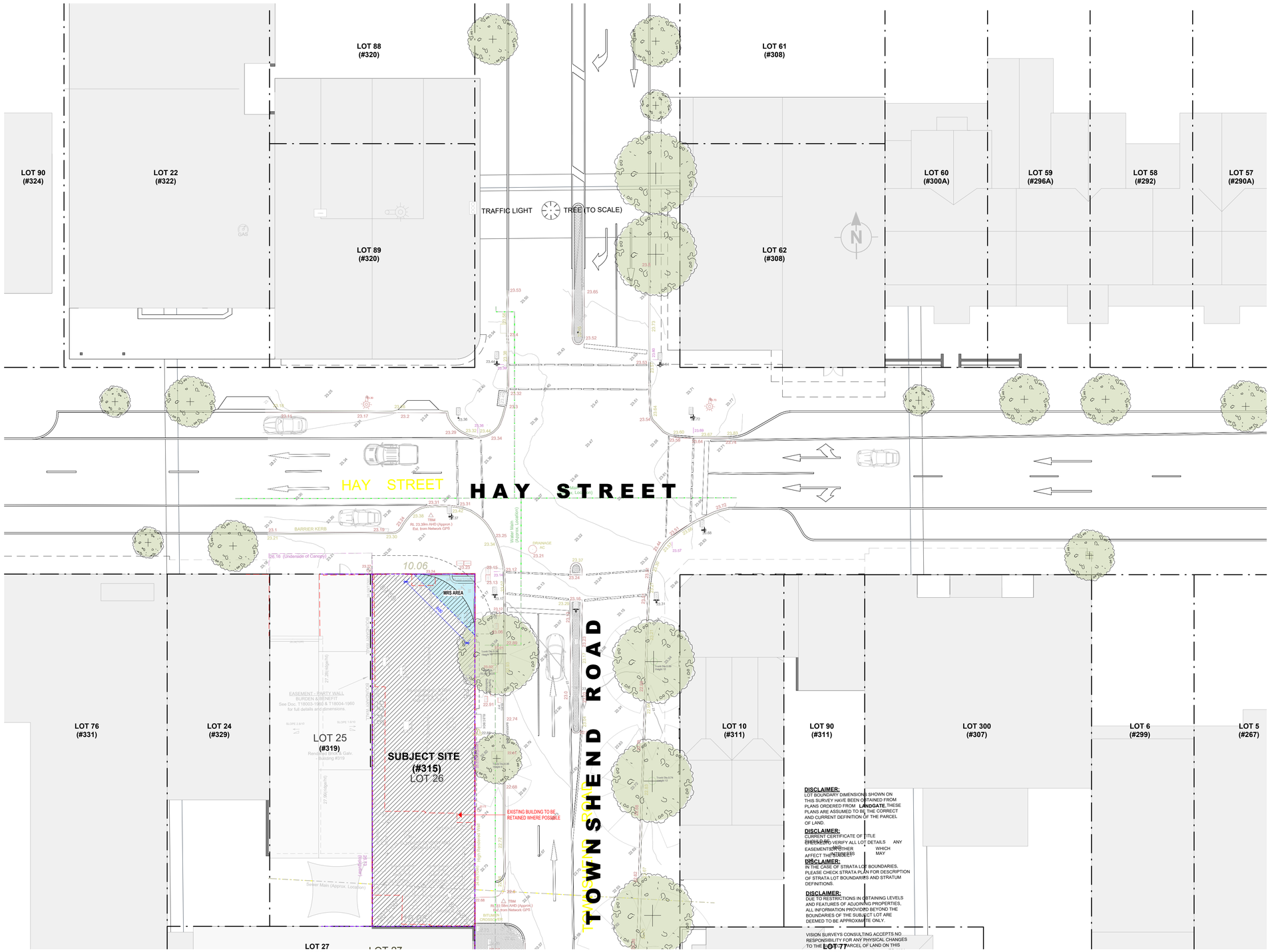
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STATUS	PRELIMINARY DRAWINGS
PROJECT NUMBER	2533
DRAWING NO.	A_100
REV.	SK011
DRAWN	MJ

SCALE @ A1

Scale Bar 1 : 100
0 1 2 5m

NORTH

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DISCLAIMER:
LOT BOUNDARY DIMENSIONS SHOWN ON THIS SURVEY HAVE BEEN OBTAINED FROM PLANS ORDERED FROM **LANDGATE**. THESE PLANS ARE ASSUMED TO BE THE CORRECT AND CURRENT DEFINITION OF THE PARCEL OF LAND.

DISCLAIMER:
CURRENT CERTIFICATE OF TITLE SHOULD BE VERIFY ALL LOT DETAILS AND ANY EASEMENTS AND OTHER NOTIFICATIONS WHICH AFFECT THE SUBJECT MAY

DISCLAIMER:
IN THE CASE OF STRATA LOT BOUNDARIES, PLEASE CHECK STRATA PLAN FOR DESCRIPTION OF STRATA LOT BOUNDARIES AND STRATUM DEFINITIONS.

DISCLAIMER:
DUE TO RESTRICTIONS IN OBTAINING LEVELS AND FEATURES OF ADJOINING PROPERTIES, ALL INFORMATION PROVIDED BEYOND THE BOUNDARIES OF THE SUBJECT LOT ARE DEEMED TO BE APPROXIMATE ONLY.

VISION SURVEYS CONSULTING ACCEPTS NO RESPONSIBILITY FOR ANY PHYSICAL CHANGES TO THE LOT / PARCEL OF LAND ON THIS

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PROJECT
DIGITAL SIGNAGE COMMERCIAL DEVELOPMENT
ADDRESS
LOT 26 (No. 315) HAY STREET, SUBIACO

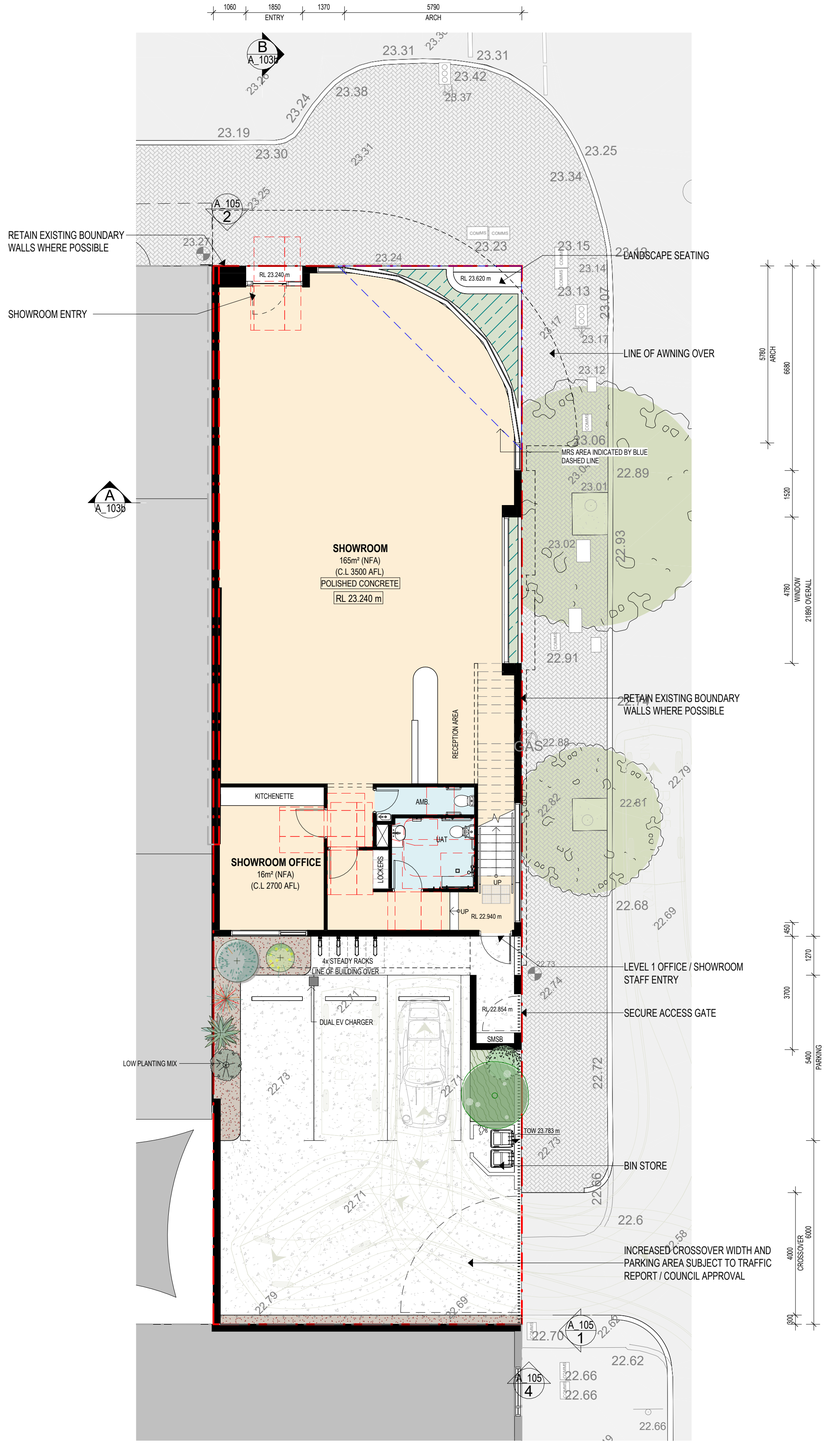
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SITE PLAN

STATUS
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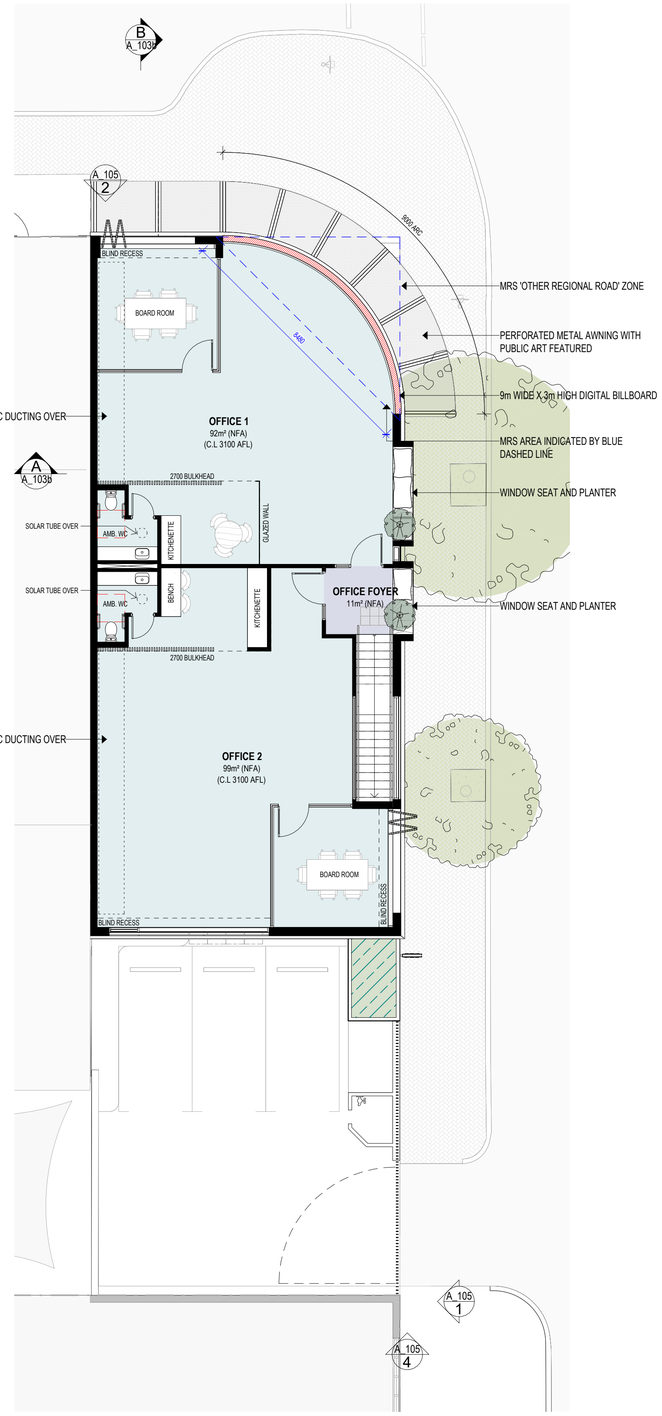
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REV.	SK011
DRAWN	MJ

SCALE @ A1 1 : 200
Scale Bar 1 : 100
0 1 2 5m
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1 A_103b **GROUND FLOOR - NEW**
1 : 100



2 A_103b **LEVEL 1 - NEW**
1 : 100

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PROJECT
DIGITAL SIGNAGE COMMERCIAL DEVELOPMENT
ADDRESS
LOT 26 (No. 315) HAY STREET, SUBIACO

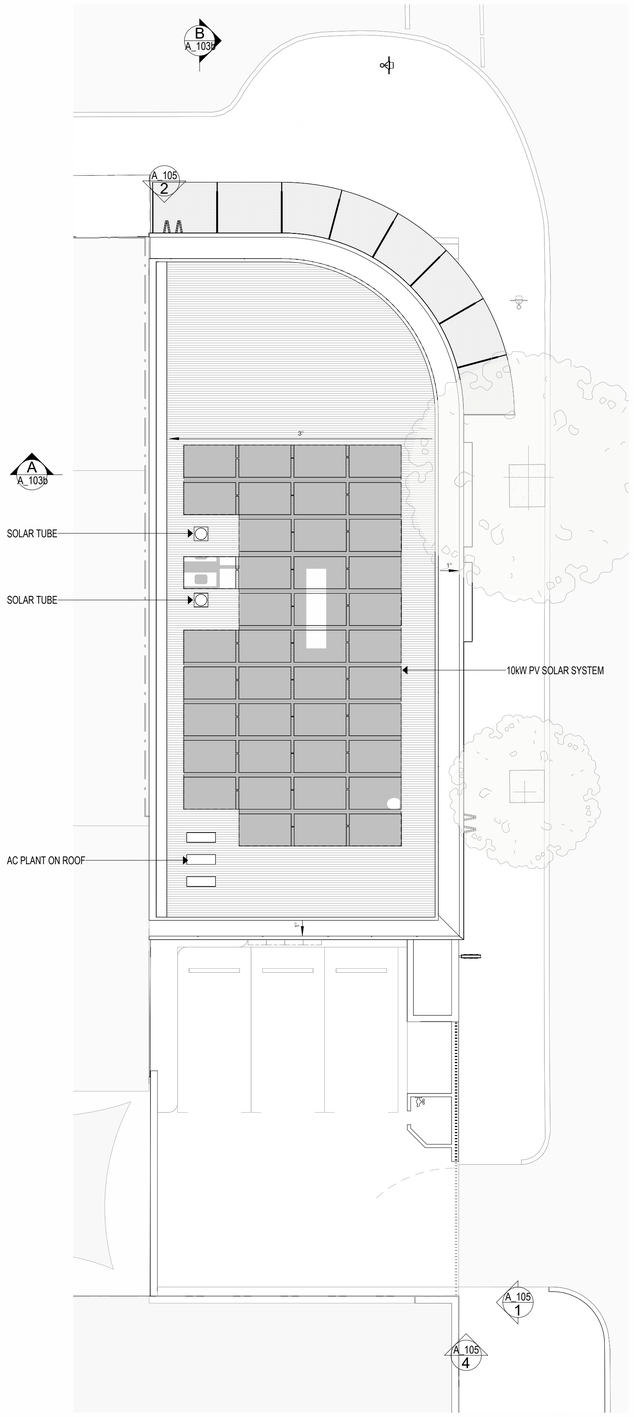
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PLANS

STATUS
PRELIMINARY DRAWINGS

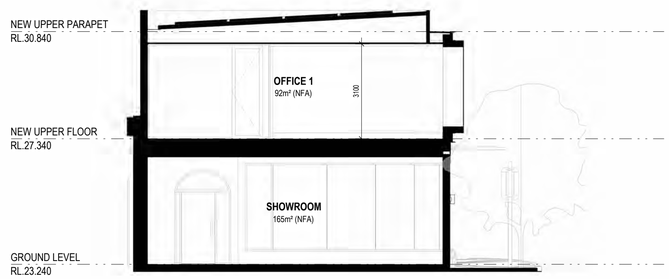
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DRAWN	MJ

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NORTH

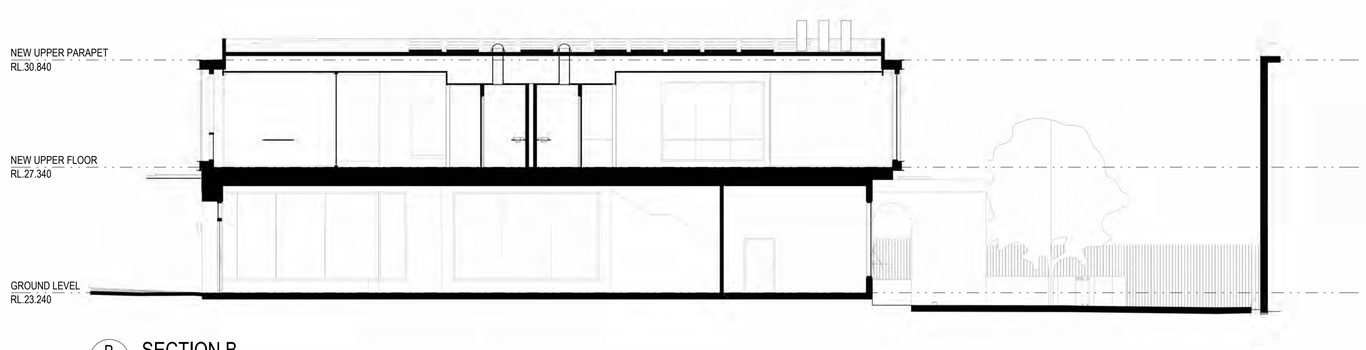
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NEW ROOF PLAN
1 : 100



A
A_102
SECTION A
1 : 100



B
A_102
SECTION B
1 : 100

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PINNACLE PLANNING

PROJECT
DIGITAL SIGNAGE COMMERCIAL DEVELOPMENT
ADDRESS
LOT 26 (No. 315) HAY STREET, SUBIACO

DRAWING
ROOF PLAN & SECTIONS

STATUS
PRELIMINARY DRAWINGS

PROJECT NUMBER	2533
DRAWING NO.	**A_103b**
REV.	SK011
DRAWN	MJ

SCALE @ A1 1 : 100
Scale Bar 1 : 100
0 1 2 5m
NORTH

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HISTORICAL USE AS A TEQUILA BAR,
POTENTIALLY INCORPORATE CACTUS
INTO NEW LANDSCAPING





CURVED FORM TO
PROMINENT CORNER



MODERN BULIDING OPPOSITE
INCLUDING AWNING. - AND FURTHER
UP HAY STREET.

BAYVIEW TERRACE PRECEDENT?

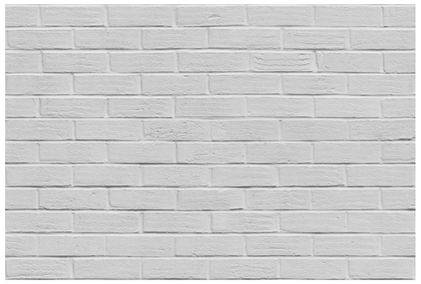
ARCHES FOUND WITHIN OLD
AND RECENT ARCHITERCTURE



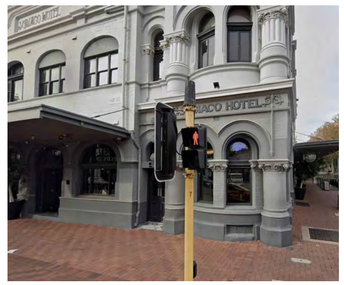


PAINTED / BAGGED MASONRY
FOUND THROUGHOUT SUBIACO IN
OLD AND NEW ARCHITECTURE





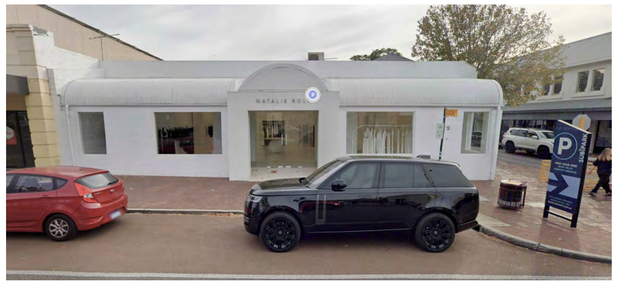














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PROJECT
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ADDRESS
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DRAWING
LOCAL PRECEDENT STUDY

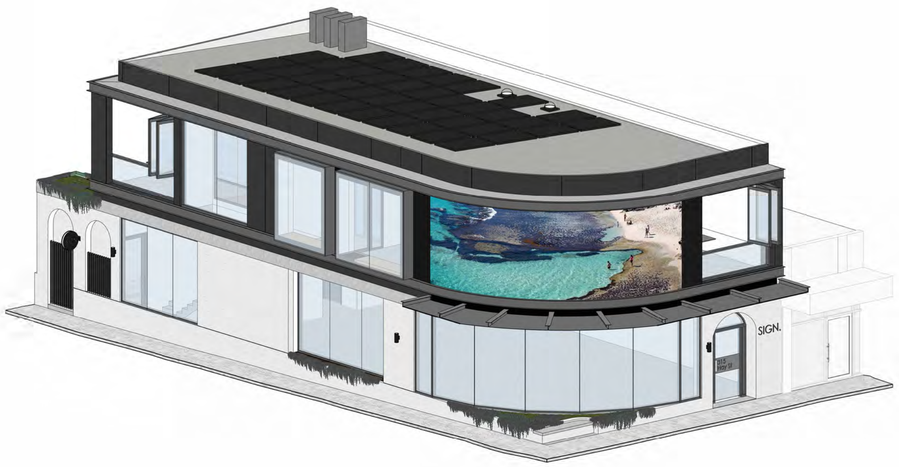
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DRAWN	BW

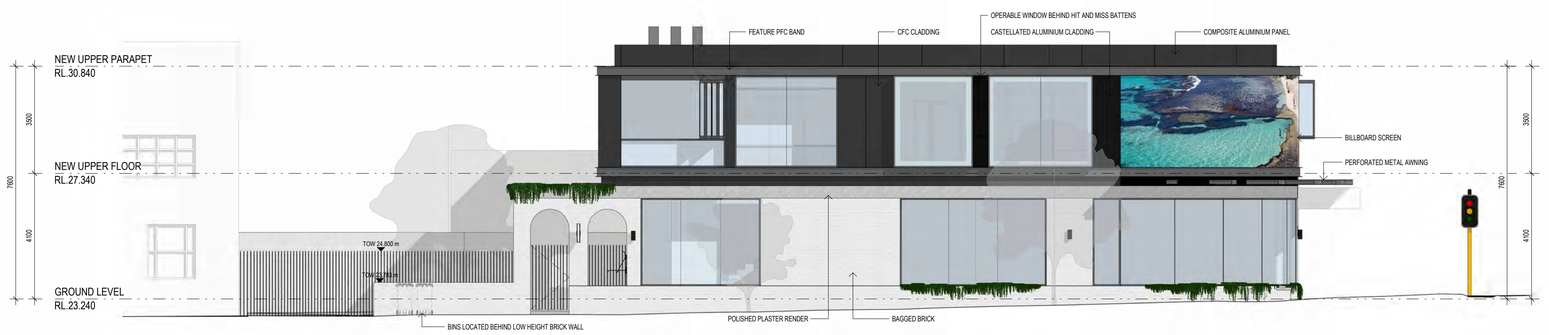
SCALE @ A1

NORTH

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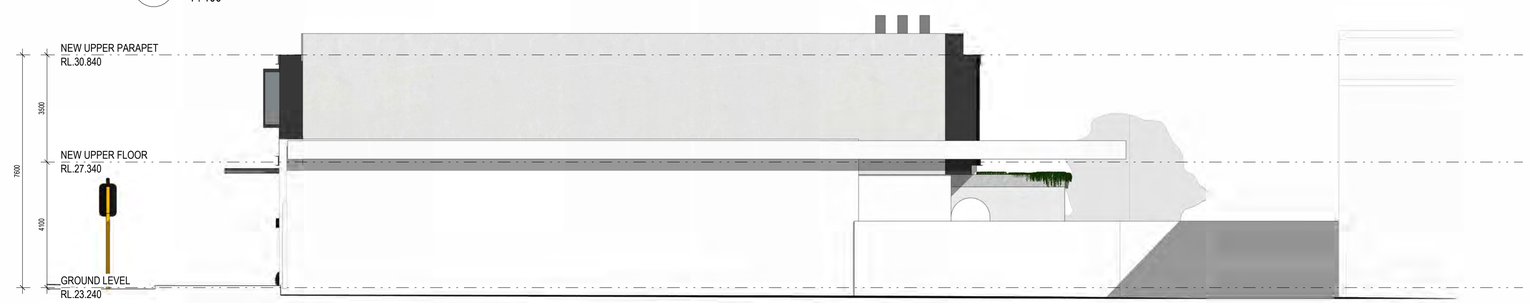




1 EAST ELEVATION
1 : 100



2 NORTH ELEVATION
1 : 100



3 WEST ELEVATION
1 : 100



4 SOUTH ELEVATION
1 : 100

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DRAWING
ELEVATIONS

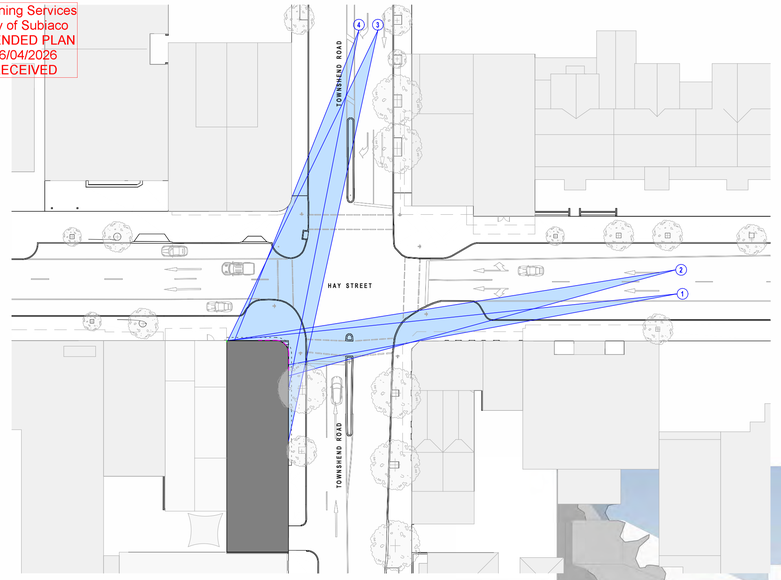
STATUS
PRELIMINARY DRAWINGS

PROJECT NUMBER	2533
DRAWING NO.	**A_105**
REV.	SK011
DRAWN	MJ

SCALE @ A1 1 : 100
Scale Bar 1 : 100
0 1 2 5m
NORTH

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STREET VIEW KEY PLAN
1 : 500



1 HAY ST - LOOKING EAST - LH LANE



2 HAY ST - LOOKING EAST - RH LANE



3 TOWNS. RD - LOOKING SOUTH - LH LANE



4 TOWNS. RD - LOOKING SOUTH - RH LANE

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DRAWING
STREET VIEWS

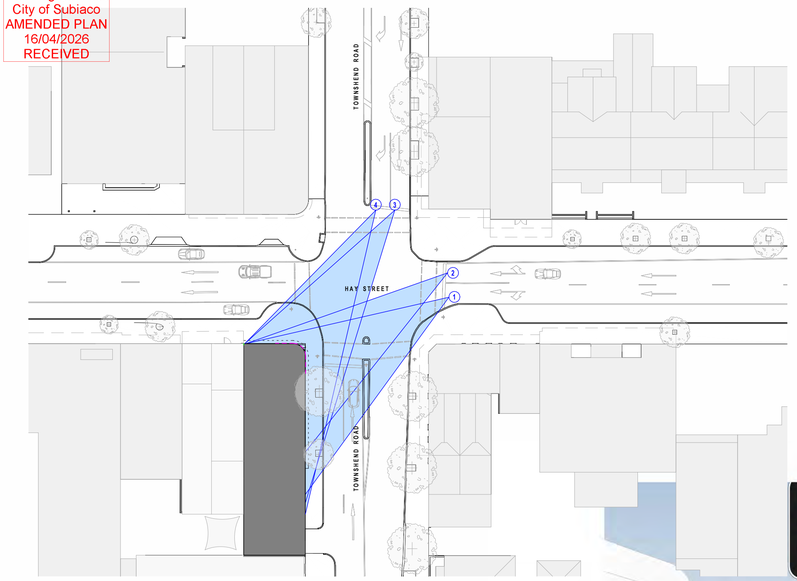
STATUS
PRELIMINARY DRAWINGS

PROJECT NUMBER	2533
DRAWING NO.	A_106
REV.	SK011
DRAWN	MJ

SCALE @ A1 1 : 500
Scale Bar 1 : 100
0 1 2 5m
NORTH

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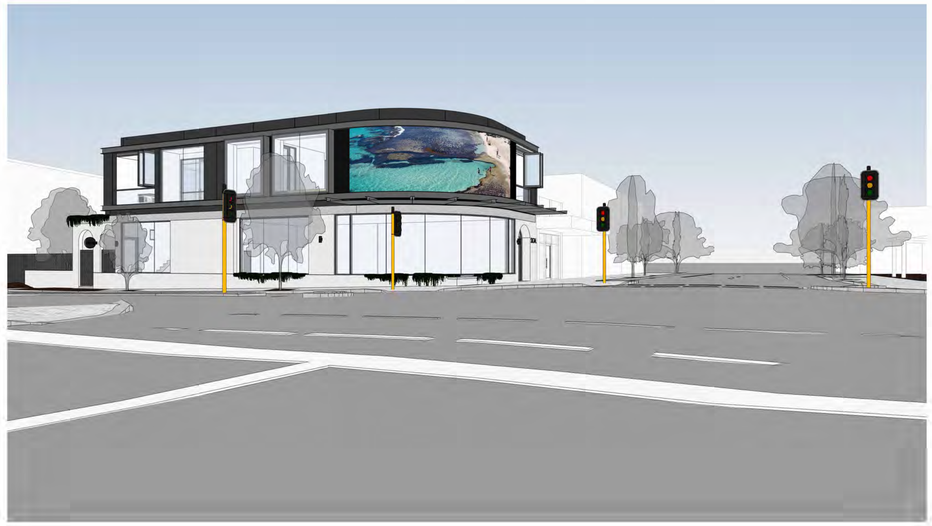
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INTERSECTION VIEW KEY PLAN
1 : 500



1 HAY ST - LOOKING EAST - LH LANE



2 HAY ST - LOOKING EAST - RH LANE



3 TOWNS. RD - LOOKING SOUTH - LH LANE



4 TOWNS. RD - LOOKING SOUTH - RH LANE

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ADDRESS
LOT 26 (No. 315) HAY STREET, SUBIACO

DRAWING
INTERSECTION VIEWS

STATUS
PRELIMINARY DRAWINGS

PROJECT NUMBER	2533
DRAWING NO.	A_107
REV.	SK011
DRAWN	MJ

SCALE @ A1 1 : 500
Scale Bar 1 : 100
0 1 2 5m
NORTH

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Appendix B – Vehicle Swept Paths

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VERDIAN
SUSTAINABILITY

315 Hay Street, Subiaco WA

Development Application - ESD Report

REVISION:	01
PREPARED FOR:	PINNACLE PLANNING
DATE:	9/02/2026
REFERENCE:	VG26002

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Revision Table

Revision	Description	Author	Date Issued
01	Issued for DA Submission	LT	9/02/2026

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VERDIAN
SUSTAINABILITY

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1 Background

This report has been prepared to outline the Environmentally Sustainable Design (ESD) and sustainability measures considered for the proposed development located at 315 Hay Street, Subiaco in Western Australia (NCC Climate Zone 5). The project comprises a two-storey commercial development with a ground floor showroom and upper floor offices.

The subject site is shown in Figure 1 below and located within the jurisdiction of the City of Subiaco. This site is zoned Centre (R-AC0) and coded Town Centre Type A under the current Subiaco Activity Centre Plan.



FIGURE 1: DEVELOPMENT SITE LOCATION

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2 Objectives

2.1 Planning Policies

The proposed development will be designed in alignment with the following planning policies:

(a) WA State Planning Policy 7.0 Design of the Built Environment (SPP 7.0); and

(b) City of Subiaco Local Planning Policy 2.2 Non-residential development on land zoned Centre, Local Centre and Mixed Use (LPP 2.2).

2.2 Purpose & Principals

The purpose of this report is to outline the sustainability initiatives and targets adopted by the project and address the development's response to the following principals:

(a) Design Principal 5 – Sustainability of SPP 7.0: "Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes".

(b) Development Principal 3 – Sustainability of LPP 2.2: "Development incorporates environmentally sustainable design and sustainability measures".

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3 ESD Initiatives

The design team will implement a holistic sustainability strategy for the development including the following key initiatives and targets:

Theme	Initiative	Target
Health	Light Quality	LED lighting within the building to meet minimum comfort requirements.
	Clean Air	Minimum 50% improvement on Australian Standard outdoor air rates. All new and existing ductwork sealed and clean prior to occupation.
	Exposure to Toxins	Paints, adhesives, sealants and carpets are low in toxins or non-toxic. Engineered wood products are low in toxins or non-toxic. Occupants are not exposed to banned or highly toxic materials in the building.
Energy	Electrification	All building services to be fully electric.
	Energy Efficiency	10% improvement on NCC minimum energy efficiency requirements.
	On-site Renewable Energy	Minimum 10kW solar PV system (subject to available roof area).
Water	Fixture Efficiency	Fixtures and fittings to meet minimum WELS rating requirements.
	Waterwise Landscaping	Landscaping utilising drought-tolerance and water-wise plants. Drip-irrigation systems to be utilised.
Waste	Waste Management	Operational waste management plan to be developed addressing best practice waste management.
	Diversion from Landfill	Target 80% of construction and demolition waste diverted from landfill.
Heat Resilience	Heat Island Reduction	At least 75% of site area comprises strategies that reduce heat island effect.
Transport	Electric Vehicle Charging	Dual outlet EV charger installed in carpark area.
	Bicycle Parking & Changing Facilities	4 bicycle parking bays to be installed. Lockers and shower to support uptake of active modes of transport.

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3.1 Health

3.1.1 Light Quality

High quality lighting improves occupant comfort, concentration and reduces eye strain and fatigue. Artificial lighting used in the office and showroom areas shall meet the following lighting comfort requirements:

(a) Minimum Colour Rendering Index of 85;

(b) MacAdam Ellipses or a Standard Deviation Colour Matching of 3 or lower;

(c) All lighting to be flicker-free; and

(d) Uniformity of no less than that specified in Table 3.2 of AS/NZS 1680.1:2006, with a maintenance factor method defined in AS/NZS 1680.4.

3.1.2 Clean Air

To promote healthy indoor air quality, the development will include the following initiatives relating to the design and installation of base building HVAC systems:

(a) Minimum 50% improvement of outdoor air required by AS 1668.2 to each space in the regularly occupied areas;

(b) New ductwork to be kept sealed prior to installation to prevent ingress of contaminants; and

(c) All ductwork to be adequately clean prior to occupation.

3.1.3 Exposure to Toxins

The development will include responsible selection of materials to ensure building occupants are not directly exposed to harmful toxins. These measures aim to limit occupant exposure to health risks, such as volatile organic compounds, formaldehydes and other banned or highly toxic materials.

Paints, Adhesives, Sealants and Carpets

95% of all paints, adhesives and sealants (by volume) and carpets (by area) shall be low in toxins or non-toxic. The project will target this through any of the following methods:

(a) No paints, adhesives, sealants or carpets are installed.

(b) The paints, adhesives, sealants or carpets product(s) are certified under a recognised product certification scheme at the time of purchase.

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(c) The paint, adhesive and/or sealant product(s) have a Total Volatile Organic Compounds (TVOC) content less than the following limits:

Product Category	Maximum TVOC Content (g/L)
General purpose adhesives and sealants	50
Interior wall and ceiling paint, all sheen levels	16
Trim, varnishes, and wood stains	75
Primers, sealers, and prep coats	65
One and two pack performance coatings for floors	140
Acoustic sealants, architectural sealant, waterproofing membranes and sealant, fire retardant sealants and adhesives	250
Structural glazing adhesive, wood flooring and laminate adhesives and sealants	100

(d) The carpet product(s) have a Total Volatile Organic Compounds (TVOC) content less than the following limits:

Compliance Option	Test Protocol	TVOC Content (g/L)
ASTM D5116	ASTM D5116 – TVOC Limit	0.5mg/m^2/hr
	ASTM D5116 – 4-PC (4-Phenylcyclohexene)	0.05mg/m^2/hr
ISO 16000 / EN 13419	ISO 16000 / EN 13419 – TVOC at three days	0.5mg/m^2/hr
ISO 10580 / ISO/TC 219 (Document N238)	ISO 10580 / ISO/TC 219 (Document N238) – TVOC at 24 hours	0.5mg/m^2/hr

Engineered Wood Products

95% of all engineered wood products (by area) shall be low in toxins or non-toxic. The project will target this through any of the following methods:

(a) No engineered wood products are installed.

(b) The product(s) are certified under a recognised product certification scheme at the time of purchase.

(c) The product(s) are tested and the formaldehyde emissions are less than the following limits:

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Test Protocol	Formaldehyde Emissions Limit
AS/NZS 2269, testing procedure AS/NZS 2098.11 method 10 for Plywood	≤1mg/L
AS/NZS 1859.1 - Particle Board, with use of testing procedure AS/NZS 4266.16 method 16	≤1.5mg/L
AS/NZS 1859.2 - MDF, with use of testing procedure AS/NZS 4266.16 method 16	≤1mg/L
AS/NZS 4357.4 - Laminated Veneer Lumber (LVL)	≤1mg/L
Japanese Agricultural Standard MAFF Notification No.701 Appendix Clause 3 (11) - LVL	≤1mg/L
JIS A 5908 - Particle Board and Plywood, with use of testing procedure JIS A 1460	≤1mg/L
JIS A 5905 - MDF, with use of testing procedure JIS A 1460	≤1mg/L
JIS A1901 (not applicable to Plywood, applicable to high pressure laminates and compact laminates)	≤0.1mg/m^2/hr
ASTM D5116 (applicable to high pressure laminates and compact laminates)	≤0.1mg/m^2/hr
ISO 16000 part 9, 10 and 11 (also known as EN 13419), applicable to high pressure laminates and compact laminates	≤0.1mg/m^2/hr (at 3 days)
ASTM D6007 (Refer Note below)	≤0.12mg/m^3
ASTM E1333 (Refer Note below)	≤0.12mg/m^3
EN 717-1 (also known as DIN EN 717-1)	≤0.12mg/m^3
EN 717-2 (also known as DIN EN 717-2)	≤3.5mg/m^2/hr

Note: Products that use ASTM D6007 and ASTM E1333 are required to convert the final results into an EN717-1 equivalent (i.e. in mg/m^3) using a correlation ratio of 0.98.

Banned or Highly Toxic Materials

The project shall carry out a comprehensive hazardous materials survey on any existing buildings or structures to ensure occupants are not exposed to banned or highly toxic materials such as asbestos, lead or polychlorinated biphenyls (PCBs).

3.2 Energy

3.2.1 Building Electrification

Electrification is a key strategy for reducing ongoing carbon emissions as the electricity grid decarbonises and on-site renewable energy is generated. The development will be

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designed to support full building electrification, including efficient all-electric building services systems such as air-conditioning and hot water systems. No cooking facilities are planned for the development.

3.2.2 Energy Efficiency

The development will target a minimum 10% improvement on NCC minimum energy efficiency requirements including energy efficiency measures as follows:

(a) Integration of passive solar design principles in the building's design;

(b) High performance building façade including double glazing throughout;

(c) Permanent eaves to reduce heat gains on the north and east façades;

(d) High efficiency building services including efficient reverse cycle air-conditioning and LED lighting throughout.

(e) Automated lighting control systems such as occupancy sensors and/or timers.

3.2.3 On-site Renewable Energy

The development will maximise the generation of onsite renewable energy through the installation of a minimum 10kW solar photovoltaic system on the roof. An area allowance of approximately 77 m^2 set back from the roof edge has been included in the design to accommodate these panels. During the detailed design phase, opportunities to maximise the system size with additional capacity will be investigated subject to available space.

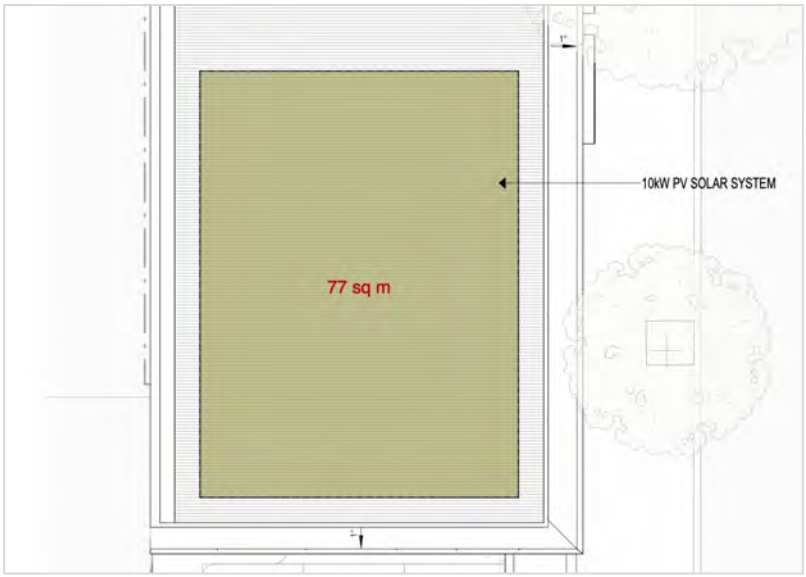


FIGURE 2: ROOFTOP AREA ALLOWANCE FOR SOLAR PV PANELS

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3.3 Water

3.3.1 Fixtures & Fittings

Water use throughout the development will be reduced through the use of fixtures meeting the following WELS rating benchmarks:

(a) Taps (hand wash basins) – Minimum WELS 5 Star.

(b) Toilets – Minimum WELS 4 Star Dual Flush.

(c) Urinals – Minimum WELS 5 Star.

(d) Showers – Minimum WELS 3 Star (≤9L/min).

3.3.2 Landscaping & Stormwater Management

The development will reduce its water use for landscaping and impact on local water systems through the following design measures:

(a) Incorporation of drought-tolerant, waterwise native plant species;

(b) Use of efficient and automated drip irrigation systems;

(c) Mulching to improve water retention;

(d) Integration of water sensitive urban design best practices in stormwater management including on-site infiltration; and

(e) Appropriate management of stormwater runoff and local flooding risks.

3.4 Heat Resilience

3.4.1 Heat Island Reduction

The external reflectance of building elements, landscaping and hardscaping elements can have significant impact on the local microclimate, specifically temperature. This development will target at least 75% of the site area (excluding PV panel area) comprising strategies that reduce heat island effect including:

(a) Light-coloured roofing materials with a three-year SRI of minimum 64 (e.g. Colourbond Surfmist Classic Finish);

(b) Light-coloured pavers with a three-year SRI of minimum 34 or initial SRI of minimum 39; and

(c) Planted areas and overhanging vegetation.

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FIGURE 3: HEAT ISLAND REDUCTION STRATEGIES

3.5 Waste

3.5.1 Waste Management

The development will implement responsible waste management through the development of an operational waste management plan. The plan shall be developed by a waste management professional and include the following considerations:

(a) Separation and collection of waste streams;

(b) Dedicated waste storage areas; and

(c) Safe and efficient access for storage and collection.

3.5.2 Recycling & Resource Use

The development will minimise disposal of waste to landfill during construction and demolition by recycling materials and identifying reuse opportunities. Measures include:

(a) Consideration for retaining, recycling or reusing materials from demolition activities such as existing brickwork, floor linings, and the like.

(b) Target of 80% of construction and demolition waste diverted from landfill.

3.6 Transport

3.6.1 Electric Vehicle Charging

The development will incorporate a dual outlet electric vehicle charger in the carpark to reduce retrofit costs and enable occupants to transition toward low-emission transport.

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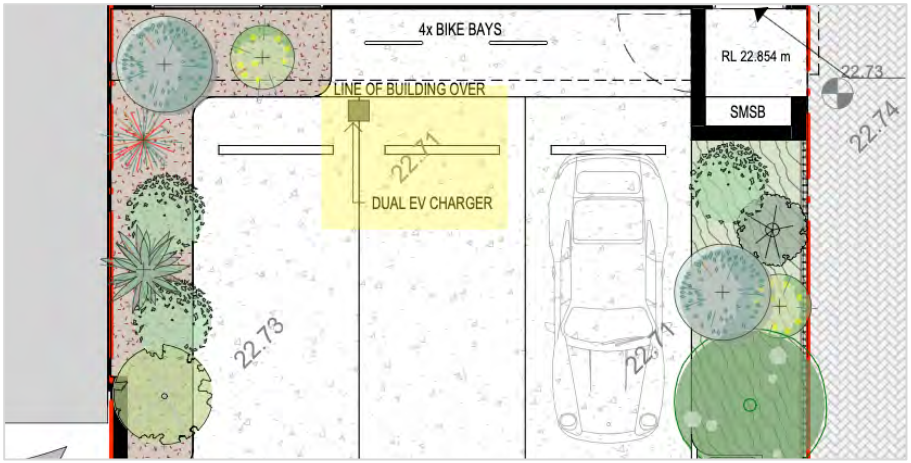


FIGURE 4: ELECTRIC VEHICLE CHARGER LOCATION

3.6.2 Bicycle Parking & EOT Facilities

The development will promote active transport such as cycling through the provision of 4 bicycle parking bays, locker facilities and an accessible shower.

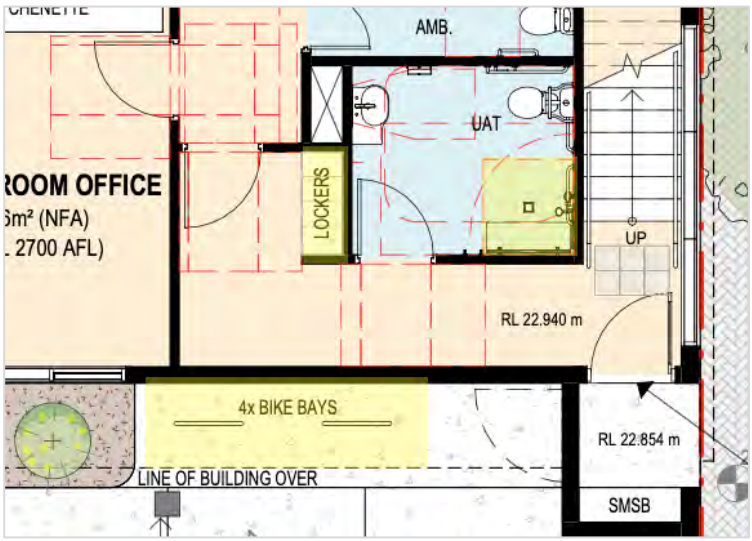


FIGURE 5: BIKE PARKING AND EOT FACILITIES

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1.0 Introduction

This waste management plan (WMP) assists and supports a commercial development, located at 315 Hay Street, Subiaco. This development is for an additional floor to the existing building to be used for offices, with showrooms on the ground floor. This proposal includes façade, building and landscape upgrades and a digital format sign that will be integrated into the building's façade on the corner of the additional storey, facing the Hay Street/Townshend Street intersection.

The WMP has been formed through engagement and coordination with the project team and review of the plans around suitable waste storage, collection, and provision of waste facilities and infrastructure.

This WMP looks to ensure that a commercial waste management agreement is established for this site, which provides a sufficient level of service and allows for flexibility in response to future demand.

The WMP is based on the WALGA Better Practice Guidelines for Commercial and Industrial Waste Management, ensuring the use of appropriate waste generation calculation rates. This will ensure that the waste storage capacity available onsite is sufficient to meet occupant demand and protect the amenity of the development and the surrounding area.

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2.0 SUMMARY OF DEVELOPMENT

The proposal is for a commercial development, adding an additional storey to the existing building that will feature upgrades to the façade, building and landscaping. The development is proposed to have a total floor area of 384m^2, alongside ancillary third-party signage, based on the plans provided.

2.1 Location of Development

The development is located on Hay Street, Subiaco, within the municipality of the City of Subiaco.

The development is located within the Subiaco Town Centre and is surrounded by similar commercial uses.

2.2 Number of Floors

This proposal is for an additional floor to the existing building to be used for two (2) office tenancies, with the existing ground floor proposed to be used as a showroom with an active frontage at street level.

2.3 Number of Dwelling Units by Size

The proposal does not contain any residential units as it is purely of a commercial nature.

2.4 Size of Each Commercial Unit

The showroom on the ground floor will be 165m^2 in size. The office tenancies on the proposed additional second floor are proposed to be 99m^2 and 83m^2 in size.

2.5 Details of the Intended Use of the Development

The development is intended to be used for 2 office tenancies on the upper floor, and a showroom use on the existing ground floor.

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3.0 WASTE GENERATION RATES

The WALGA Guidelines for Waste Management have been utilised for the purpose of deriving waste generation rates for the proposal.

As this proposal concerns only commercial waste generation rates, the rates applied are solely for commercial projects.

3.1 Waste Calculation Rates

The following table outlines the developments gross waste generation rates for retail showrooms and for offices. The showrooms floorspace has been rounded up to 200m^2 for simplicity of calculation. Similarly, the total office's floor area has been rounded up to 200m^2 for simplicity of calculation.

Commercial Waste Rate	Refuse (L/week)	Recycling (L/week)
Showroom	280L per 100m^2 floor space	70L per 100m^2 floor space
Office	70L per 100m^2 floor space/day	70L per 100m^2 floor space
Gross waste generation/week	680L per week	280L

3.1.1 Refuse

The proposal has a generation of 680 litres of general refuse per week, consisting of 540L per week from showroom areas, and 140L from office areas.

3.1.2 Recycling

The proposal has a generation of 280 litres of recyclable waste per week, consisting of 140L per week from showroom areas, and 140L from office areas.

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4.0 BIN STORAGE AREA

The proposal's plans indicate that the bin storage area is to be located adjacent to the communal car park at the rear of the site and is to be screened by brick walls from view of the building and pedestrians and road users along Townshend Road. This location allows for open air ventilation to occur and for efficient movement of bins at their allocated collection time.

This is further supported through the use of 360L bins which provide a high degree of manoeuvrability and are capable of being concealed by the proposed structures. As collection is proposed to occur via a private waste contractor on a weekly basis.

4.1 Waste Disposal

Showroom and office staff attending the site will be required to present waste to the bin storage location and separate waste into the bin receptacles for the appropriate stream of waste.

4.2 Bin Storage Area Size

Commercial Waste Rate	Refuse (L/week)	Recycling (L/week)
Showroom	280L per 100m^2 floor space	70L per 100m^2 floor space
Office	70L per 100m^2 floor space	70L per 100m^2 floor space
Gross waste generation/day	680L	280L
Bin storage area requirement	2 x 360L bins	1 x 360L bins

The central bin storage area is capable of catering for 3x360L bins, including two (2) general waste bin, and one (1) recycling bin.

4.3 Bin Storage Area Layout

The bin storage area is proposed to be located at the rear of the site, adjacent to the car parking area. The storage area is to be screened by a brick wall to prevent any impacts on the surrounding amenity. The storage is located next to the entry point for the car park allowing for efficient transport of bins to the Townshend Road verge for the designated off-peak collection via a private waste contractor.

4.4 Alternative Waste

Any alternative waste such as bulk, hazardous or hard waste is to be coordinated for separate collection and removal through the occupants coordinating with the private contractor for removal services as appropriate.

4.5 Wash-Down Facilities

The bin storage area is to contain a tap and suitable drainage to facilitate the wash-down of bins onsite following their collection. Final detailing is to occur at the building permit stage of the project.

4.6 Ventilation

As the bin storage area is to be located outside and is not entirely enclosed, it will receive sufficient natural ventilation.

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4.7 Vermin Protection

The bin store is to be treated with vermin proof solutions, with final detailing to occur at the building permit stage of the project.

4.8 Noise Reduction

As the bin store does not include any mechanical infrastructure such as compactors, the noise stemming from the bin storage area is limited to the opening and closing of bins which provide minimal acoustic impacts.

4.9 Stormwater Ingress Prevention and Drainage

All stormwater is to be collected and treated onsite. Stormwater protection and drainage details for the bin storage area are to be finalised at the building permit stage of the project.

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5.0 COLLECTION METHOD AND FREQUENCY

5.1 Collection Vehicle to be Utilised

The proposal is to be serviced via private collection. Accordingly, the private contractor will assess the requirements as to the appropriate vehicle for collection.

5.2 Movement of Collection Vehicles/Swept Path Analysis

Waste is proposed to be collected by the private contractor on the verge on Townshend Road during off-peak periods. As collection is not proposed to occur on-site the proposal does not require a swept path analysis.

5.3 Collection Location

Collection of bins will occur on the verge of Townshend Road during designated off-peak periods.

5.4 Transfer of Waste to the Collection Vehicle

Bins will be presented on the verge by staff as designated by on-site management in coordination with the private waste contractor prior to the designated off-peak collection. This will ensure that bins are efficiently collected and minimise the length of the collection and any associated traffic risks.

5.5 Frequency of Collection

The provision of waste receptacles for the developments has been based on weekly private collection.

As collection is via a private contractor, the frequency of collection can be adjusted to reflect changes to the ongoing needs of the site, should changes be deemed necessary.

5.6 Chutes

The proposal only caters to at grade waste disposal and does not require or include any provisions of a bin chute.

5.7 Compactor

The proposal adequately caters to the waste generation rates through the quantity and capacity of bins designated in this report. Accordingly, there is no requirement for a compacter in the development, and the avoidance of such infrastructure reduces the potential acoustic impacts for the site's occupants and neighbouring land uses.

5.8 Bin Lifter

As the development is serviced by individual bins, there is no need or requirement to provide bin lifters. Occupants and private contractors will not be required to transfer waste from smaller bins to larger receptacles, given the waste approach for the development does not propose any such double-handling methods.

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6.0 WASTE PROVIDER

The proposal has been designed to cater for the provision of private contractor-based waste collection services in accordance with the WALGA Guidelines.

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7.0 EDUCATION

The education of showroom and office staff by the responsible onsite manager will be required, to confirm the obligations of staff with respect to waste management presentation to the central bin store.

The bins are to remain within the bin storage area at all times outside of their coordinated off-peak verge collection. This ensures that bins are kept free of vehicle and pedestrian access routes to avoid impediment to the movement of vehicles and pedestrians accessing the site.

Staff of the office and showroom tenancies are to be appraised of these requirements through site management and are encouraged to report any infractions on this requirement not being adhered to. This will work to ensure optimal waste storage on the site, and to comply with the future development approval for the project, alongside general requirements.

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8.0 ONGOING MANAGEMENT

In accordance with the proposed plans of the development, the ongoing coordination and management of the developments waste management approach will be the responsibility of the occupants designated managers to coordinate and for the staff at the site to implements and execute, with respect to the appropriate use of the central bin store.

Management of all tenancies will therefore be tasked with maintaining the requirements of staff to appropriately dispose of waste, and exercise appropriate waste separation practices, when presenting waste to the bin storage area, at all times.

Similarly, staff are also required to attend to the good and regular functioning of waste services at the property, including:

- Regular checking of the bin store area;
- Regular and consistent use of the correct bin streams;
- Reporting of any issues to warehouse management;
- Ensuring bins are always kept to the approved bin storage location; and
- Coordination of other incidental waste collection, such as bulk or hazardous waste.

Incidental waste collection such as bulk or hard waste or building materials waste is to be coordinated between the centre management and waste service contractors when necessary.

From:	Ben Carter
To:	Emily Robertson
Cc:	Anthony Denholm; Dion Hinge
Subject:	CM: 315 Hay Street, Subiaco - RFI Resubmission
Date:	Wednesday, 24 June 2026 2:44:39 PM
Attachments:	image001.jpg image002.png

Hi Emily

We refer to your request for further information (RFI) dated 28 May 2026.

In this regard, please below link to the following documentation:

- Updated Architectural Plan Set;
- Waste Management Plan ; and
- MRS Form 1 (blank unsigned as requested).

RFI Resub

Plan Updates

We note the following plan updates:

- Provision of updated demolition plan;
- Removal of protruding window seats;
- Inclusion of soak wells to car parking area;
- Provision of further bike racks to parking area; and
- Provision of third bin as per WMP.

Local Planning Policy 5.1 – Car Parking and Transport (LPP 5.1)

With respect to the various land use queries proposed, the Application proposes a ground floor bulky goods (furniture) showroom, and an upstairs office. The proposal is proceeding as a build to lease development, whereby, once construction is close to completion, the use will be marketed for lease.

Accordingly, there is no available information on staff and patrons, and hours of operation at this time.

Noting a single car parking bay shortfall, the development has not featured further commercial floorspace, so as not to exacerbate the shortfall, and has added 4 further bicycle racks for secure storage in the parking area.

The site is serviced by high frequency bus and rail infrastructure, along with on street parking, and is considered to suitably respond to the needs of staff and patrons.

Local Planning Policy 5.2 - Bicycle Parking Facilities (LPP 5.2)

The proposal, as amended includes:

- Shared ground floor end of trip facilities, including:
  - UAT Shower;
  - Lockers;
  - 4 sheltered steady rack flush mount bike racks.

The proposal includes three tenancies and is anticipated to be a low intensity development, with modest staff numbers. A single end of trip facility, with a shower and change room, lockers, and covered, secure bike racks is considered to adequately cater to the needs of a low scale development, noting of course staff and patrons may drive, park on site, on street, utilise bus or rail options.

Local Planning Policy 8.2 – Advertising (Signs) (LPP 8.2)

Please refer to the Planning Report submitted with the Development Application, which addresses this matter.

Subiaco Activity Centre Plan

The proposal, as presented, incorporates a number of shade trees to the parking area, thus satisfying this requirement.

With respect to streetscape engagement, the City has advised they wish to have plans demonstrating promotion of streetscape surveillance, including windows, doors and balconies.

The plans, as presented, include introducing glazing to the ground floor where there currently is very limited glazing, replacing masonry elements with open, engaging windows to both street frontages.

At the new upper level, the façade incorporated windows, and balconies, not only for surveillance and engagement, but also for cross flow ventilation and sustainability purposes.

To assist with the City's understanding of the benefits of the design, we have undertaken façade calculations, including a before and after calculation of the open/engaged/surveilling percentage of the various facades of the building, relative to close/solid/non surveilling facades.

The existing building currently includes 17% of the Hay Street façade, and 7% of the Townshend Road façade treated with openings or glazing. The proposed design substantially increases this amount, with a range of fixed and operable windows, openings, and balconies, to a result of 40% to Hay Street, and 43% to Townshend Road.

Metropolitan Region Scheme

We note the provision of a blank unsigned MRS form 1 as requested.

Noting the application has been forwarded to DPLH for their consideration under the MRS, all further justification and commentary with respect to this component of the Application will be forwarded to DPLH for their consideration.

Engineering

The proposal is provided with the correct level of traffic report by a suitably qualified engineer, confirming acceptability and safety of the signage component, and note MRWA haver recommended approval on this basis. Notwithstanding the MRS component, and signage considerations will now be addressed by DPLH, we would encourage the City to share the MRWA comments internally, and ensure consistency with the MRWA comment where relevant.

Drainage information is included within the updated plan set, and can be further conditioned prior to the submission of a Building Permit.

The rear parking area includes a septate pedestrian and vehicle access point, as per the plan set.

Waste

We confirm the provision of a waste management plan, which details the site can adequately cater to waste storage, and collection.

Economic Development

Signage information is as per the Planning Report, and further reporting by DPLH.

Strategic Planning

There is no change to the parking requirements, as noted above, the proposal will be leased closer to completion. If any changes of use are required, those will be addressed by tenants, in the normal manner, as with any other commercial building.

It is unclear what the City is seeking to assert with respect to digital signage not being appropriate for a town centre environment, particularly given it is established through a number of examples in Western Australia that digital signage is a valid component of town centres, and urban areas.

That aside, in this instance, the ground floor pedestrian experience of the development proposal is treated with open glazing, landscaping, a park bench, and entrances to both ground and upper floor tenancies. At the upper level, the digital signage is integrated into the façade of the building, and balanced by open glazing, and balconies.

The ground floor experience for pedestrians is significantly enhanced through the proposed design, when compared to the existing building, and note the current building has been vacant for over 7 years.

Public Art

The proposed development will either deliver art through the feature awning, as presented to the Design Review Panel, provide a mural to Townshend Road, or provide a cash in lieu contribution.

The proposed inclusion of a digital sign does not in any way prevent the ability to deliver art on this site, or other sites.

The additional information above and attached

Regards

Ben Carter
Director

9/473 Beach Road, Duncraig
Western Australia 6023

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ben.carter@pinnacleplanning.com.au
pinnacleplanning.com.au

signature_1406655235

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ATTACHMENT 8 – 315 HAY STREET SUBIACO WA 6008 – DA 7.2026.29.1 - DAP/26/03079

SCHEDULE OF SUBMISSIONS

Summary of Submissions	
Summary	**Formal advertising**
Supports	4
Objects	8
Comment only	0
Total	12

Support

No.	Date Received	Submission	City Response
1	27/04/2026	I support the proposal	Noted.
2	27/04/2026	Please ensure that residents are invited to participate in functions at the property	This is outside of the realm of a planning consideration.
3	28/04/2026	I like that it has incorporated some historical brickwork features, and its design will match some of the buildings on the other side of Hay Street. It will be nicer than the building that is currently there.	Noted. Noted.
4	29/04/2026	I believe the proposed development looks amazing, functional and sustainable.	Noted.

Object

No.	Date Received	Submission	City Response
5	28/04/2026	We don't need any more office spaces or showrooms is Subiaco there are so many empty showrooms and offices now. Please use the space for a cafe or restaurant rather than for another business that will probably be closed on the weekend and won't help Subiaco become more lively.	The proposed land uses will be consistent with other commercial land uses within the surrounding area. Accordingly, it is considered the proposed land uses are suitable for the location and will be able to assimilate into the development context.
6	29/04/2026	As a long-term resident and professional in the area for over 25 years, I wish to lodge an objection to the proposed development at this site. My concern relates specifically to the inclusion of a large, curved digital advertising screen, which I believe does not align with or enhance the established character of the locality. Additionally, the proposed signage may pose a distraction to drivers at an already busy intersection, potentially increasing the risk of traffic incidents. I note that I have no objection to the proposed building's use or architectural design; my concerns are limited to the inclusion of the digital advertising element.	The DPLH is the responsible authority for assessing the proposed third-party digital signage within the ORR reserve.
7	01/05/2026	This building violates every part of the current planning scheme for this area. The Townsend/Hay intersection is intended is a future "hub" type amenity, but this proposed building adds nothing value for the local community and doesn't even maximise density allowances for the site. As an important gateway to the Subiaco East redevelopment, I am saddened that this building has even been conceived, let alone proposed.	The DPLH is the responsible authority for assessing the proposed third-party digital signage within the ORR reserve. With the exception of the digital sign, the proposed building design is considered to meet the design principles under SPP 7.0 and was generally supported by the City's DRP.

		The oversized digital display, which I presume will display dynamic commercial advertising (not a beach), does not fit with Subiaco's independent, community ethos. The building's boxy and featureless design, coupled with the strange proportions of the curved front corner, is an insult to buildings in the local area, and indeed, any notion of aesthetic sensibility. I have a love affair with contemporary architecture and am a key organiser of the local YIMBY group which advocates for infill and development in Subiaco; but this proposal is just offensive. If the owner is trying to contain costs (which, based on the quality of this proposal, they are) there are many fantastic examples of sensitive restoration of equivalent buildings in the area (E.g. District, GlobeWest, and Natalie Rolt retailers), which would be a lot cheaper and less environmentally damaging. The City should also not endorse this from a public health point of view, exposure to LED lighting and forced consumption of digital content on yet another screen is the last thing the world or anyone in this community needs. We're hoping for more of the good things that the Subiaco East development has already delivered. We want Subi East to have its own special vibe, not a junky encroachment of the worst parts of West Perth. Please do not allow this development to proceed. I'd appreciate a phone call to discuss further, if possible.	
8	11/05/2026	The installation of a digital third party advertising sign would significantly impact the visual amenity and character of the area. The close proximity of the site to the heritage listed areas of Subiaco would mean a digital sign would detract from the area and be an unsightly eyesore. Similar signage installed on Canning Highway in Como has been a blight and the council should not support such a proposal in the city.	The DPLH is the responsible authority for assessing the proposed third-party digital signage within the ORR reserve.
9	18/05/2026	I object to the proposal to erect a digital sign on the building on safety and amenity grounds. The building is at a busy intersection at the corner of Townshend Road and Hay Street. Drivers in vehicles heading south on Townshend Road and west along Hay Street could be easily distracted by digital images, particularly as they wait at the traffic lights. Hay Street and Townshend Road are busy thoroughfares heading west from central Perth and south from Salvado Road. This is likely to get even busier with proposed new apartment developments nearby. Pedestrians walking along Hay Street or from Townshend Road into Hay Street (particularly from nearby residences) could be put at risk by drivers being distracted by the digital sign. I also object to the digital sign on amenity grounds. Allowing it would set a precedent. Although in theory development applications are dealt with on their merits, the risk is, once one sign is allowed, others will argue theirs is no worse and should be allowed also. Digital signage will adversely affect the amenity of the area. It is not in keeping with the surrounding buildings and streetscape.	The DPLH is the responsible authority for assessing the proposed third-party digital signage within the ORR reserve.

		The City has embarked on a project for the greening of Hay Street, initially near Townshend Road. A digital sign would look incongruous and destroy the desired natural, greening effect sought by the City.	
10	19/05/2026	I want to start by saying this site has been vacant since 2018 and something should go there. The corner deserves attention and the building needs life. My objection isn't to the redevelopment itself — it's specifically to the digital billboard. Subiaco has worked hard to rebuild its identity as a boutique, pedestrian-friendly precinct. A large rotating digital billboard at this busy intersection is at odds with that. These signs inevitably carry gambling, alcohol and fast food advertising — that's the reality of third-party outdoor advertising in Perth — and there's a primary school nearby. The only content restrictions proposed are self-regulated industry guidelines, which offer little real protection to the surrounding community. The applicant has used the MRS road reservation as a loophole to bypass Subiaco's own signage policies. Those local controls exist for a reason and shouldn't be sidestepped on a technicality. The planning report itself acknowledges there are currently no other digital signs in this locality — that's not a reason to approve one, it's a reason to be cautious. Once approved here, the City will find it very hard to refuse similar applications elsewhere in Subiaco. The long-term precedent this sets across the town centre is arguably the biggest concern of all. Other digital billboard approvals in WA have included conditions requiring a proportion of airtime for community benefit. No such condition appears to have been proposed here, which raises the question of what the broader community actually gains from this. There are also some practical issues with the application. The parking shortfall is significant — half the required bays are missing with no adequate justification. The submitted plans are still marked as preliminary, making it difficult to properly assess what's actually being proposed. Something good should happen at 315 Hay Street. Just not this.	The DPLH is the responsible authority for assessing the proposed third-party digital signage within the ORR reserve. The proposed shortfall of one car parking bay is considered to meet the discretionary criteria under LPP 5.1.
11	19/05/2026	We object to the Digital Signage proposal on the grounds that a Digital Sign will be a distraction for vehicle traffic and hence safety at the intersection. The visual amenity of the area would also be greatly affected by any additional signage in that location and it is not warranted as there are already significant amounts of signage on or about these crossroads, to add more signage is not beneficial to the amenity of the locality and hence the negative impact of further signage. The last thing we want is for Subiaco to become a "Gold Coast" replica with signs everywhere and the suburb being carved up with billboards everywhere.	The DPLH is the responsible authority for assessing the proposed third-party digital signage within the ORR reserve.
12	19/05/2026	I don’t believe the illuminated sign is appropriate or safe. This is kind of sign you expect to see on a highway and it will create the impression that hay street which is a local street is such a highway. I also believe that it will cause driver distraction in an area that is busy with pedestrians and will cause a danger to the community.	The DPLH is the responsible authority for assessing the proposed third-party digital signage within the ORR reserve.

Department Referred	Comments	Planning Officer Response
Building Services	The proposed scope of the building work will require a certified building permit application to be submitted to the City of Subiaco and approved prior to construction work commencing. The proposed change of use and classification will require an application for an occupancy permit to be submitted to the city and approved prior to occupation of the building.	Advice notes recommended.
	A CMP and dilapidation reports are worth conditioning	Not considered necessary based on scale of works.
	Accessible car bays are to be provided in accordance with the requirements of the National Construction Code 2022 (Part D4D6) and the Access to Premise Standard 2010	Advice notes recommended.
Environmental Health	Measures must be taken to ensure any artificial light being emitted by the development, or the land, does not cause a nuisance, and is installed in accordance AS/NZS 4282:2023.	Advice note recommended.
Engineering Services	Comments: **Digital Advertising Display** The proposed digital advertising sign is located adjacent to the existing signalised intersection at Hay Street and Townshend Road. As per Main Roads WA's Policy and Assessment Guidelines for Digital Advertising Signs, the proposed digital sign requires Main Roads WA (MRWA) approval as it is located close proximity to the traffic signal. Both the City and applicant require to refer this application to MRWA for its assessment and	• Application referred to and recommended for approval by Main Roads Western Australia (MRWA). • The Department of Planning, Lands and Heritage (DPLH) is the responsible authority for assessing the proposed third-party digital sign which is within the ORR reserve. • Road Safety Audit (RSA)

	approval. The Engineering Services (ES) has undertaken its own assessment of the proposed sign in accordance with the MRWA Assessment Guidelines, and the findings are as below. ***Crash Risk Category.*** Based on the road network crash risk category, the intersection of Hay Street and Townshend Road falls within the risk category of Level 1 intersection which is considered the intersection is a low complexity driving environment with the posted speed limit of 40km/h on all roads. However, the posted speed limit on Townshend Road is 50km/h. Furthermore, the crash analysis indicates, this intersection has recorded a high number of casualty crashes (2 crashes/year) compared to similar intersection within the network (higher that the networks average). Based on crash risk calculation (Appendix 1, section 3.1.1, table 1 of the guides) with more than one casualty crashes/year, this intersection falls within the crash risk category of Level 2. A digital sign at this risk category intersection is more likely to result in increased crashes. **Interference with Traffic Control Signal (TCS)** A digital advertising sign must not be positioned where it may be too close (in front, besides, above, or behind) a TCS.	condition recommended. • Revised bicycle parking plans provided with justification. • Stormwater condition recommended. • DPLH is the responsible authority for the proposed landscape area at the corner of Hay Street and Townshend Road. Condition recommended in letter to DPLH. • Road widening advice included in the City's comments provided to DPLH.

	The proposed sign is located within 2m and 6m form the TCS which is within the above TCS prohibition zone (TPZ). No appropriate calculation has been undertaken by the traffic consultants. If this digital sign is to be placed within the TPZ, the sign must be placed with the vertical clearance of 7m from the road pavement level. The proposed sign is placed at 4.1m. No animation, flashing, pulsing, or strobing effect shall be supported. The proposed transition time between images or messages should also be within 100 milliseconds. Transitions between messages or images must not include any effects such as fade, zoom or fly-in effects, and no blank screen between messages. **Dwell Time** For digital signs viewed from multiple roads, the dwell time must be calculated for each approach, and the longest dwell time should be applied. The proposal has applied the minimum 10 seconds dwell time based on a road section within 40km/h speed zone. No assessment for Townshend Road with the appropriate sign's horizontal offsets has been undertaken. This intersection falls with the crash risk category of Level 2 and therefore longer dwell times should be applied. Based on ES' calculation it requires longest dwell time of	

	17 seconds. **Luminance and illumination** The traffic report says, the recommended maximum luminance level should be 400-500 cd/m2 during the daytime and 250-350 cd/m2 in nighttime. As per the guides, it requires 6000 cd/m2 during the daytime where the display is located outdoor/under the direct sun. No auto brightness for adjusting the luminance level to ambient lighting has been included. Based on the above assessment, the proposed digital sign may increase the likelihood of high severity crashes occur at this intersection and is not supported by the Engineering Services. If this sign is still considered to be supported by the Council, the applicant is to undertake a formal Road Safety Audit (RSA) by an accredited independent road safety auditor and submitted to the City for further review and consideration. **Proposed vehicle access** While the sight distance requirements for vehicle exiting the property have been undertaken, however no sightline assessment for pedestrian has been undertaken. **Bike parking:** Proposed bike parking doesn't meet the AS 2890.3 spacing and aisles requirements.	

	Drainage: The proposed development has not submitted any drainage proposal to demonstrate that the stormwater runoff from the development catchment is contained within the site. The applicant is to provide a detailed drainage calculation demonstrating that the proposed development is able to contain stormwater within the site and the above ground overflow for 1%AEP are to be maintained within the property boundary. Water Sensitive Urban design principles and water harvesting techniques may be used as part of the overall drainage design to achieve these requirements. No storm water will be permitted to enter the City's drainage network. **Footpath:** The proposed landscape area at the corner of Hay Street and Townshend Road should be reduced/truncated at least 1.5mx1.5m to provide a wider pedestrian access/footpath. Date: 21/04/2025 **Road Widening:** Hay Street two-way conversion project is currently unfunded and is not scheduled to start within the foreseeable future. In addition, the concept plans for this project indicate that the proposed building within the ORR would not prejudice any road widening required for this project. No knowledge on the history of the	

	truncations along the southern side of Hay Street. Date: 6/08/2026	
Waste	Comments: There must be space for all three streams of waste. The actual WMP is not included – ie predicted volumes of waste/no of bins per stream and who is collecting the waste? At this stage: not approved as WMP not sighted.	Waste management plan was requested, provided and subsequently approved by the Waste Department.
Economic Development and Place	Comments: Supportive of the proposed building upgrades and change of land use. However, the digital third-party advertising sign is of concern and not supported in its current state. There is limited clarity regarding the nature or ongoing control of advertising content and not associated with local businesses. Provides limited benefit to local businesses or surrounding tenancies, with the primary outcome appearing to be private advertising revenue rather personal advertising of onsite business. The proposed screen would introduce a visually dominant element along Hay Street, adding visual clutter and detracting from the village character that defines Subiaco and is valued by the community.	DPLH is the responsible authority for assessing the proposed third-party digital sign which is within the ORR reserve.

	Whilst aware that static business signage exists in the area, the scale, brightness and movement of a digital screen represents a materially different level of impact within the town centre streetscape. Approval of a stand-alone digital advertising screen in this prominent location raises concerns regarding precedent, with the potential for incremental commercialisation of the public realm over time with no benefit to the city or public.	
Strategic Planning	The proposed showroom and office development is generally consistent with the mixed-use intent of the Centre zone under City of Subiaco Local Planning Scheme No. 5. However, several key matters require consideration. Further clarification is required regarding the nature of the showroom use to determine whether it is appropriately classified as a bulky goods showroom or shop. This distinction will inform permissibility and parking requirements. The proposed signage presents the most significant issue. Clarification is required as to whether the sign is intended to function as a wall sign or a third party sign under Local Planning Policy 8.2. If the latter, significant concerns arise regarding visual impact, policy consistency, and precedent.	DPLH is the responsible authority for assessing the proposed third-party digital sign which is within the ORR reserve.

	Large-format digital third party signage is generally inconsistent with the objectives of the Subiaco Activity Centre Plan, which emphasises a high-quality pedestrian environment along key streets such as Rokeby Road and Hay Street. Signage of this nature is typically oriented toward vehicular audiences and does not positively contribute to the pedestrian experience. Additionally, given the site's proximity to a signalised intersection of Hay Street and Townshend Road, careful consideration must be given to potential driver distraction and pedestrian safety outcomes. The following changes are recommended: • Clarify between bulky goods showroom and shop use • Remove or significantly reduce the scale and intensity of the proposed digital signage, particularly if it constitutes third party advertising	
Public Art Officer	Future upgrades to Hay Street as a main access route to Subiaco will likely entail public art and other design components. The digital screen as proposed will be visually dominating due to scale and its changing nature. The visual intrusion of a large, luminous moving image negatively impacts the streetscape and its heritage style and village feel.	• Public art condition recommended. • DPLH is the responsible authority for assessing the proposed third-party digital sign which is within the ORR reserve.
Communications	There are potential reputational risks for the City should approval of the digital	DPLH is the responsible authority for assessing the

	screen be granted – particularly given the safety concerns outlined above (which will likely be shared by the community). It is reasonable to anticipate the City would receive criticism from the community and negative coverage in local media, with assertions of pedestrian and drive safety being compromised in favour of development. The opportunity to utilise the screen for City advertising/promotions would be advantageous in theory, but not if there is strong community opposition to its presence. Consideration would also need to be given as to whether other branding on the building may create the impression of a partnership/City ownership if the City were to seek utilisation of the screen.	proposed third-party digital sign which is within the ORR reserve.
Parks	There are no anticipated issues with the two street trees, as the City will actively manage any reduction pruning required at the property line to maintain these verge trees. The City's standard verge tree protection measures will apply to this development.	Noted. Standard tree protection zone conditions recommended.
Heritage	The place has no cultural heritage significance and isn't a heritage protected place.	Noted.

Department of Planning, Lands and Heritage

GOVERNMENT OF WESTERN AUSTRALIA

Your ref: DA 8.2026.11.1
DAP Ref: DAP/26/03079
Our ref: 808/02/12/0003P
File ref: A15516364
Enquiries: Peter Adams (6551 7979)

City of Subiaco
Planning Services
Attention: Anthony Denholm | Manager Planning Services
Via email to: anthonyd@subiaco.wa.gov.au

Dear Anthony,

Lot 26 (315) Hay Street, Subiaco – DAP 26-03079

Further to your referral dated 7 April 2026 regarding the application for a proposed mixed-use commercial development and digital signage, in accordance with the Western Australian Planning Commission's (WAPC) Instrument of Delegation (Del 2025/04 Powers of Local Governments Metropolitan Region Scheme) dated 31 March 2025, the following road planning comments are provided.

Land Requirements

The site abuts Hay Street, which is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS) and Category 2 per WAPC Plan Number SP 694/7. A corner portion of the site is affected by the ORR reservation.

Access

Access is proposed via rear parking leading to an existing crossover to Townshend Road. No vehicle access is proposed to Hay Street. This is in accordance with the Commission's Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to minimise the number of new crossovers onto regional roads.

Transport Impact Statement (TIS)

The above supporting report by Shawmac (February 2026) states that as the previous land use was a restaurant, the net increase in vehicle trip generation is likely to be negligible. The applicant notes a parking shortfall of 3 bays compared to a calculated requirement of 6 bays. The parking provision is considered by the applicant to be adequate based on the availability of non-private car transport options and on-street parking nearby.

Signage

The proposal includes a 3 metre by 9 metre static digital advertising sign affixed to the corner of the first floor of the commercial building. The signage will overlook the signalised intersection of Hay Street and Townshend Road. A detail technical analysis has been provided in the TIS to support the signage. The TIS concludes the following:

- the sign complies with Main Roads WA - *Guidelines to Roadside Advertising*;

- is consistent with Development Control Policy (DC) 5.4 *Advertising for Reserved Land Policy*; and
- is appropriate in the activity centre context of Subiaco.

Recommendations

The Department of Planning, Lands and Heritage provides the following comments:

- The proposal represents a substantial redevelopment to the site where the digital advertising signage and part of the two-storey commercial building encroaches into the ORR reservation. The Department does not support any development of a permanent nature within ORR reserves. As such, the proposed permanent works within the ORR reserved portion of the site are not supported;

- As the digital sign is to be located within close proximity to a signalised intersection, it is recommended that Main Roads WA comments be sought with respect to the signage component of the proposal.

Thank you for your correspondence. Should you have any queries regarding this matter, please contact Peter Adams on 6551 7979 or via email at: roadplanning@dplh.wa.gov.au.

Yours sincerely

Simon Luscombe
Principal Planning Officer
Strategy and Engagement

15 April 2026



MRS Map

Enquiries: Damien Lockyer on (08) 9323 5456
Our Ref: 26/2547 (D26#594175)
Your Ref: DA 7.2026.29.1
DAP Ref: DAP/26/03079

28 May 2026

Chief Executive Officer
City of Subiaco
PO Box 270
SUBIACO WA 6904

Email: city@subiaco.wa.gov.au (via email)

Dear Sir/Madam,

DEVELOPMENT ASSESSMENT PANEL APPLICATION – PROPOSED CHANGE OF USE AND THIRD-PARTY DIGITAL SIGN – LOT 26 (NO.315) HAY STREET, SUBIACO – DA 7.2026.29.1 & DAP/26/03079

In response to correspondence received on 16 April 2026, please be advised Main Roads supports the development proposal and recommends that if development approval is granted, the following conditions be imposed:

Conditions

1. The minimum dwell time for any display content on the digital sign shall be 10 seconds at all times.
2. Any proposed illumination of the digital sign must not exceed 6000cd/m^2 (candela per square metre) during the daytime, 600cd/m^2 during dusk and dawn, and 250cd/m^2 during night-time.
3. The digital sign shall not flash, pulsate or chase during all hours.
4. The digital sign must not contain fluorescent, reflective or retro-reflective colours or materials.
5. Vegetation within the road reserves shall not be removed or trimmed to improve the visibility of the digital sign.

Advice

a. The operation of the proposed digital sign will be subject to a separate approval process. The applicant is advised that a formal application is to be submitted to Main Roads for assessment and approval. For application forms and supporting information about the procedure please refer to *Main Roads' Policy and Assessment Guidelines for Digital Advertising Signs* which can be found on the Main Roads website.

b. Main Roads agreement is to be obtained prior to any future modifications.

Local Government Consideration

a. The Other Regional Road (ORR) reserve boundary under the Metropolitan Region Scheme (MRS), as shown on the development plans, is identified incorrectly and should be amended accordingly.

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

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

Should the City disagree with the above conditions or require further information please do not hesitate to contact Damien Lockyer on (08) 9323 5456 prior to the submission of the City's Responsible Authority Report.

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

Yours sincerely

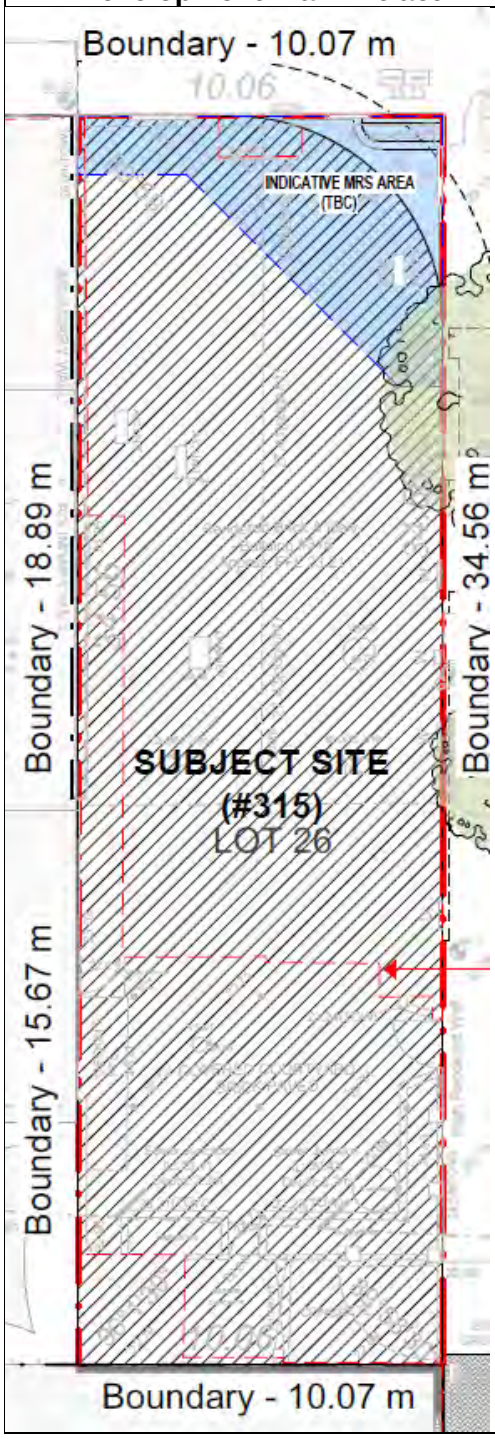
CFudge

Chris Fudge
Road Access and Planning Manager

Encl: MRS (Other Regional Road) reserve boundary

mainroads WESTERN AUSTRALIA

MRS (Other Regional Road) reserve boundary

Development Plan Extract	Aerial Image of MRS boundary (blue)
	

CITY OF SUBIACO
2/388 HAY STREET (PO BOX 270) SUBIACO WA 6008 PH: (08) 9237 9222 FAX: (08) 9237 9200

MINUTES
SUBIACO DESIGN REVIEW PANEL

DATE **18 February 2026**
TIME **3:00pm**
VENUE **Level 2, 388 Hay Street, SUBIACO**
FILE REF **A/2673-006**

ATTENDANCE

Panel Members
- Dominic Snellgrove (Chair)
- Denise Morgan
- Tony Blackwell
- Philip Griffiths
- Simon Venturi
- Chris Maher
- Prasanna Suraweera

City Staff
- Brendan Philipps – Coordinator Statutory Planning Services
- Sebastian Deselys-Claite – Planning and Administration Officer
- Nicholas Hocking – Statutory Planning Officer

Applicants
- Pinnacle Planning

APOLOGIES
- Brett Wood-Gush
- Anthony Denholm – Manager Planning Services

1. MEETING OPEN AND WELCOME BY PRESIDING MEMBER, ATTENDANCE AND APOLOGIES
- Anthony Denholm late apology
- Addressing new updates for CoS DRP new policy

2. FORMALISATION OF NOTES FROM PREVIOUS MEETING
- 132 Rokeby has yet to lodge their DA which was reviewed last DRP meeting

3. UPDATE BY MANAGER PLANNING SERVICES
- Update of LPP7.1 – DRP / terms of reference
- PIA Awards – November 2025

- Not many new items for DRP coming through

4. DECLARATIONS OF INTEREST

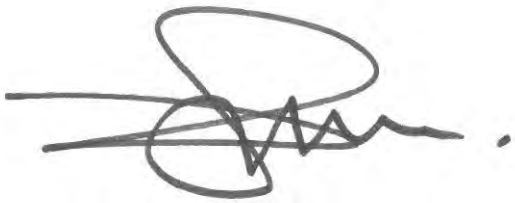
- PG previous work with Applicant – raising potential notice for questions

5. ITEMS AND PROPOSALS FOR CONSIDERATION BY PANEL

-

5.1 PROPOSAL 1 – 315 Hay Street SUBIACO

Design review report and recommendations	
Local government	City of Subiaco
Item no.	1
Date	18 February 2026
Time	3pm
Location	City of Subiaco Administration Centre – Level 2, 388 Hay Street, Subiaco
Panel members	• Dominic Snellgrove (Chair) • Philip Griffiths • Tony Blackwell • Denise Morgan • Chris Maher • Simon Venturi • Prasanna Suraweera
Local government officers	Brendan Philipps, Coordinator Statutory Planning Services
Proponent/s	Pinnacle Planning
Briefings	
Development assessment overview	Two storey commercial redevelopment, details as set out below.
Technical issues	Officers may need to obtain legal advice for signage as it may be fully located within the Metropolitan Region Scheme – Other Regional Road reservation. Engineering advice will need to be sought in relation to driver distraction impacts from the digital signage.
Design review	
Proposed development	Two storey commercial redevelopment including Bulky Goods Showroom, Office and use not listed (large format digital sign)
Property address	315 Hay Street SUBIACO
Background	No relevant background. First time this pre-lodgement proposal has been presented to DRP for consideration.
Proposal	The proposal involves the redevelopment of a two storey commercial building previously used as a Restaurant, including conversion into a ground floor Showroom, first floor Office with a large format digital sign (use not listed) located on the north-eastern aspect of the building. Landscaping is proposed surrounding the car parking area and below the signage. Some partial demolition is proposed to facilitate the proposed conversion and redevelopment Three car parking spaces are proposed from the rear of the site, accessed via Townshend Road.
Changes since last DRP	N/A
Key issues/recommendations	The Panel notes the following key issues and recommendations with the proposal at this stage: **Illuminated Billboard:** • Create or search for a narrative that places the billboard within a contextual framework that relates to Subiaco. Possibly reference the old Subiaco Oval.

	• Describe how the billboard will be used. Consider proportions of time that the screen might support artwork, historical narratives or indigenous history. • Without coherent and convincing justification support from the Panel will not be possible. **Office Entry** • Create a more generous and legible ground floor entry lobby. • Bring the entry door to the street front to eliminate the potentially dangerous hidden recess in front of the current door. • Consider rotating the entry stair 90 degrees and locating between the two level 1 tenancies to maximise shop front glazing extent. This might result in a 'dog leg' stair. **Un-sleeved Car Parking** • Extend the arched colonnade to further screen the exposed car park and bin area and reduce the extent of palisade fence. • Include an upstand wall and maintain a balance between solidity and visual permeability. **Amenity** • Consider roof lights to level 1 office • Consider solar tubes to level 1 WC amenity • Consider additional openable windows to both offices to promote cross ventilation. • Consider widening the street awning and exploring a more 'solid' and contextually appropriate form.
Chair signature	

DRP Scores	
	Supported
	Pending Further attention
	Not supported
	Insufficient information to evaluate
	DRP Meeting 1: 18 February 2026
Context and character	
Landscape quality	
Built form and scale	
Functionality and build quality	
Sustainability	
Amenity	
Legibility	
Safety	
Community	
Aesthetics	

Design review report and recommendations		
Design quality evaluation		
		Supported
		Pending further attention

		Not supported
		Insufficient information to evaluate
Principle 1 - **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		a. The proposed digital signage does not contribute to the characteristics of the local area. b. Consider the possible further retention of existing building and any elements that could be incorporated into the design. c. Consider how the proposal can appropriately reference aboriginal heritage of the site and/or local area.
Principle 2 - **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		a. Concerns regarding the creeper plants growing and damaging adjoining property wall – recommend engaging with the adjoining landowner if that is to be pursued. b. The applicant is advised to stick to one ecology theme as the Santa Fe and Australian flora themes are competing against each other in a small area. c. Confirm that the species nominated in the landscaping plan will be able to fit within the spaces allocated. d. Consider the maintenance requirements for some of the landscaping, particularly below the north-eastern ground floor window.
Principle 3 – **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		a. Appropriate and modest built form and scale, although potentially representing an underdevelopment of the site.
Principle 4 - **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
		a. High-levels of natural light and solar access to office spaces and showroom. b. The bicycle parking rack location is not easily accessible. c. The un-sleeved ground floor parking to Townshend Road and including exposed bin area to streetscape should be reconsidered. d. Review if the awning structure can be modified to be solid in order to provide weather protection. e. Consider whether the layout of the staircase at a ground floor level could be flipped to result in better internal amenity and functionality.
Principle 5 - **Sustainability**		*Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*
		a. Excels in all sustainability requirements. It is however important to review the preliminary initiatives to understand what will be delivered from a sustainability perspective. b. Consider double glazing in the design and section J façade testing.
Principle 6 - **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		a. Consider sky lights to Level 1 Office and solar tube(s) to Level 1 WC amenity. b. Opportunity to create openable windows to both offices to promote cross-ventilation. c. The floor to ceiling heights in the proposal are generous.
Principle 7 - **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		a. Level 1 office lacking visibility and generosity. b. HVAC equipment is not illustrated and confirmed as fully screened from the public realm.
Principle 8 - **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		a. Due to the illuminated screen, safety cannot be fully supported by the Panel given its proximity to

		the traffic light intersection at Hay Street and Townshend Road. Notwithstanding, consideration of safety and driver distraction is considered beyond the remit of a design advisory panel and would need to be considered by appropriate professionals.
Principle 9 - **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		a. The curvature of the facade addresses the footpath and street with great window design. There is also informal seating in the form of retaining located at the north-eastern aspect of the site. b. The design opens to community with public art mural and Santa Fe retention paying homage to history of the site. c. There is limited community value associated with the signage – consider how this can be improved.
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		a. The design offers a contemporary and distinct aesthetic, and generally presents well to the streetscape. b. The mix of materiality with white painted brick, partially retained walls and recessed features creates interest in the façade.

CITY OF SUBIACO
2/388 HAY STREET (PO BOX 270) SUBIACO WA 6008 PH: (08) 9237 9222 FAX: (08) 9237 9200

MINUTES
SUBIACO DESIGN REVIEW PANEL

DATE **15 April 2026**
TIME **3:30pm**
VENUE **Level 2, 388 Hay Street, SUBIACO**
FILE REF **A/2673-006**

ATTENDANCE

Panel Members
- Dominic Snellgrove (Chair)
- Philip Griffiths
- Simon Venturi
- Chris Maher
- Brett Wood-Gush

City Staff
- Anthony Denholm – Manager Planning Services
- Jutta Kober – A/Coordinator Statutory Planning Services
- Joseph Svicarovich – Planning Administration Officer
- Emily Robertson – A/Principal Strategic Planner

Applicants
- Pinnacle Planning

APOLOGIES
- Tony Blackwell
- Prasanna Suraweera
- Denise Morgan

1. MEETING OPEN AND WELCOME BY PRESIDING MEMBER, ATTENDANCE AND APOLOGIES
- Apologies – Tony, Prasanna and Denise

2. FORMALISATION OF NOTES FROM PREVIOUS MEETING
- No Comments from previous meeting

3. UPDATE BY MANAGER PLANNING SERVICES
- DRP policy is being reviewed and advertised (Council wants Panel Diversity and to cap appointment term to 4 years)
- Social and affordable housing application supported by Council and to be determined by Development WA

- SDAU Application for 2 Upham being considered today (15/04)

4. DECLARATIONS OF INTEREST

- Nil

5. ITEMS AND PROPOSALS FOR CONSIDERATION BY PANEL

- Minimal changes since last review
- Digital sign includes cover letter responding to DRP comments
- DPLH have advised that they will not support the DA - if the City doesn't agree with DPLH advice we will lose delegation
- DPLH advice to refer to MainRoads
- Proposal generally compliant except for the sign
- Other Local Governments have refused these types of screens in their towns centres
- Question whether MRWA would have issues with safety due to signalised junction
- Possible window embayment's encroaching into the road reserve

5.1 PROPOSAL 1 – 315 Hay Street SUBIACO

Design review report and recommendations	
Local government	City of Subiaco
Item no.	1
Date	15 April 2026
Time	3:30pm
Location	City of Subiaco Administration Centre – Level 2, 388 Hay Street, Subiaco
Panel members	• Dominic Snellgrove (Chair) • Philip Griffiths • Simon Venturi • Chris Maher • Brett Wood-Gush
Local government officers	Anthony Denholm, Manager Planning Services
Proponent/s	Pinnacle Planning
Briefings	
Development assessment overview	Two storey commercial redevelopment, details as set out below.
Technical issues	Officers are seeking legal advice for signage as it is fully located within the Metropolitan Region Scheme – Other Regional Road reservation. Engineering advice will need to be sought in relation to driver distraction impacts from the digital signage.
Design review	
Proposed development	Two storey commercial redevelopment including Bulky Goods Showroom, Office and use not listed (large format digital sign)
Property address	315 Hay Street SUBIACO
Background	Second time considered by DRP. First time this pre-lodgement proposal was presented to DRP for consideration in February 2026. DAP application submitted to City early March 2026 – under assessment.
Proposal	The proposal involves the redevelopment of a two storey commercial building previously used as a Restaurant, including conversion into a ground floor Showroom, first floor Office with a large format digital sign (use not listed) located on the north-eastern aspect of the building. Landscaping is proposed surrounding the car parking area and below the signage. Some partial demolition is proposed to facilitate the proposed conversion and redevelopment Three car parking spaces are proposed from the rear of the site, accessed via Townshend Road.

Changes since last DRP	No substantial changes noted, rather series of smaller changes/interventions to respond to DRP feedback. Applicant has provided a cover letter detailing changes since DR1, along with red annotations to visually detail changes.
Key issues/recommendations	• The case in support for contextual relationship of the advertising screen has not yet been made. DRP has concerns with why this device is appropriate in this location and how does the advertising screen contribute to the immediate and local character of the area. Additionally, the DRP questions what precedent is there for this device in this location and displayed concern that the screen would become a precedent. Whilst streetscape engagement is strong for the development overall, the advertising screen dismisses the capacity to extend that engagement to the upper levels as well as compromising passive surveillance by removing potential for windows. They generally work well in high density city centres, linked to community spaces/public spaces – generally to communicate messages to the community and in a manner that addresses a public space. They don't usually compromise the ability of the building itself to interact with the street as this currently does. • The perforated canopy/awning does not provide adequate weather protection from precipitation for the public along all street interfaces. • The AC condensers are successfully located on the roof but they are un-screened and may be visible from both the public domain and adjoining properties. • The bin screen wall does not appear to be high enough to conceal the bins. • The oriel/bay window overhangs the footpath and will present a significant challenge in the approvals process and should be reconsidered so that any projections are limited to architectural features only, not lettable space. • The corner seat is strongly supported but appears to interfere with the free flow of pedestrian traffic. The DRP believes that re-alignment to follow the radius of the shop front and sit within the boundary may improve its level of amenity.
Chair signature	

DRP Scores	
	Supported
	Pending Further attention
	Not supported
	Insufficient information to evaluate
	DRP Meeting 2: 15 April 2026
Context and character	
Landscape quality	
Built form and scale	
Functionality and build quality	
Sustainability	
Amenity	
Legibility	
Safety	
Community	
Aesthetics	

Design review report and recommendations		
Design quality evaluation		
		Supported
		Pending further attention
		Not supported
		Insufficient information to evaluate
Principle 1 - **Context and character**		*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*
		a. The proposed digital signage does not contribute to the characteristic of the local area. Examples of digital signage in Yagan square are not justification due to differing locations (Yagan square is a high-density city centre, and this proposal is for a corner junction) b. The case in support for contextual relationship of the advertising screen has not yet been made: • Why is this device appropriate in this location? • What precedent is there for this device in this location? • How does it contribute to the immediate and local character of the area? • The absence of a public space in front of the screen diminishes its relevance as a community focused piece of infrastructure. • The potential for this to be a precedent for every street junction is a major concern. • It compromises passive surveillance by removing the potential for windows to overlook the public domain. • Whilst streetscape engagement is strong for the development over all, the advertising screen dismisses the capacity to extend that engagement to the upper levels. c. While generally supportive of the building, DRP is unclear on what the narrative and context is with different aesthetics between the ground floor, upper storey and digital screen. The ground and upper floors have distinct designs, and the difference is clearly noticeable.
Principle 2 - **Landscape quality**		*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.*
		a. Increased width of planters b. Roof top planter increased in size and cascading plants
Principle 3 – **Built form and scale**		*Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*
		a. Appropriate and modest built form and scale, although potentially representing an underdevelopment of the site.
Principle 4 - **Functionality and build quality**		*Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*
		a. Perforated awning doesn't provide benefit of weather protection to the public - solid awning would be better and could wrap around street interface to cover the office entry. b. The corner seat, whilst strongly supported, appears to interfere with the free flow of pedestrian traffic. Its realignment to follow the radius of the shop front and sit within the boundary may improve its level of amenity. c. Whilst the AC condensers are successfully located on the roof they are un-screened and may be visible from both the public domain and adjoining properties. d. The bin screen wall does not appear to be high enough to conceal the bins. e. The oriel/bay window overhangs the footpath and will present a significant challenge in the approvals process.
Principle 5 -		*Good design optimises the sustainability of the built environment, delivering positive*

Sustainability		*environmental, social and economic outcomes.*
		a. Excels in all sustainability requirements. It is, however, important to review the preliminary initiatives to understand what will be delivered from a sustainability perspective. b. 10Kw PV system is an important contribution to the sustainable design outcomes.
Principle 6 - **Amenity**		*Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*
		a. Introduction of solar tubes to level 1 WCs will enhance indoor amenity b. operable windows added to bathrooms to improve cross ventilation c. The floor to ceiling heights in the proposal are generous. d. Improved by adding skylight
Principle 7 - **Legibility**		*Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*
		a. The proposed structural mullions free glass shop front window is an attractive and valuable addition to the streetscape. b. The roof-mounted plant equipment is well placed and has the potential to be fully screened from the public and private domain.
Principle 8 - **Safety**		*Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*
		a. The location and design of the digital sign compromises how the building presents to the street and engages with it at the upper levels. Passive surveillance sacrificed due to digital screen. b. Due to the illuminated screen, safety cannot be fully supported by the Panel given its proximity to the traffic light intersection at Hay Street and Townshend Road. Notwithstanding, consideration of safety and driver distraction is considered beyond the remit of a design advisory panel and would need to be considered by appropriate professionals and agencies.
Principle 9 - **Community**		*Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*
		a. The curvature of the facade addresses the footpath and street with great window design. There is also informal seating in the form of retaining located at the north-eastern aspect of the site. b. The design opens to community with public art mural and Santa Fe retention paying homage to history of the site. c. The potential for the digital screen to advertise community events is of some value however generally there is limited community value associated with the signage – consider how this can be improved.
Principle 10 **Aesthetics**		*Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*
		a. The design offers a contemporary and distinct aesthetic, and generally presents well to the streetscape, however is compromised from realizing its true potential due to the digital sign location, size and design. b. The mix of materiality with white painted brick, partially retained walls and recessed features creates interest in the façade. c. DRP Generally very supportive of building design itself

6. NEXT MEETING AND CLOSE

- **Meeting close: 4:44pm**
- **Next meeting date 20 May 2026 (TBC)**

CITY OF SUBIACO
All communications should be directed to the Chief Executive Officer
Level 2, 388 Hay Street, SUBIACO WA 6008
PO Box 270, SUBIACO WA 6904
T 08 9237 9222 | F 08 9237 9200
E city@subiaco.wa.gov.au

Enquiries: Dion Hinge
Application number: DA 7.2026.29.1 - DAP/26/03079

7 August 2026

Western Australian Planning Commission
Locked Bag 2506
PERTH WA 6001

referrals@dplh.wa.gov.au

Dear Sir/Madam,

DEVELOPMENT REFERRAL PURSUANT TO THE METROPOLITAN REGION SCHEME – NO. 315 (LOT 26) HAY STREET, SUBIACO WA 6008 – CHANGE OF USE FROM A RESTAURANT TO A BULKY GOODS SHOWROOM AND TWO OFFICES WITH ADDITIONS AND ALTERATIONS INCLUDING A LARGE FORMAT DIGITAL SIGN

I refer to the above development application sent to the Department of Planning, Lands and Heritage (DPLH) on 12 June 2026 (inclusive of plans and supporting documentation) for consideration of the portion of the development within an Other Regional Road (ORR) reservation in accordance with the Metropolitan Region Scheme (MRS). As the proposal includes both a works and land use component on a site consisting of land zoned under the City of Subiaco Local Planning Scheme No. 5 (LPS5) and land reserved under the MRS, the application is required to be considered under the Planning and Development (Development Assessment Panels) Regulations 2011, the MRS, LPS5 and Delegation Del 2025/04 Powers of Local Governments Metropolitan Region Scheme. Consultation was undertaken by the City with the DPLH and Main Roads WA (MRWA). This consultation led to conflicting comments being received from DPLH and MRWA. The Western Australian Planning Commission (WAPC) is the responsible authority for the portion of the proposed development within the ORR reserve, as the City's delegation under Delegation Instrument 2025/04 falls away, because:

- Not all public authorities consulted concurred; and
- It is not possible for the City to accept the recommendation of both the DPLH and MRWA.

The following advice is therefore provided due to the WAPC being the responsible authority for the portion of the proposed development within the ORR reserve. A separate assessment and recommendation to the Metro Inner Development Assessment Panel (DAP) has been prepared by the City in relation to the land zoned under LPS5.

Please be advised that the City is supportive of the proposed development within the ORR reservation with the exception of the digital sign component, as detailed below.

Reasons for Not Supporting the Digital Sign

The subject site is located in the Centre Zone under the City's Local Planning Scheme No. 5 (LPS5). The surrounding area is characterised by an array of different commercial activities, 1-2 storey buildings of both older and modern designs with different types of business signs. With the subject site being on the corner of the Hay Street and Townshend Road intersection, a prominent one, the proposed digital sign will have a large viewing audience owing to its location and large scale. The proposed digital sign has been assessed by the City as being inconsistent with the following matters under Clause 43 of the MRS as set out in **Table 1** below:

Table 1 - Metropolitan Regional Scheme – Clause 43 Matters to be considered by the Commission			
Matter		**Comment**	**Satisfied?**
(a)	*the purposes and aims of this Scheme and any relevant local planning schemes in operation within the metropolitan region;*	The purpose and aims of LPS5 have a key focus on protecting Subiaco's special character, fostering a sense of place and providing an attractive urban environment. While it is acknowledged there is a variety of other signs within the surrounding area of different sizes and typologies, these are all non-electronic static signs that predominantly advertise the business's operating on their respective sites. There are no other third-party digital signs within the City of Subiaco therefore resulting in the proposed sign having a materially different level of impact on the character of the area and streetscape. In this regard, the review undertaken by City's Design Review Panel (DRP) specifically found that *"The case in support for contextual relationship of the advertising screen has not yet been made. DRP has concerns with why this device is appropriate in this location and how does the advertising screen contribute to the immediate and local character of the area. Additionally, the DRP questions what precedent is there for this device in this location and displayed concern that the screen would become a precedent. Whilst streetscape engagement is strong for the development overall, the advertising screen dismisses the capacity to extend that engagement to the upper levels as well as compromising passive surveillance by removing potential for windows. They generally work well in high density city centres, linked to community spaces/public spaces – generally to communicate messages to the community and in a manner that addresses a public space. They don't usually compromise the ability of the building itself to interact with the street as this currently does."* The proposal would introduce a visually dominating sign larger than any other signs in the surrounding area. Therefore, it is considered the proposed third-party digital sign will add an unacceptable degree of visual clutter that compromises Subiaco's special	**No**

		character in addition to not contributing to the sense of place or offering an attractive addition to the urban setting which is directly inconsistent with the aims of Clauses 9 (a), (c), (d) (f) and (g). Accordingly, the proposed digital signage will not be consistent with the purpose and aims of LPS5.	
(c)	*Any State planning policy*	State Planning Policy 7.0 'Design of the Built Environment' (SPP 7.0) sets out 10 design principles which establish a definition of 'good design'. In this case, it is considered the proposed third-party digital sign will not be consistent with the distinct qualities of the surrounding area to the detriment of visual amenity. The third-party digital sign would be visually dominating due to its scale and nature. The visual intrusion of a large, illuminated sign with changing third party advertisements would negatively impact the surrounding character and streetscape. Concerns were also raised by the City's DRP who found that *"Whilst streetscape engagement is strong for the development overall, the advertising screen dismisses the capacity to extend that engagement to the upper levels as well as compromising passive surveillance by removing potential for windows*". In addition to the visual impacts of the third-party digital sign, the City's DRP noted that there will be limited community value provided by the third-party digital advertising sign which will primarily provide private advertising revenue as opposed to local businesses and events. As such, the proposed third-party digital sign is not considered to be consistent with the design principles in SPP7.0, particularly (1) Context and Character, (6) Amenity, (9) Community and (10) Aesthetics.	**No**
(g)	*the local government's local planning strategy in respect of a local planning scheme, as endorsed by the Commission under the Planning and Development (Local Planning Schemes) Regulations 2015 regulation 15(1) and amended from time to time;*	The City of Subiaco's Local Planning Strategy provides the framework for planning and development in the City by identifying a vision and outlining specific objectives and focus areas. In this case, the proposed third-party digital sign will generate unacceptable visual amenity impacts and is inconsistent with the surrounding areas character. Therefore, it is evident that the proposed third-party digital advertising sign does not align with objectives of the Local Planning	**No**

		Strategy such as 2.2(e) and (f) which focus on fostering a 'sense of place', providing an attractive urban environment and enhancing local character.	
(h)	*for reserved land, the public purpose for which the land is reserved;*	Part 3, clause 20 of the MRS sets out the purpose of each reserve. Sub clause (d) states that the purpose of an ORR is to *"to provide a regional road network to accommodate current and future transport needs on roads for which the planning responsibilities are shared between the Commission and local government;"* The proposed third-party digital sign will provide private advertising revenue rather than offering personal advertising of an onsite business. This is inherently inconsistent with the public purpose of the ORR reserve which is to provide for a public purpose, in this case, specifically a regional road network to accommodate current and future transport needs on roads for which the planning responsibilities are shared between the Commission and local government. It cannot be said that a third party digital sign which is for commercial purposes, achieves that function of the purpose of the reserve as set out above. In terms of the physical building within the ORR reserve, while this may not directly align with the public purpose for which the land is reserved, should road widening be required in the future an appropriately worded legal agreement could require the land to be ceded to the Crown therefore ensuring the public purpose can still be achieved. The intent, purpose, wording and imposition of such a condition would be up to DPLH to determine. The City has not included such a condition within its submission for these reasons.	**No**
(j)	*the compatibility of the development with its setting;*	Noting signs in the surrounding area are non-electronic, static, predominantly only advertise the business's operating on their respective sites and have smaller display areas, it is considered the proposed third-party digital sign is inconsistent with its setting. For clarity, whilst some third-party signage exists within Subiaco, there is no such signage,	**No**

		certainly not of the size or type (digital) within the local government area on zoned land under LPS 5.	
(y)	*the potential loss of any community service or benefit resulting from the development approval;*	The proposed third-party digital sign would provide minimal benefit to local businesses or surrounding tenancies, with the primary outcome appearing to be private advertising revenue and not advertising of onsite business. Approval of a standalone digital sign in this prominent location raises concerns regarding precedent and would contribute to the commercialisation of the public realm without benefiting the community.	**No**
(z)	*any relevant submissions received on the application;*	12 public submissions were received by the City during the public consultation period comprising 8 objections (66.67%) and 4 in support (33.33%). 7 of these 8 objections specifically related to the proposed third-party digital sign referencing impacts on the character and amenity of the area. In addition to these public submissions, the City does not support the proposed third-party digital advertising sign as articulated within this submission.	**No**

Road Widening

The City's Engineering Services Department has advised the Hay Street two-way conversion project is currently unfunded and is not scheduled to start within the foreseeable future. In addition, the concept plans for this project indicate that the proposed building within the ORR would not prejudice any road widening required for this project.

Conditions

The following conditions and advice notes are recommended as they relate to the portion of the development within the Other Regional Road reserve not including the digital sign:

General

1. The development is to be undertaken in accordance with the approved plans and documents attached to this approval, as listed below, except where amended by subsequent conditions:

Drawing	Drawing No	Date Received
Site Plan	A_101	24 June 2026
Floor Plans	A_102b	15 July 2026
Roof Plan and Sections	A_103b	24 June 2026
Elevations	A_105	15 July 2026
Demolition Plan	A_108	24 June 2026

2. This decision constitutes planning approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

Infrastructure

3. All stormwater generated on site is to be retained on site. An onsite storage/infiltration system is to be provided within the site for at least the 1 per cent annual exceedance probability (AEP) event. No stormwater will be permitted to enter the City of Subiaco's stormwater drainage system unless otherwise approved.

4. All infrastructure in the road reserve adjacent to the development site shall be protected from damage for the duration of the construction of the development, and reinstated to the condition that existed prior to the commencement of the development.

5. Prior to issue of a building permit (but not including a demolition permit or building permit for forward works only), a Road Safety Audit is to be prepared and submitted to the City of Subiaco for approval with any recommendations being implemented and adopted thereafter, to the satisfaction of the City of Subiaco.

External Fixtures, Utilities and Facilities

6. Prior to occupation of the development, all air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof of the building shall be located or screened so as not to be highly visible from beyond the boundaries of the development site to the satisfaction of the City of Subiaco.

Materials and Finishes

7. Prior to the issue of a building permit (but not including a building permit for forward works only), the applicant shall submit amended plans detailing that the glazing to the ground floor commercial tenancy contains transparent glass or a similar treatment to minimum of 75% of the surface area of the windows in order to maintain a connection to the streetscape, to the satisfaction of the City of Subiaco.

8. Prior to the issue of a building permit (but not including a demolition permit of building permit for forward works only), the applicant shall submit a schedule of materials, colours, finishes and textures for the awning of the development to the satisfaction of the City of Subiaco showing the following:

    a. The awning encroachment into the road reserve of Hay Street and Townshend Road shall achieve a minimum 0.6 metre setback from the kerb, to the satisfaction of the City of Subiaco.

    b. The awning shall consist of a water impervious material capable of weather protection, to the satisfaction of the City of Subiaco.

Landscaping

9. Prior to commencement of physical works, a Tree Preservation Zone (TPZ) is to be established and maintained around each existing street tree for the life of the contract.

10. Prior to the commencement of development, a detailed landscaping plan shall be submitted that includes information relating to species selection, reticulation, details of existing

vegetation to be retained, and treatment of landscaped surfaces (i.e. mulch, lawn, synthetic grass etc), to the satisfaction of the City of Subiaco.

Note: The detailed landscape plan shall show the corner seat designed so that it does not interfere with the free flow of pedestrian traffic and shall be reduced/truncated at least 1.5mx1.5m at the corner of Hay Street and Townshend Road to provide adequate sight lines.

11. Prior to occupation of the development, landscaping shall be completed in accordance with the approved plans or any approved modifications thereto to the satisfaction of the City of Subiaco. All landscaped areas are to be maintained on an ongoing basis for the life of the development on the site to the satisfaction of the City of Subiaco.

Demolition and Construction

12. Prior to the issue of a demolition permit and/or building permit, a Construction Management Plan shall be prepared to the City of Subiaco's satisfaction. This plan is to address:

    a. construction noise;
    b. hours of construction;
    c. dust;
    d. vibration;
    e. waste;
    f. sand;
    g. temporary fencing;
    h. scaffolding;
    i. hoarding;
    j. gantries;
    k. site access and egress;
    l. site deliveries;
    m. traffic management;
    n. parking management;
    o. management of loading and unloading of vehicles;
    p. heavy vehicle access;
    q. protection of verge trees; and
    r. any other relevant matters.

    The requirements of this plan are to be observed at all times during the construction process to the satisfaction of the City of Subiaco.

Advice Notes

1. This planning decision is confined to the authority of the Planning and Development Act 2005 and the City of Subiaco Local Planning Scheme No. 5. This decision does not remove the obligation of the applicant and/or property owner to ensure that all other required local government approvals are first obtained, all other applicable state and federal legislation is complied with, and any restrictions, easements, or encumbrances are adhered to.

2. Please note multiple conditions are required to be formally cleared by the City of Subiaco prior to the issue of a building permit and prior to occupation of the development. Please contact the City's Planning Services on 9237 9222 for further information.

3. A building permit is required to be obtained from the City for the works. The applicant is advised to contact the City's Building Services branch on 9237 9222 for further information on these requirements.

4. An occupancy permit is required to be obtained from the City for the change of use and classification. The applicant is advised to contact the City's Building Services branch on 9237 9222 for further information on these requirements.

5. Any additional signage not proposed with the application shall be the subject of a separate planning application.

6. Measures must be taken to ensure any artificial light being emitted by the development, or the land, does not cause a nuisance, and is installed in accordance AS/NZS 4282:2023.

7. The applicant is to ensure noise emissions from the site comply with the Environmental Protection (Noise) Regulations 1997 (as amended). Please contact the City's Environmental Health Services on 9237 9222 for further information.

8. All mechanical service systems including air-conditioners, etc., are to be designed and installed to prevent emitted noise levels from exceeding the relevant decibel levels as set out in the Environmental Protection (Noise) Regulations 1997 (as amended).

9. In relation to external fixtures, the exterior fixture associated with any air-conditioning unit or hot water system is considered an appropriate location where it is positioned:

    - outside of balcony/verandah areas (if applicable); and
    - below the height of a standard dividing fence within a side or rear setback area; or
    - within a screened rooftop plant area or nook.

10. Tree Preservation Zone (TPZ) protective fencing shall be formed around the tree prior to works commencing and shall be retained for the entirety of the project. The TPZ is to be a minimum of two (2) metres extending out from the outer part of the trunk base of the tree or where required, protection may be to the drip line of the tree canopy whichever is greater. If works are required within the TPZ then a City representative must be present on site whilst works are being conducted.

Should you require any further details or wish to discuss this application further, please contact Dion Hinge, Senior Statutory Planning Officer, of the City's Planning Services on 9237 9222.

Yours sincerely



ANTHONY DENHOLM
MANAGER PLANNING SERVICES

ATTACHMENT 15: PLANNING ASSESSMENT

LOCAL PLANNING SCHEME NO. 5

Table 1: Clause 16 Table 2 – Objectives of Centre Zone			
Objective		**Comment**	**Satisfied?**
(a)	*To designate land for development as a town centre or activity centre.*	The application does not affect designation of land for development as a town centre or activity centre.	**Yes**
(b)	*To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy.*	The built form is considered appropriate in the developments context and there are no adverse amenity impacts on adjoining properties or the public realm.	**Yes**
(c)	*To encourage buildings of high-quality design that respond to and enhance the special character within their location of the Town Centre of Subiaco, contributing to a sense of place and a recognition of local history and built form.*	The proposed building design presents well to the street incorporating different colours and materials which offer a contemporary aesthetic. There will be a generous increase in the degree of glazing fronting both Hay Street and Townshend Road therefore further enhancing the buildings relationship with the streetscape and contributing to a sense of place. It is also noted that the City's DRP was supportive of the building design.	**Yes**
(d)	*To create a vibrant, sustainable town centre, with a broad range of activities, well serviced by public transport.*	The proposal is for three commercial tenancies consisting of a ground floor bulky goods showroom and two upper floor offices which will be consistent with a diverse array of commercial land uses existing on Hay Street. The subject site is well serviced by public transport being 480m from the Subiaco Train Station and approximately 100m away from the nearest bus stop on Hay Street.	**Yes**
(e)	*To develop and enhance the regional nature of the town centre's economy, encourage appropriate new development and provide certainty to developers and prospective businesses.*	The proposed development is considered appropriate for the context being well serviced by public transport, on-site parking being provided and no significant adverse effects on surrounding land uses being generated. This is considered to result in greater certainty for prospective businesses.	**Yes**
(f)	*To encourage an increase in residential uses within mixed use developments to provide additional foot traffic at street level for added vibrancy in public realm and in support of the local economy.*	While the proposal is not for a mixed-use development, the nature of the proposed commercial land uses will not compromise existing and future residential uses in the vicinity.	**Yes**

(g)	*Enable built form and urban design responses around each public space area that reinforces quality and functionality, based on nodes of activity, lanes that are activated and connected and establishing the town centre as urban village.*	The proposal includes a high degree of glazing fronting both Hay Street and Townshend Road. The rear brick wall facing Townshend Road is of a sufficient height to screen the proposed bin store while still allowing for passive surveillance. As part of the further information response, the plans were also amended to remove the window seats overhanging Townshend Road. While no awnings are proposed along Townshend Road, it is not considered crucial to provide weather protection along this frontage as the public entry to the proposed showroom is from Hay Street. It is noted that a perforated awning, landscaping and seating is proposed along Hay Street which are to be assessed by DPLH.	**Yes**
(h)	*To maintain and improve the urban tree canopy across the City.*	The proposal incorporates landscaping within the rear car parking area.	**Yes**

Table 2: Scheme Assessment			
Element	**Required**	**Proposed**	**Satisfied?**
Part 3 – Zones and use of land			
Clause 17	As per Cl 17 Zoning Table	**'Office'** is defined in LPS5 as follows: ***"office*** means premises used for administration, clerical, technical, professional or similar business activities" **'Bulky Goods Showroom'** is defined in LPS5 as follows: **"bulky goods showroom** means premises — (a) used to sell by retail any of the goods and accessories of the following types that are principally used for domestic purposes — (i) automotive parts and accessories; (ii) camping, outdoor and recreation goods; (iii) electric light fittings; (iv) animal supplies including equestrian and pet goods;	**Yes**

		(v) floor and window coverings; (vi) furniture, bedding, furnishings, fabrics, manchester and homewares; (vii) household appliances, electrical goods and home entertainment goods; (viii) party supplies; (ix) office equipment and supplies; (x) babies' and childrens' goods, including play equipment and accessories; (xi) sporting, cycling, leisure, fitness goods and accessories; (xii) swimming pools; or (b) used to sell goods and accessories by retail if — (i) a large area is required for the handling, display or storage of the goods; or (ii) vehicular access is required to the premises for the purpose of collection of purchased goods" Offices and bulky goods showrooms are both 'D' land uses within the Centre Zone. <u>Justification</u> As confirmed by the applicant, there is no available information on staff, patrons, and hours of operation at this time as the building will be marketed for lease upon competition. Nonetheless, the proposed 'D' land uses are considered acceptable subject to conditions for the following reasons: • The subject site is well serviced by public transport. • The proposed car and bicycle parking arrangements are considered adequate as discussed further below.	

		• There are existing loading zones adjacent to the site on Townshend Road for pick ups and deliveries. • The proposed land uses will assimilate into the area which is made up of an array of different commercial activities. • An acceptable waste management plan has been provided. • The uses are unlikely to generate unacceptable levels of noise. An advice note is recommended in relation to the *Environmental Protection (Noise) Regulations 1997*. • The comments received from internal departments within the City have been addressed as they relate to the proposed land uses.	
Part 4 – General development requirements			
Clause 32(1) Table 5 (1) (1) Parking	Bulky goods showroom NLA: 181m^2 Office NLA: 192m^2 Total NLA = 373m^2 <u>Car parking: office and other commercial</u> **Min** – 1 bay per 100m^2 NLA = 4 bays **Max** – 2 bay per 100m^2 NLA = 8 bays	Proposed 3 bays Shortfall of 1 bay The proposed shortfall of 1 car parking bay has been assessed below against the discretionary criteria in LPP 5.1.	**No**
	<u>Bicycle parking: office and other commercial</u> **Employees** – 1 Class A per 100m^2 NLA = 4 racks **Visitor** – 1 Class C per 250m^2 NLA = 2 racks	Proposed 4 Class C steady racks Shortfall of 4 Class A racks Surplus of 2 Class C racks The proposed shortfall of bicycle parking bays has been assessed below against the discretionary criteria in LPP 5.2.	**No**
Clause 32(1) Table 5 (1) (2) Demolition	The local government will only grant planning approval for the demolition of a building or a structure where it is satisfied that the building or structure:	As confirmed by the City's Heritage Coordinator in relation to the proposed partial demolition, the existing building: (a) Has no cultural or heritage significance; and	**Yes**

	(a) Has limited or no cultural heritage significance; and (b) Does not make a significant contribution to the broader cultural heritage significance and character of the locality in which it is located.	(b) Does not make a contribution to the broader cultural heritage significance and character of the locality.	
Clause 32(1) Table 5 (3)	Where a site adjoins a district distributor road reserve and comprehensive redevelopment is proposed: (a) Vehicle access shall be via a rear right of way if one is available; or (b) If a rear right of way is not available, vehicle access shall be from a side street; or (c) If a rear right of way is not available, and access from a side street is not available or impractical, then crossovers shall be minimised to not more than one to the district distributor road frontage for the development site.	Vehicular access from Townshend Road (local distributor).	**Yes**
Clause 32(1) Table 5 (4)	Where development is proposed adjacent to a right of way that is less than 6m in width, the Local Government may require as a condition of development approval, up to 3m of land to be ceded to the crown free of cost for the purpose of widening the right-of-way to 6m	N/A – Development not proposed adjacent to a right of way.	**N/A**
Clause 33(1) Table 6 (1)	(a) Development shall not exceed max plot ratio and building height as per the SACP. (b) Notwithstanding the above, development shall not exceed a maximum plot ratio of	Maximum plot ratio: 3 Proposed floor area – 406m^2 Total site area – 347m^2 Proposed plot ratio: 1.17 Maximum height: 4 storeys or 15.5m (with additional 2 storeys to be setback from the street, subject to Council approval)	**Yes**

	3.0m or eight storeys, except where: i. The development is consistent with the built form design provisions in an approved Local Development Plan; and ii. The development is a high quality design as determined by the City of Subiaco Design Review Panel; and iii. A new road or pedestrian access way is provided through the site where it has been identified as desirable by the Activity Centre Plan or as outlined in an applicable Local Development Plan.	Proposed height: 2 storeys or 9.2m	
Clause 34(5)	The local government may only approve an application for development approval under this clause if the local government is satisfied that – (a) Approval of the proposed development would be appropriate having regard to the matters that the local government is to have regard to in considering an application for development approval as set out in clause 67 of the deemed provisions; and	N/A – No variations sought to the additional site and development requirements set out in Clause 32 and 33	**N/A**

	(b) The non-compliance with the additional site and development requirement will not have a significant adverse effect on the occupiers or users of the development, the inhabitants of the locality or the likely future development of the locality.		

PLANNING AND DEVELOPMENT (LOCAL PLANNING SCHEMES) REGULATIONS 2015

Table 3: LPS Regs Assessment			
Clause 61			
Element	**Required**	**Proposed**	**Satisfied**
(1)	The demolition of a building that is not a single house, ancillary dwelling, multiple dwelling or grouped dwelling where the building does not share a common wall with another building.	A demolition plan was provided by the applicant on 24 June 2026 which shows the partial demolition does not impact the existing party wall.	**Yes**
Clause 67 – Consideration of application by local government			
Element	**Required**	**Proposed**	**Satisfied?**
(a)	The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	The development has been assessed against the objectives of LPS5 for the Centre zone. The proposal is considered to meet these objectives. Refer **Table 1**.	**Yes**
(b)	The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;	All the relevant planning instruments have been considered.	**Yes**
(fa)	Any local planning strategy for this Scheme endorsed by the commission	The development is considered to be generally consistent with the strategy.	**Yes**
(g)	Any local planning policy for the Scheme area	The development is considered to be generally consistent with the applicable local planning policies.	**Yes**

(h)	Any structure plan or local development plan that relates to the development;	The development is considered to be generally consistent with the SACP as per the assessment in **Table 4** below.	**Yes**
(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 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 of a modest scale with the built design being appropriate to the setting noting that the development requirements under Clause 32 and 33 of LPS5 are all complied with. In addition, the subject site and immediately surrounding area are not identified as having any heritage significance.	**Yes**
(n)	The amenity of the locality including the following — i. environmental impacts of the development; ii. the character of the locality; iii. social impacts of the development;	i. There are no foreseeable environmental impacts resulting from the proposed development. ii. The character of the locality will not be impacted noting the built design and land uses have been assessed above as being appropriate. iii. The proposed bulky goods showroom and offices will not be dissimilar to existing non-residential land uses along this portion of Hay Street, which include other bulky good showrooms and offices along with café/restaurants, shops, consulting rooms and recreation private land uses.	**Yes**
(s)	The adequacy of — i. the proposed means of access to and egress from the site; and	i. Existing vehicular access location from Townshend Road is	**Yes**

	ii. arrangements for the loading, unloading, manoeuvring and parking of vehicles	not proposed to change. The increased crossover width and sightlines have been assessed in the Traffic Impact Statement (TIS) provided with the application and have been accepted by the City's Engineering Services Department. ii. There are existing loading zones adjacent to the site on Townshend Road for pickups and deliveries as mentioned in the TIA provided with the application. No concerns have been raised by the City's Engineering Services Department in relation to loading, unloading and manoeuvring.	
(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 proposed change of use from a restaurant to a bulky goods showroom and 2 offices will not generate a significant increase in traffic that would adversely impact the road network noting the following: • No concerns have been raised by the City's Engineering Services Department. • The subject site is well serviced by public transport. • There is on-street parking available on Hay Street and Townshend Road.	**Yes**

		There is also public parking available at The Colonnade Wilson Parking lot approximately 180m to the west of the subject site.	
(y)	Any submissions received on the application;	Please refer to schedule of submissions.	**Yes**

SUBIACO ACTIVITY CENTRE PLAN (SACP)

Table 4: Subiaco Activity Centre Plan (SACP)

SACP 7.0 Development Requirement		Proposed	Satisfied?
4.2.1 Town Centre Type 'A' The Town Centre 'A' Code is Subiaco's principal location for commercial, civic, entertainment and retail activity. It will gain in popularity as a residential location for those seeking an urban lifestyle. Diversity and vitality are fundamental to the overall land use profile, facilitated by providing the widest range of facilities and services which enables Subiaco's centre to fulfil its many functions while sustaining interest and activity on a virtually continuous basis. The scale and intensity of activities help to distinguish it from surrounding areas, both in terms of maximising the potential of Subiaco for transit oriented development, and to respect the acknowledged heritage qualities of Rokeby Road and Hay Street.		The proposed ground floor bulky goods showroom will contribute to activating the street with the large windows allowing for the display of goods that will generate visual interest and benefit the pedestrian experience on Hay Street. The subject site is not a landmark site and does not front Rokeby Road. The site has appropriate vehicle access and sufficient carparking while also being in a location that is well serviced by public transport and footpaths.	**Yes**
7.1 Activity centre code development standards Development shall be developed according to Table 1: Development Standards	Height: 4 storeys or 15.5m (with additional 2 storeys to be setback from the street, subject to Council approval)	2 storey or 9.2m	**Yes**
	Plot Ratio: 3	Maximum plot ratio: 3 Proposed floor area – 406m2 Total site area – 347m2 Proposed plot ratio: 1.17	**Yes**
	Street setback: nil (for the street interface)	Nil	**Yes**
	Side setback: nil (for the street interface)	Nil	**Yes**
	Rear setback: nil (up to two storeys)	12.8m	**Yes**
7.1.6.2 Scale and grain		a. The proposed built form will integrate into the	**Yes**

a. New development shall reflect a fine grain of development consistent with the surrounding development context. b. The street façade of development shall be designed to promote surveillance of the street and include windows, doors and balconies at upper levels.	surrounding development context. b. Both the ground floor and upper floor will be provided with large windows which will promote passive surveillance.	
<u>7.1.7 Vehicle parking and access</u> a. Only one vehicle crossover per lot is permitted except where the Council is satisfied that no adverse effects on vehicular or pedestrian traffic and/or conflict will result should a variation be permitted which allows for more than one vehicular crossover to a lot. Council is most keen to see the amalgamation of small car parking areas on individual lots together with shared vehicular crossovers in a bid to reduce vehicular and pedestrian conflict and to improve the overall streetscape. b. Car parking rates as per the relevant Local Planning Scheme or any associated Local Planning Policy. c. Applications for changes to land use shall not require additional car parking bays where a higher car parking rate is established by the Scheme, unless determined by the Council.	a. One crossover proposed being an extension to the existing crossover. b. One car park shortfall as assessed below in **Table 5** against the discretionary criteria in LPP 5.1**.** c. Application is for change of use and additions therefore requiring a higher parking rate. See assessment in **Table 5** against the discretionary criteria in LPP 5.1**.**	**Yes**
<u>7.1.13 Entrances</u> a. A minimum of one entrance to a building must be clearly visible and directly accessible from a street or pedestrian mall. b. Separate entrances shall be provided for residential and non-residential components of a mixed use development.	a. Showroom entry from Hay Street clearly visible. The staff entry from Townshend Road is also clearly visible with a secure access gate making it easily identifiable as a staff only entrance. b. No residential development proposed.	
<u>7.1.15 Material and finishes</u> a. All external finishes of a building are to be constructed of high quality materials, including but not limited to masonry, timber or glass.	a. The external finishes are considered to be of a high quality including a mix of materiality. b. They finishes of the building include polished plaster render, bagged brick, CFC cladding, castellated	**Yes**

b. A concrete wall must be painted and provided with an articulated or detailed finish. c. A window in an external wall of a building which faces north, east or west must be protected from direct summer sun.	aluminium cladding and composite aluminium panels. c. The curved north-east facing ground floor showroom windows will be partially protected from direct sunlight by the proposed perforated awning. The upper floor office board room windows are to be provided with blinds. Office 1 also has east facing operable awning windows behind hit and miss battens. However, there are two ground floor and three upper floors east facing windows that are not provided with protection from direct sunlight through the materials and finishes of the building. Three of these windows are adjacent to the staircase and/or office foyer therefore having minimal impacts. The east facing ground floor showroom window is recessed which will reduce direct sunlight. There are also existing street trees on the eastern side of the building that will contribute to protecting both the ground floor and upper floor from direct summer sun.	

LOCAL PLANNING POLICIES (LPPs)

Table 5: Local Planning Policy Assessment		
Local Planning Policy 5.1 Car Parking and Transport (LPP 5.1)		
LPP Requirement	**Proposed**	**Complies?**
Part 3.0 Variations to car parking standards		
3.1 Whether demand for car parking associated with the proposed development is demonstrated to be less than the car parking requirement in the Scheme. The City shall give consideration to the demonstrated demand for car parking via: 1) A Transport Impact Assessment (TIA) (where	The TIA provided with the application includes consideration of carparking and notes the 3 bays proposed will be sufficient for the following reasons: • The previous restaurant provided no on-site carparking.	**Yes**

required) as specified in section 4.0; or 2) Where a TIA is not required, the applicant shall provide sufficient information for the City to determine the demand for car parking, including information such as staff and customer numbers, hours of operation and any other applicable/relevant information that the City may require.	• There is ample on-street parking in the vicinity. • There are public transport options available in the vicinity of the site. • The site is small with limited space available to add more carparking. The TIA has been reviewed by the City's Engineering Services Department with no carparking concerns being raised. Having reviewed the TIA and relying on the feedback received from the City's Engineering Services Department, it is considered the 3 carparking bays proposed will be adequate to serve the proposed development without impacting the surrounding road network.	
3.2 The availability and likely use of modes of transport other than the private car, such as bicycle/shared paths and public transport. The alternate modes of transport shall be available for use at the same time as the operating hours of the development.	The subject site is located approximately 480m from the Subiaco Train Station and 100m from the nearest bus stop on Hay Street. Four onsite bicycle bays with appropriate end of trip facilities are also proposed.	**Yes**
3.3 Any planned changes to the public transport network, including but not limited to services, frequencies and/or infrastructure that may reasonably reduce car dependence for users of the development. Consideration will be given to the nature of the planned change, its certainty and imminence.	N/A – No known changes to public transport network.	**N/A**
3.4 The demonstrated practicability and likelihood that carpooling will be employed as a means of reducing the demand for parking for the development.	Onsite carparking will be provided giving staff the option of carpooling.	**Yes**
3.5 The availability (existing and/or proposed) and likely level of use of bicycle parking and associated end of trip facilities, particularly where such provision exceeds the requirements of those provided for by the Scheme. Any bicycle parking and end of trip facilities shall be available for use at the same time as the operating hours of the development.	The four bicycle bays and end of trip facilities proposed will be able to adequately serve the proposed development.	**Yes**
3.6 The availability of public car parking including on and off street	Private parking is available at Wilson Parking - The Colonnade.	**Yes**

parking within close proximity of the development site as determined by the City. Any public parking shall be available for use at the same time as the operating hours of the development. The City will have regard to relevant matters such as parking time restrictions and the operating hours of the public car parking (where applicable).		
3.7 The demonstrated reduction in car parking demand due to the reciprocal use of car parking spaces on the same site. In considering reciprocal parking, it must be clearly demonstrated that the demand for car parking by existing and proposed land use(s) will not coincide.	N/A – No reciprocal parking arrangements proposed.	**N/A**
3.8 Any car parking deficiency or surplus associated with the existing use of the land.	The previous restaurant provided no on-site customer car parking and only offered a single carport at the rear of the site. While the proposed development will have a larger net lettable area than the previous restaurant land use, the additional two car parking bays are considered to be sufficient to accommodate the proposal.	**Yes**
3.9 Whether or not the provision of car parking required by the Scheme would have a significant adverse effect on the amenity of the development or the locality.	The site is small with limited space available to add more carparking. Therefore, the provision of one additional car parking bay would potentially compromise the functionality of the proposed development.	**Yes**
3.10 Any other matter the City considers appropriate.	No other matters considered relevant.	**N/A**
Part 4.0 Traffic Impact Assessment – Adequate TIA provided for the purpose of determining the portion of the development on land zoned under LPS5. The development proposed within the ORR including the proposed digital sign is to be assessed by DPLH.		
Part 5.0 Parking Management Plans – N/A		
Part 6.0 Travel Plans – N/A		
Local Planning Policy 5.2 Bicycle Parking Facilities (LPP 5.2)		
LPP Requirement	**Proposed**	**Complies?**
Part 3.0 Design and location of short-term bicycle parking facilities		
3.2 Short term bicycle parking facilities are to be provided in accordance with Schedule 5 of the Scheme and shall:	**'Short Term Bicycle Parking Facilities'** are defined in LPP 5.2 as follows**:**	**Yes**

(a) Be designed in accordance with the relevant Australian Standard. (b) Be located to avoid steep ramps, speed humps, drainage grates or other hazards. (c) Not interfere with access to doorways, loading areas, service/plant rooms, emergency access or bin storage areas. (d) Be in a convenient and secure position close to the entrance of the premises, so as to minimise bicycle/pedestrian and vehicle conflict. (e) Only be located on the ground floor unless the public entrance is located on another floor. (f) Incorporate adequate lighting, be protected from the weather, be placed in public view and be easily accessible from the public access point (road, bicycle path, footpath). (g) Be located as close as practical to a cyclist's likely destination.	*"short term bicycle parking facilities include those of a security level C in accordance with AS 2890.3 (as amended) Table 1.1, and class C in accordance with Schedule 5 of the Scheme, typically for the use of visitors".* **Proposed:** 4 Class C steady racks conveniently located at ground floor near the staff entrance. Surplus of 2 Class C racks	
Part 3.0 Design and location of long-term bicycle parking facilities		
3.3 Long term bicycle parking facilities are to be provided in accordance with Schedule 5 of the Scheme, and shall: (a) Sub-clauses 3.2(a) – (c) of this Policy. (b) Be directly accessible from the ground floor level and shall not require steps for access. Where these facilities are provided either below or above the ground floor, suitable arrangements are to be made to demonstrate safe, easy and legible access for those facilities. (c) Be as close as practicable to main entrance points to the building and shall be weather protected. (d) Be in an area that allows informal surveillance of the facility to occur where possible.	**'Long Term Bicycle Parking Facilities'** are defined in LPP 5.2 as follows**:** "long term bicycle parking facilities include those of security levels A and B in accordance with AS 2890.3 (as amended) Table 1.1, and class A and B in accordance with Schedule 5 of the Scheme, typically for the use of employees". **Proposed:** 0 class A or B bicycle parking facilities. Shortfall of 4 Class A racks	**No**

(e) Be in a convenient and secure position that minimises bicycle/pedestrian and vehicle conflict. (f) Provide bicycle signage that directs cyclists to the location of bicycle facilities and has dimensions in accordance with the relevant Australian Standard. (g) Where more than five bicycle parking bays are provided, electric bicycle (e-bicycle) charging facilities must be provided at a rate of 10 per cent of the total bicycle parking bays required (with all decimal point values rounded up to the next whole number).		
Table 1 - End of trip facilities		
<u>Showers</u> First 1-10 spaces – 0.3 showers per space **Required** – 4 long term spaces x 0.3 = 1.2 **(2)** showers <u>Lockers</u> 1 per space = **4** lockers required	Shared ground floor end of trip facilities proposed including: • 1 Universal Accessible Toilet (UAT) and shower. • 4 lockers.	**No**
Part 5.0 Shower and Changeroom Facilities		
<u>Shower and change room facilities</u> a) Change room facilities must be provided in conjunction with showers, and are to comprise either of the following: i. A combined shower and change cubicle; or ii. A separate male and female communal change room directly accessible from the shower(s) b) A combined shower and change cubicle may be unisex. Where all shower facilities are unisex, no communal change rooms are to be provided. Change rooms must be attached to the shower as per 3.1(a)(i). c) Where two or more showers are required by Table 1 and are not	Shared ground floor UAT shower and changing provided. These facilities are conveniently located at the shared staff entrances in close proximity to the bicycle racks making them easily accessible to staff of all tenancies.	**Yes**

unisex, the number of showers is to be equally distributed between males and females. Where an odd number of showers is required by Table 1, the odd number may be provided as a unisex shower and change cubicle, or, the number of showers may be rounded up to an even number to facilitate even distribution. d) Showers and change rooms are to be conveniently co-located to bicycle parking facilities. Where end of trip facilities are provided either below or above the ground floor, suitable arrangements are to be made to demonstrate easy and legible access to those facilities.		
Part 6.0 Lockers		
<u>6.1 Lockers</u> a) Lockers are to be of suitable size to allow storage of clothing, towels, cycling helmets and footwear. b) Lockers are to be well ventilated, secure and lockable. c) Lockers are to be located in either of the following locations: i. As near as practicable to combined shower and change cubicle(s) ensuring that they are situated in a manner that ensures safety, privacy and convenience of the user; or ii. Within communal change rooms.	Lockers are located within the shared space near the staff entrance and UAT shower therefore ensuring convenience for all users.	**Yes**
Part 7.0 Discretionary considerations		
7.2 When varying the provision of bicycle parking and/or EOTF required under the Scheme and/or this Policy, the City will consider all the following: (a) Staff numbers	While staff and patron numbers are not known at this time, the net lettable area of the three tenancies is modest. In addition, the subject site is well serviced by public transport, there is public bicycle parking	**Yes**

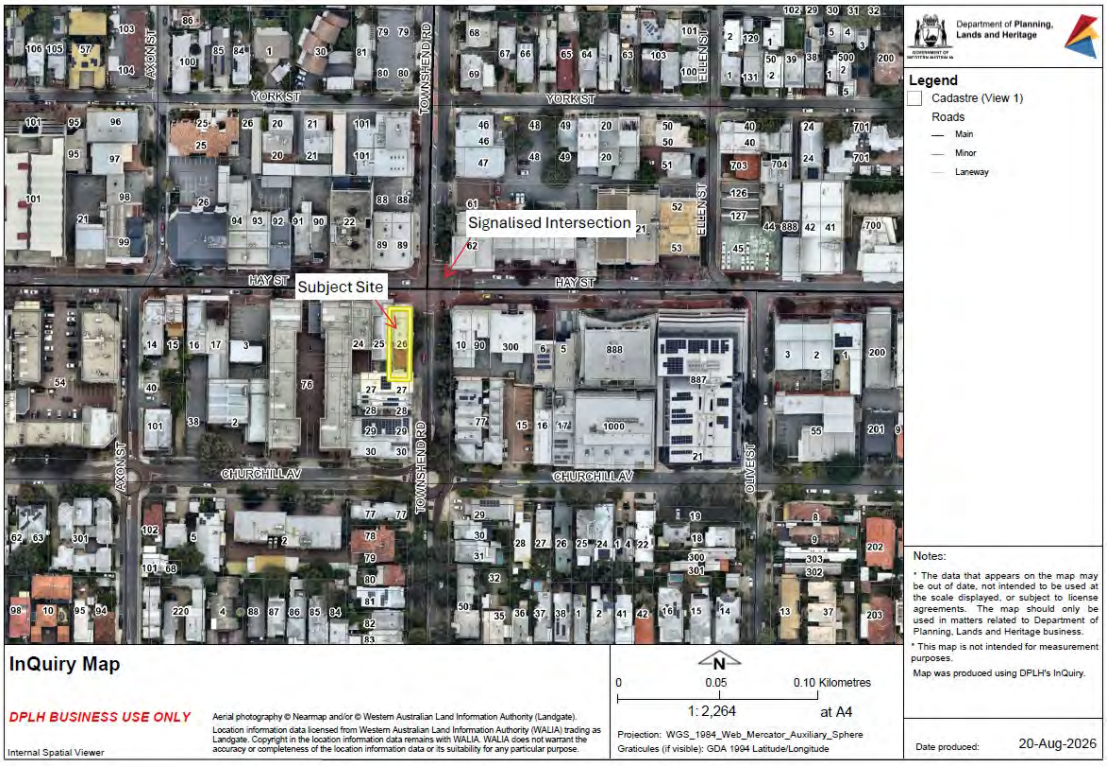
(b) Occupant or patron capacity (c) Change in net lettable floor area (d) The anticipated demand for bicycle parking and/or EOTF taking into consideration: i. Whether there is a public bicycle parking and/or EOTF readily available within 400m of the premises; and ii. Duration of staff/occupant stay (staff shifts/ opening hours); and iii. The type of land-use, where it can be demonstrated that due to the nature of the development, it is unlikely proponents would cycle.	available on Hay Street within 400m of the site and on-site and off-site parking will be available. As such, it is clear there are numerous transport options for staff that will reduce the demand for bicycle parking and end of trip facilities. It is therefore anticipated the 4 class C bicycle racks and 1 shower will be able to adequately service the proposed development.	
7.3 The City may consider reducing or waiving EOTF provision, and/or varying design and/or location criteria for heritage-protected places if there is no way to include such facilities without resulting in an adverse impact on the cultural heritage significance of the subject and/or adjoining heritage protected places.	N/A – not a heritage protected place.	**N/A**
7.4 The City may consider the provision of the bicycle parking within the public realm instead of on-site where a maintenance agreement of the facilities is in place to the satisfaction of the City.	N/A – no maintenance agreement considered necessary noting that 4 on-site bicycle bays are proposed.	**N/A**
7.5 When varying a design and/or location requirement under sub-clause 3.2 and/or 3.3, the City will consider if the any following can be demonstrated: (h) That due to development or site specific circumstances, the facilities cannot be designed or located as required (i) The nature and extent of the variation does not have any	N/A – proposed bicycle bays meet the design and location requirements under sub-clause 3.2 and/or 3.3.	**N/A**

significant impact upon the amenity of the: i. Adjoining properties; and/or ii. Occupiers of the premises (j) That access to the bicycle parking facilities is safe, convenient and legible for users.		
7.6 Any applications proposing to vary the requirements of the Scheme and/or this Policy must be accompanied by a written statement detailing how the discretionary criteria under clause 7 of the Policy have been met, to the satisfaction of the City.	Justification was provided by the applicant for the proposed bicycle parking shortfall in the context of LPP 5.2 as part of their request for further information response.	**Yes**
Local Planning Policy 2.2 Non-Residential Development On Land Zoned Centre, Local Centre And Mixed Use (LPP 2.2)		
N/A - Applies only for non-residential outside the SACP.		
Local Planning Policy 8.2 Advertisements (Signs) (LPP8.2)		
N/A – Proposed digital sign within ORR reserve to be assessed by DPLH. No other signage proposed.		

Part D – Item 3.1b
Lot No. 26 (315) Hay Street, Subiaco

RESPONSIBLE AUTHORITY REPORT – FORM 1	
DAP Name:	Metro Inner Development Assessment Panel
DAP File No:	DAP/26/03079
WAPC Reference:	12-50052-1
Proposed Development:	Second storey addition and digital sign to existing building
Value of Development:	$2.5 million
Owner:	Hung Quoc Truong and Ee Choo Khoo
Applicant:	Pinnacle Planning
Local Government Area:	City of Subiaco
Responsible Authority:	Western Australian Planning Commission
Authorising Officer:	Planning Director, Metro Central
Application Acceptance Date:	6 March 2026

LOCATION PLAN



RESPONSIBLE AUTHORITY RECOMMENDATION

That the Metro Inner DAP resolves to **APPROVE** DAP Application reference DAP/26/03079 pursuant to the Metropolitan Region Scheme, subject to the following conditions:

1. The development is to be undertaken in accordance with the approved plans and documents attached to this approval, as listed below, except where amended by subsequent conditions:

Plan/Document Name	Reference	Date Stamped
Development Plans	12-50052-1	11 August 2026

2. This decision constitutes planning approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

3. Prior to the commencement of development, including demolition of existing improvements, the landowner shall enter into a Deed of Agreement with the Western Australian Planning Commission that:

   a) shall be binding on all successors in Title;

   b) agrees that the use of the land in the Other Regional Road reserve is temporary until such time as the land is required for upgrading of Hay Street and/or Hay Street and Townshend Road intersection;

   c) notes that any building erected, contract made or other thing done in relation to the Other Regional Road reserve will not be taken into consideration in determining any compensation which may be payable by the Western Australian Planning Commission at such time as the land is required, in accordance with section 173(2) of the *Planning and Development Act 2005*;

   d) requires the landowner to remove all building works within the Other Regional Road reserve at the landowner's cost within 180 days of the Western Australian Planning Commission providing notice that the reserved land is required.

4. The minimum dwell time for any display content on the digital sign shall be 10 seconds, to the satisfaction of the Western Australian Planning Commission.

5. Illumination of the digital sign must not exceed 6000cd/m^2 (candela per square metre) during the daytime, 600cd/m^2 during dusk and dawn, and 250cd/m^2 during night-time, to the satisfaction of the Western Australian Planning Commission.

6. The digital sign shall not flash, pulsate or chase during all hours, to the specifications of Main Roads WA and to the satisfaction of the Western Australian Planning Commission.

7. The digital sign must not contain fluorescent, reflective or retro-reflective colours or materials to the specifications of Main Roads WA and to the satisfaction of the Western Australian Planning Commission.

8. Prior to making an application for a building permit, a Sign Content Management Plan is to be submitted to the satisfaction of the Western Australian Planning

Commission. The content of the sign is to accord with the approved management plan thereafter.

Advice Notes

1. This development approval only relates to the portion of development located within the portion of the site reserved for Other Regional Road purposes under the Metropolitan Region Scheme. Development on the Urban zoned portion of the site is exempt from the need to obtain development approval under the Metropolitan Region Scheme, pursuant to the Western Australian Planning Commission's notice of resolution under clause 28 of that scheme.

2. Main Roads WA advises that the operation of the proposed digital sign requires separate approval from Main Roads WA prior to operation. The applicant is advised that a formal application is to be submitted to Main Roads WA for assessment and approval. For application forms and supporting information about the procedure please refer to *Main Roads Policy and Assessment Guidelines for Digital Advertising Signs* which can be found on the Main Roads website.

PROPOSAL:

The application proposes the following works at 315 Hay Street, Subiaco (the site):

- Second storey office addition to the existing single storey building, which will be converted into a showroom;
- 3m high x 9m wide digital sign to display third party signage at the intersection of Hay Street and Townshend Road; and
- Landscaping (**Attachment 1 – Development Plans**).

SUBJECT SITE AND SURROUNDS:

The site is a 347m^2 rectangular lot located adjacent to the intersection of Hay Street and Townshend Road. The site is accessed from Townshend Road and an existing one storey brick building (formally used as a restaurant) exists on the subject site. There are two established street verge trees in the Townshend Road reserve to the east of the subject site (**Attachment 2 – Aerial Photo**).

Th site is within an established commercial area approximately 3 kilometres west of the Perth CBD, with Hay Street to the north, Townshend Road to the east and is surrounded by one and two storey commercial buildings within the immediate vicinity.

The site is zoned Urban with a portion reserved Other Regional Road (ORR) under the Metropolitan Region Scheme (MRS), to provide for the future widening of Hay Street (**Attachment 3 – Zoning Plan**).

BACKGROUND:

The site most recently operated as a restaurant and has remained vacant since its closure in 2018, with minor modifications having been made since that time.

The development proposed on the Urban zoned portion of the site does not require approval under the MRS, pursuant to the WAPC's notice of resolution under clause 28 of that scheme. Approval is, however, required for the portion of development proposed within the ORR reserve, being the digital sign and small portion of the overall building works.

The Western Australian Planning Commission (WAPC) has delegated its power to determine development applications within ORR reserves to local governments via its Instrument of Delegation DEL 2025/04 – Powers of Local Governments Metropolitan Region Scheme. The delegation is conditional upon the local government determining the application in line with advice of the Department of Planning, Lands and Heritage (the Department) and all consulted public authorities concurring. In this instance, the Department and Main Roads WA provided conflicting recommendations, necessitating a dual approval process whereby the City and Department prepare separate responsible authority reports (RARs) for determination under the City's Local Planning Scheme No. 5 and MRS, respectively.

PLANNING ASSESSMENT:

PLANNING FRAMEWORK	
Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban and Other Regional Road
Local Planning Scheme	City of Subiaco Local Planning Scheme No.5
Local Planning Scheme - Zone	Centre
Structure Plan/Precinct Plan	Subiaco Activity Centre Plan
Structure Plan/Precinct Plan - Land Use Designation	Town Centre Type A
Lot Size	347m^2
Existing Land Use	Vacant
Heritage Status	☒ N/A ☐ State Register of Heritage Places ☐ Local Heritage List ☐ Local Heritage Area
Bushfire Prone Area	No

Clause 43 of the MRS sets out the matters that must be given regard in determining a development application if, and to the extent, they are of State or regional importance. The following matters have been identified as key considerations for the determination of this application:

- consistency with MRS reserve; and
- preservation of amenity and safety.

Consistency with MRS Reserve

The development proposes works including a portion of a brick and aluminium building and a digital sign within the ORR. It is noted that there is existing development within the ORR reserve, and the proposed works would replace a 90 degree building corner with a new curved interface to the public realm and, in doing so, reduce the extent of building encroachment into the ORR. There are no current designs for the widening of Hay Street and no intention to carry out widening of the road at present.

Clause 20(d) of the MRS sets out the purpose of an ORR as follows:

"to provide a regional road network to accommodate current and future transport needs on roads for which the planning responsibilities are shared between the Commission and local government"

While the proposed works do not align with the purpose of the ORR set out above, the Department is satisfied that the works will not prejudice the intent of the reservation, subject to the landowner entering into a deed of agreement to ensure that the works are removed at their cost when the reserved land is required for the upgrading of Hay Street and/or Hay Street and Townshend Road intersection.

The deed of agreement would allow the land to be utilised on an interim basis and the reserved land can ultimately be used for its intended purpose when required, protecting the land consistent with the purpose of the MRS under section 5(a) to reserve and protect land for regional transport.

Preservation of Amenity and Safety

The proposed works include a 3m high x 9m wide digital sign, in addition to the second floor and modifications to the existing building at ground level. The digital sign is integrated into the design of the building and wraps around the curvature of the proposed second floor.

A number of two storey commercial buildings are within the immediate vicinity of the subject site and the surrounding area is characterised by a mix of one and two storey buildings. The built form of the proposed development is consistent with surrounding buildings and the character of the area and is context appropriate. The proposed development will provide for activation of a currently vacant site and allow for passive surveillance through the location of windows contributing to safety and amenity. This is consistent with the design principles of State Planning Policy 7.0 Design of the Built Environment.

Clauses 5.2.1 and 5.2.5 of the WAPC's Development Control Policy 5.4 Advertising on Reserved Land (DC 5.4) requires advertising to be carefully controlled in order to protect the amenity of the locality and although an individual advertisement might be acceptable, the accumulation of a number of advertisements in a given location may detract from the amenity of the locality. The proposal would not have a significant impact on the amenity of the locality as:

- the digital sign is within an established commercial area, which contains several advertisement signs. It is noted that the signs are not digital and are not to the

scale of the proposed sign, however, it is consistent with the nature of the area in which signs are displayed and is integrated into the proposed development;
- the area does not contain any other third-party digital signs and this proposal would not result in a proliferation of signage; and
- the sign is screened from nearby residential areas by the surrounding commercial buildings and vegetation.

The City has raised concerns that the digital sign would set a precedent for further digital signs in the area, however, this and any future applications are required to be assessed on their individual merits and against the planning framework applicable at the time. The WAPC's DC 5.4 contains specific provisions that seek to prevent the proliferation of inappropriate signage in proximity to regional roads.

Clause 5.3.1 of DC 5.4 requires advertisements in prominent locations near busy intersections to be examined in the context of road safety and efficiency. In this respect, the application was referred to MRWA due to the site's proximity to a signalised intersection. MRWA is supportive of the proposal subject to conditions, which have been incorporated into the recommendation of this report where appropriate. It is noted that the sign would require separate approval from MRWA prior to it coming into operation, and MRWA has the power to direct digital signs to be turned off where they are deemed to present a hazard.

CONSULTATION:

PUBLIC CONSULTATION

The Department did not undertake public consultation in relation to the proposal. The City's RAR summarises the details of public consultation undertaken by the City.

REFERRALS/CONSULTATION WITH GOVERNMENT/SERVICE AGENCIES

MRWA is supportive of the proposal subject to conditions.

DESIGN REVIEW PANEL ADVICE

The City's RAR summarises any advice received from its Design Review Panel.

OTHER ADVICE

The City of Subiaco provided advice with respect to the proposed development within the ORR reserve. The City is supportive of the proposed development within the ORR reserve, with the exception of the digital sign component. The City does not support the digital sign for the following reasons:

- generates unacceptable visual amenity impacts;
- inconsistent with the surrounding areas character;
- minimal benefit to local businesses or surrounding tenancies;
- inconsistent with the public purpose of the ORR reserve; and
- concerns regarding precedent for further digital signs and locations.

CONCLUSION:

The development proposes an additional storey and digital sign to an existing building at 315 Hay Street, Subiaco. The proposal is inconsistent with the purpose of the ORR reserve, but reduces the extent of building encroachment into the ORR and would not prejudice that purpose subject to the landowner entering into a deed of agreement that will ensure the land can be used for its intended purpose and improvements are removed at the cost of the landowner when the land is required in the future. It is recommended the development be approved under the MRS, subject to conditions.

ATTACHMENTS

1. Development Plans
2. Aerial Photo
3. Zoning Plan

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 11-Aug-2026

FILE 12-50052-1

COMMERCIAL DEVELOPMENT

315 HAY STREET, SUBIACO



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GWYTH JONES

PINNACLE PLANNING

PROJECT
DIGITAL SIGNAGE COMMERCIAL DEVELOPMENT
ADDRESS
LOT 26 (No. 315) HAY STREET, SUBIACO

DRAWING
COVER PAGE

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER	2533
DRAWING NO.	A_100
REV.	SK012
DRAWN	MJ

SCALE @ A1

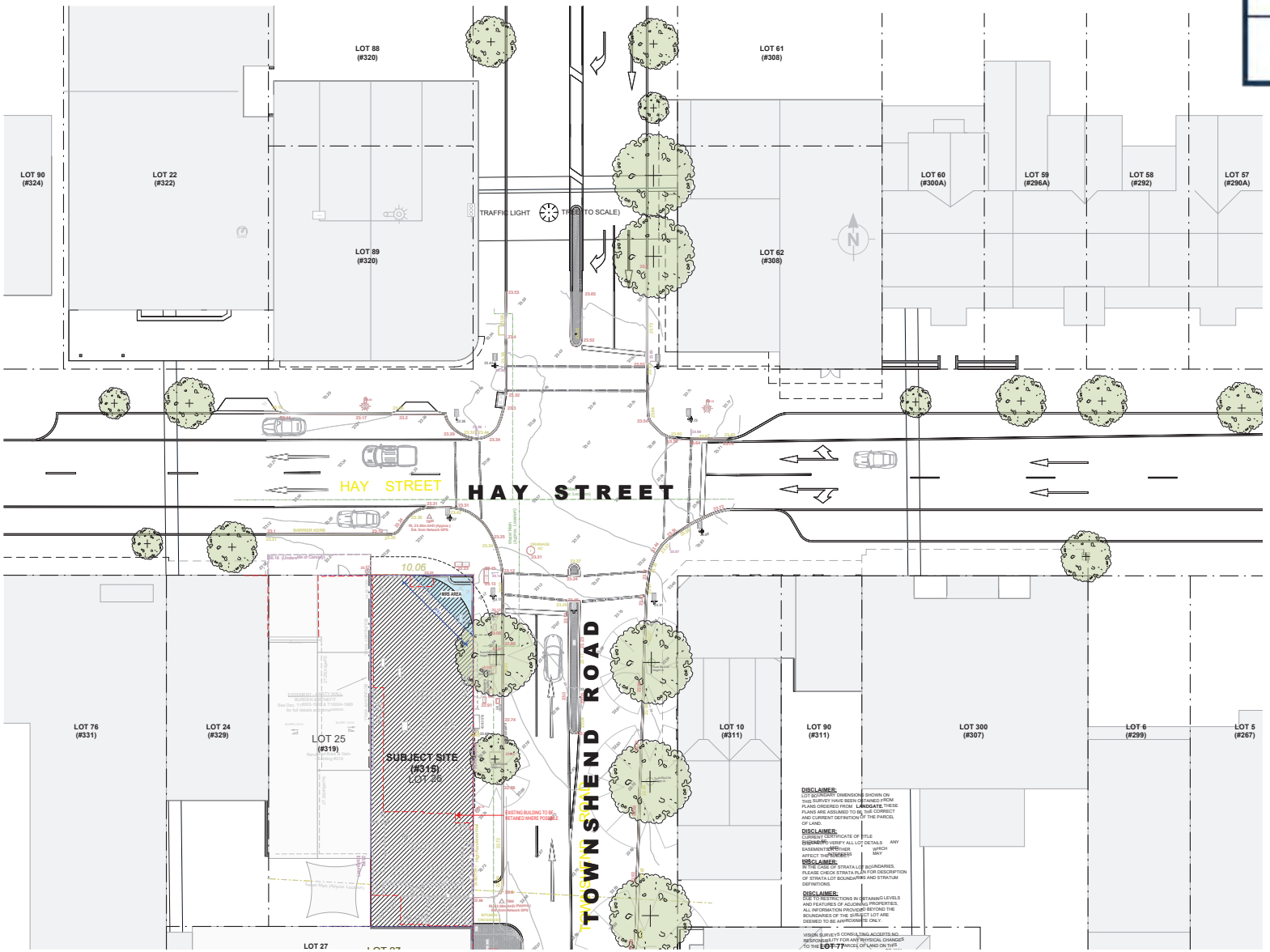
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NORTH

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 11-Aug-2026

FILE 12-50052-1

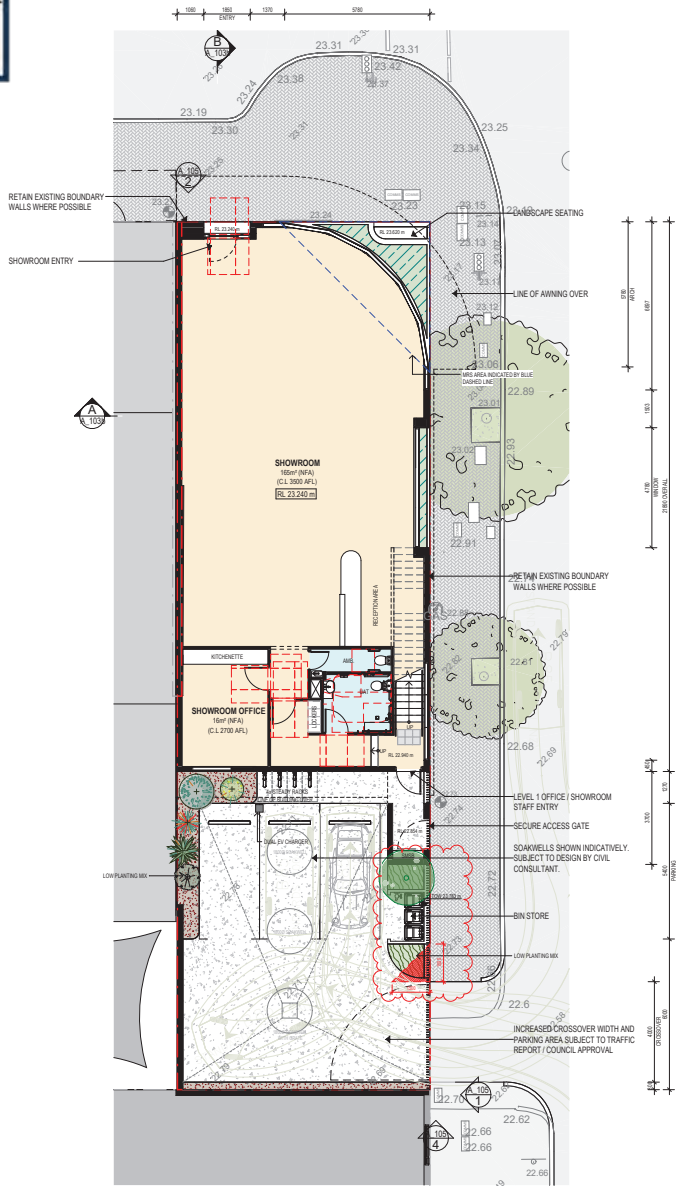


WATERS ARCHITECTS mob : 0400 748 477 email : ben@watersarchitects.com.au web : watersarchitects.com.au ACN 667 798 601 ABN 72 667 798 601	GWYTH JONES	PINNACLE PLANNING	PROJECT DIGITAL SIGNAGE COMMERCIAL DEVELOPMENT ADDRESS LOT 26 (No. 315) HAY STREET, SUBIACO	DRAWING SITE PLAN	STATUS DEVELOPMENT APPLICATION	PROJECT NUMBER 2533 DRAWING NO. A_101 REV. SK012 DRAWN MJ	SCALE @ A1 1 : 200 0 1 2 5m NORTH

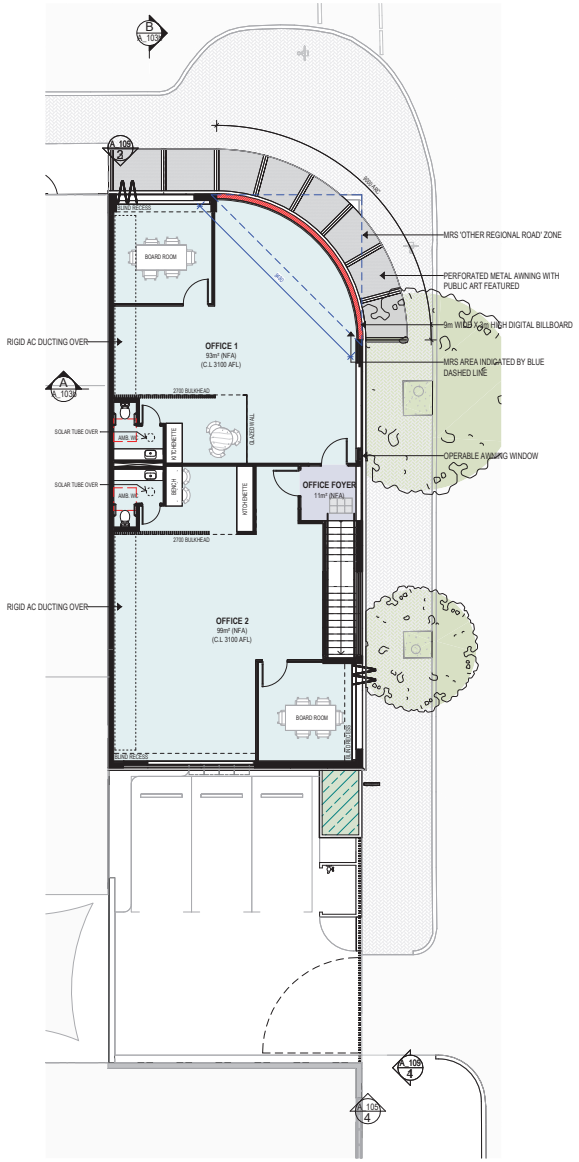
DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 11-Aug-2026

FILE 12-50052-1



1 A_103d GROUND FLOOR - NEW
1 : 100



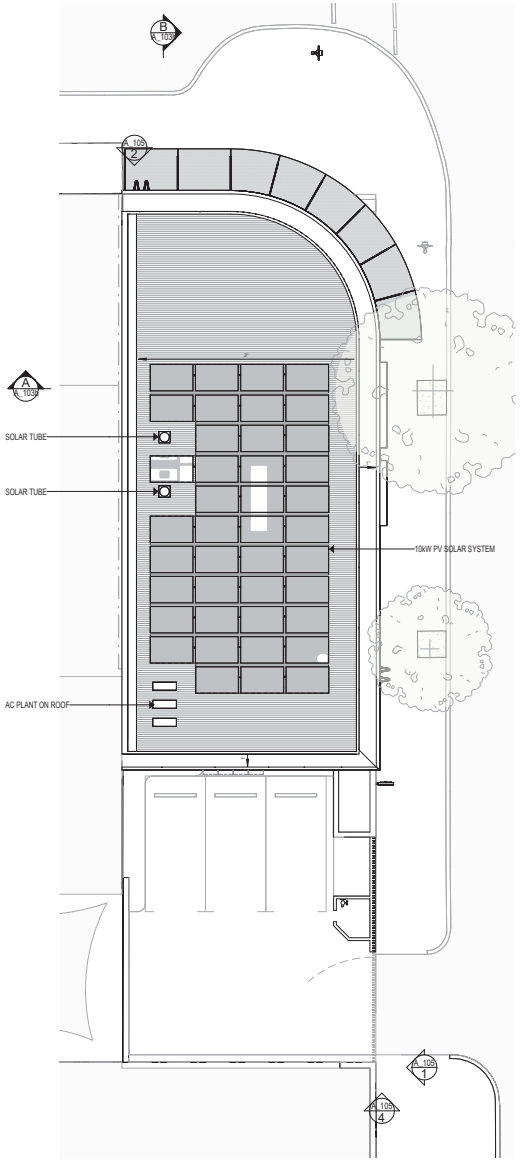
2 A_103d LEVEL 1 - NEW
1 : 100

WATERS ARCHITECTS	GWYTH JONES	PINNACLE PLANNING	PROJECT: DIGITAL SIGNAGE COMMERCIAL DEVELOPMENT ADDRESS: LOT 26 (No. 315) HAY STREET, SUBIACO	DRAWING: PLANS	STATUS: DEVELOPMENT APPLICATION	PROJECT NUMBER 2533 DRAWING NO. A_102b REV. SK013 DRAWN MJ	SCALE @ A1 1 : 100 0 1 2 5m NORTH

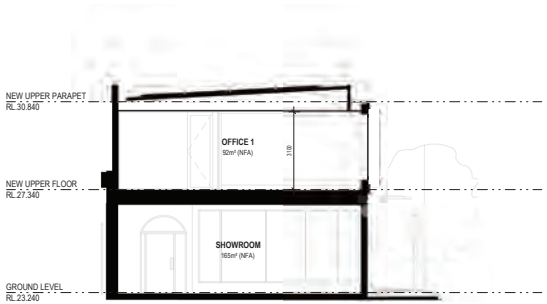
DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 11-Aug-2026

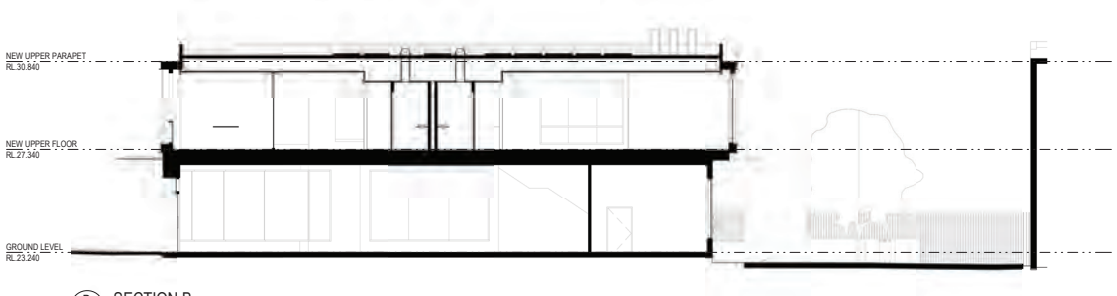
FILE 12-50052-1



NEW ROOF PLAN
1 : 100



A
A_102
SECTION A
1 : 100



B
A_102
SECTION B
1 : 100

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PINNACLE PLANNING

PROJECT
DIGITAL SIGNAGE COMMERCIAL DEVELOPMENT
ADDRESS
LOT 26 (No. 315) HAY STREET, SUBIACO

DRAWING
ROOF PLAN & SECTIONS

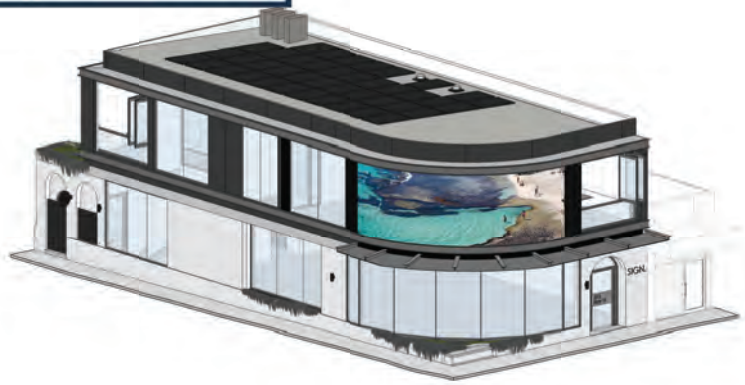
STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER	2533
DRAWING NO.	A_103b
REV.	SK012
DRAWN	MJ

SCALE @ A1 1 : 100
0 1 2 5m
NORTH

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
11-Aug-2026	12-50052-1



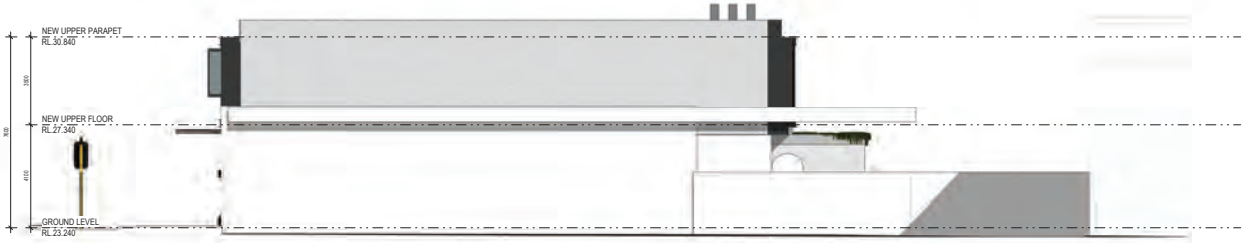




1 EAST ELEVATION
1 : 100



2 NORTH ELEVATION
1 : 100



3 WEST ELEVATION
1 : 100



4 SOUTH ELEVATION
1 : 100

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PINNACLE PLANNING

PROJECT
DIGITAL SIGNAGE COMMERCIAL DEVELOPMENT
ADDRESS
LOT 26 (No. 315) HAY STREET, SUBIACO

DRAWING
ELEVATIONS

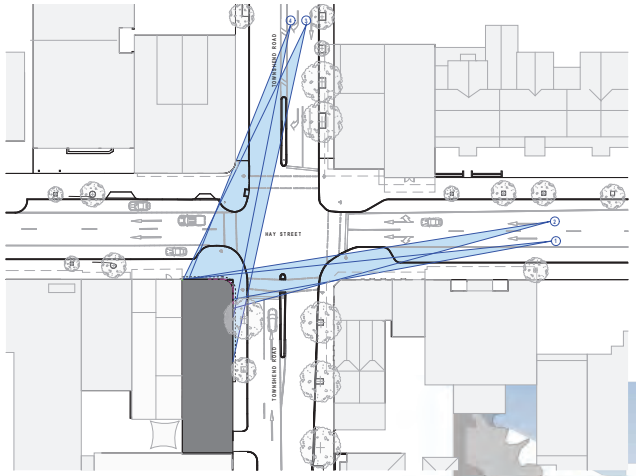
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DEVELOPMENT APPLICATION

PROJECT NUMBER	2533
DRAWING NO.	A_105
REV.	SK013
DRAWN	MJ

SCALE @ A1 1 : 100 NORTH

0 1 2 5m

DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 11-Aug-2026
FILE 12-50052-1



STREET VIEW KEY PLAN
1 : 500



1 HAY ST - LOOKING EAST - LH LANE



2 HAY ST - LOOKING EAST - RH LANE



3 TOWNS. RD - LOOKING SOUTH - LH LANE



4 TOWNS. RD - LOOKING SOUTH - RH LANE

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PINNACLE PLANNING

PROJECT
DIGITAL SIGNAGE COMMERCIAL DEVELOPMENT
ADDRESS
LOT 26 (No. 315) HAY STREET, SUBIACO

DRAWING
STREET VIEWS

STATUS
DEVELOPMENT APPLICATION

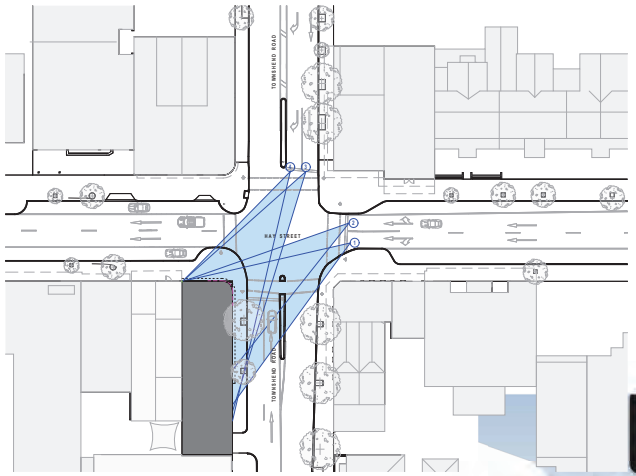
PROJECT NUMBER	2533
DRAWING NO.	A_106
REV.	SK012
DRAWN	MJ

SCALE @ A1 1 : 500
0 1 2 5m
NORTH

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE 11-Aug-2026

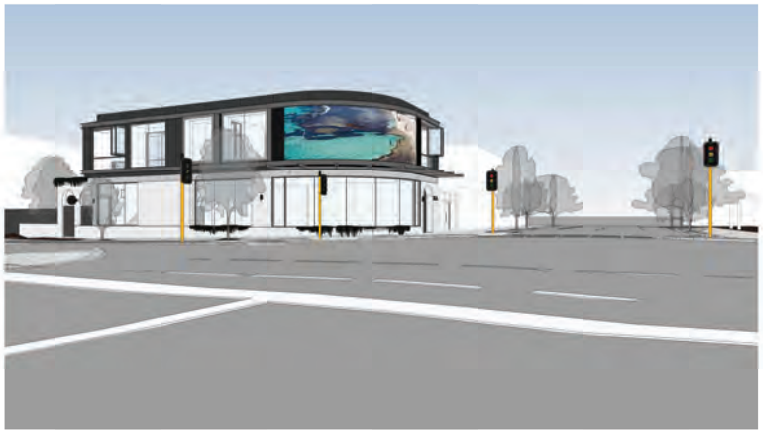
FILE 12-50052-1



INTERSECTION VIEW KEY PLAN
1 : 500



1 HAY ST - LOOKING EAST - LH LANE



2 HAY ST - LOOKING EAST - RH LANE



3 TOWNS. RD - LOOKING SOUTH - LH LANE



4 TOWNS. RD - LOOKING SOUTH - RH LANE

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PINNACLE PLANNING

PROJECT
DIGITAL SIGNAGE COMMERCIAL DEVELOPMENT
ADDRESS
LOT 26 (No. 315) HAY STREET, SUBIACO

DRAWING
INTERSECTION VIEWS

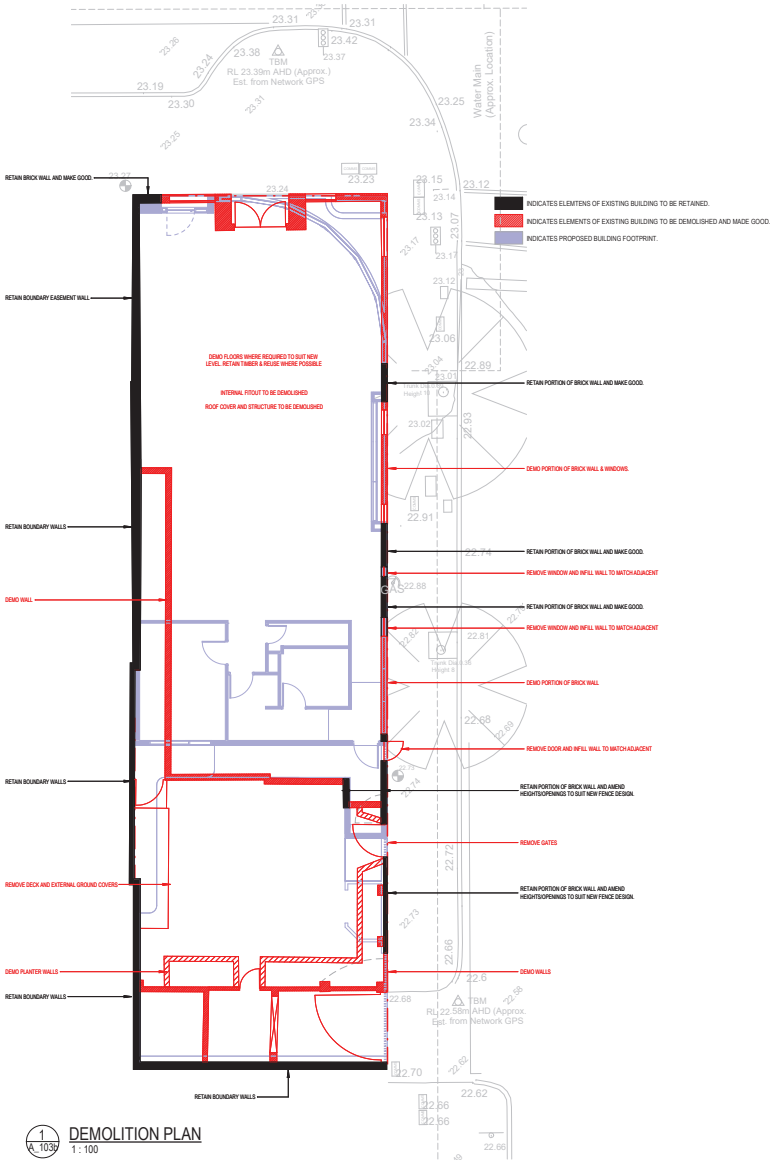
STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER	2533
DRAWING NO.	A_107
REV.	SK012
DRAWN	MJ

SCALE @ A1 1 : 500
0 1 2 5m
NORTH

DEPARTMENT OF PLANNING, LANDS AND HERITAGE

DATE	FILE
11-Aug-2026	12-50052-1



1 / A_103 DEMOLITION PLAN
1 : 100

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DEPARTMENT OF PLANNING, LANDS AND HERITAGE
DATE 11-Aug-2026
FILE 12-50052-1

EXISTING BUILDING - STREET INTERFACE



1 NORTH ELEVATION - GLAZING
1 : 100



2 EAST ELEVATION - GLAZING
1 : 100

PROPOSED BUILDING - STREET INTERFACE



3 NORTH ELEVATION - GLAZING
1 : 100



4 EAST ELEVATION - GLAZING
1 : 100

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GWYTH JONES

PINNACLE PLANNING

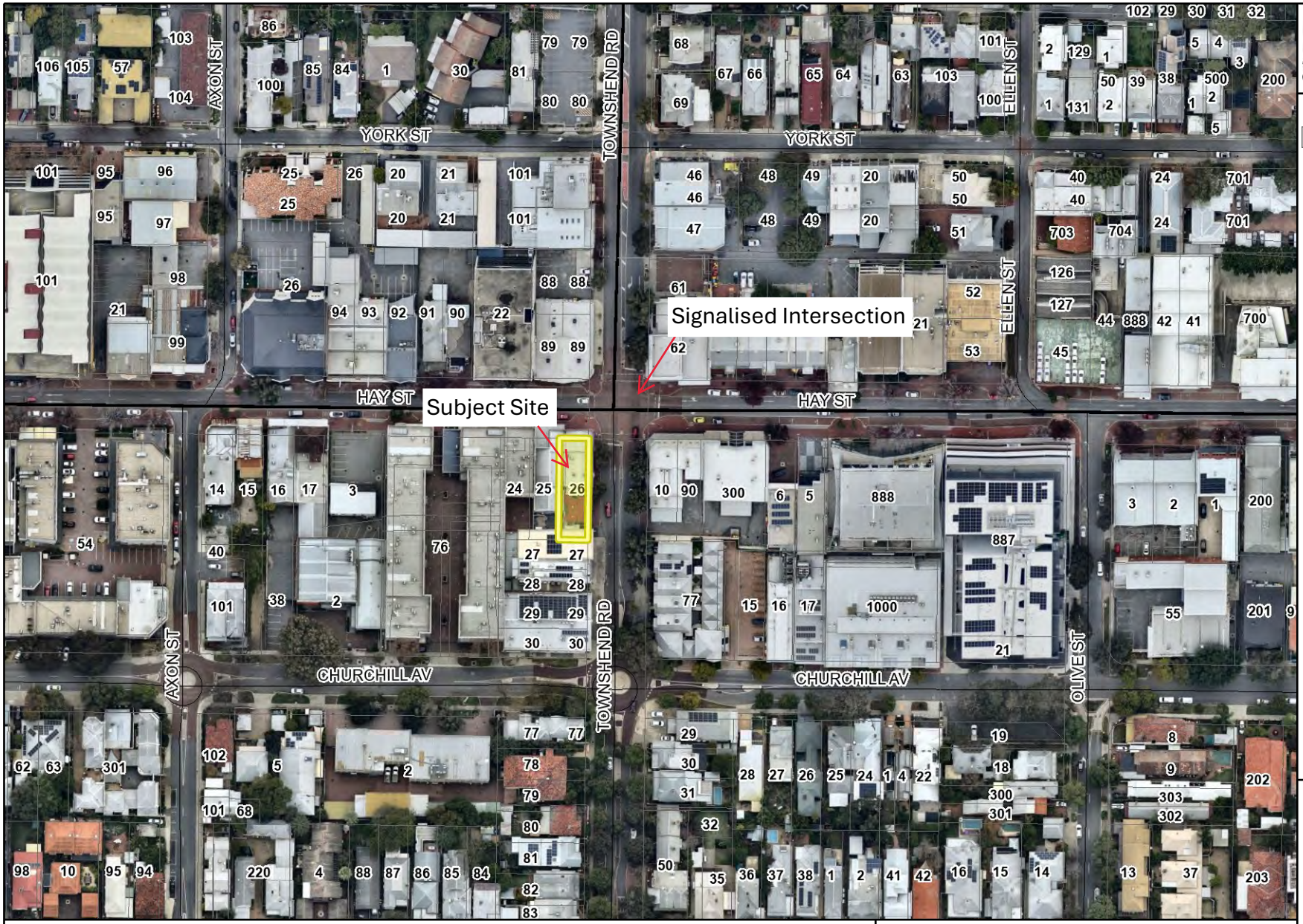
PROJECT
DIGITAL SIGNAGE COMMERCIAL DEVELOPMENT
ADDRESS
LOT 26 (No. 315) HAY STREET, SUBIACO

DRAWING
GLAZING TO WALL RATIO

STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER	2533
DRAWING NO.	A_109
REV.	SK012
DRAWN	MJ

SCALE @ A1 1 : 100
0 1 2 5m
NORTH



Department of Planning, Lands and Heritage

GOVERNMENT OF WESTERN AUSTRALIA

Legend

- Cadastre (View 1)
- Roads
  - Main
  - Minor
  - Laneway

Notes:

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* This map is not intended for measurement purposes.

Map was produced using DPLH's InQuiry.

InQuiry Map

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Internal Spatial Viewer

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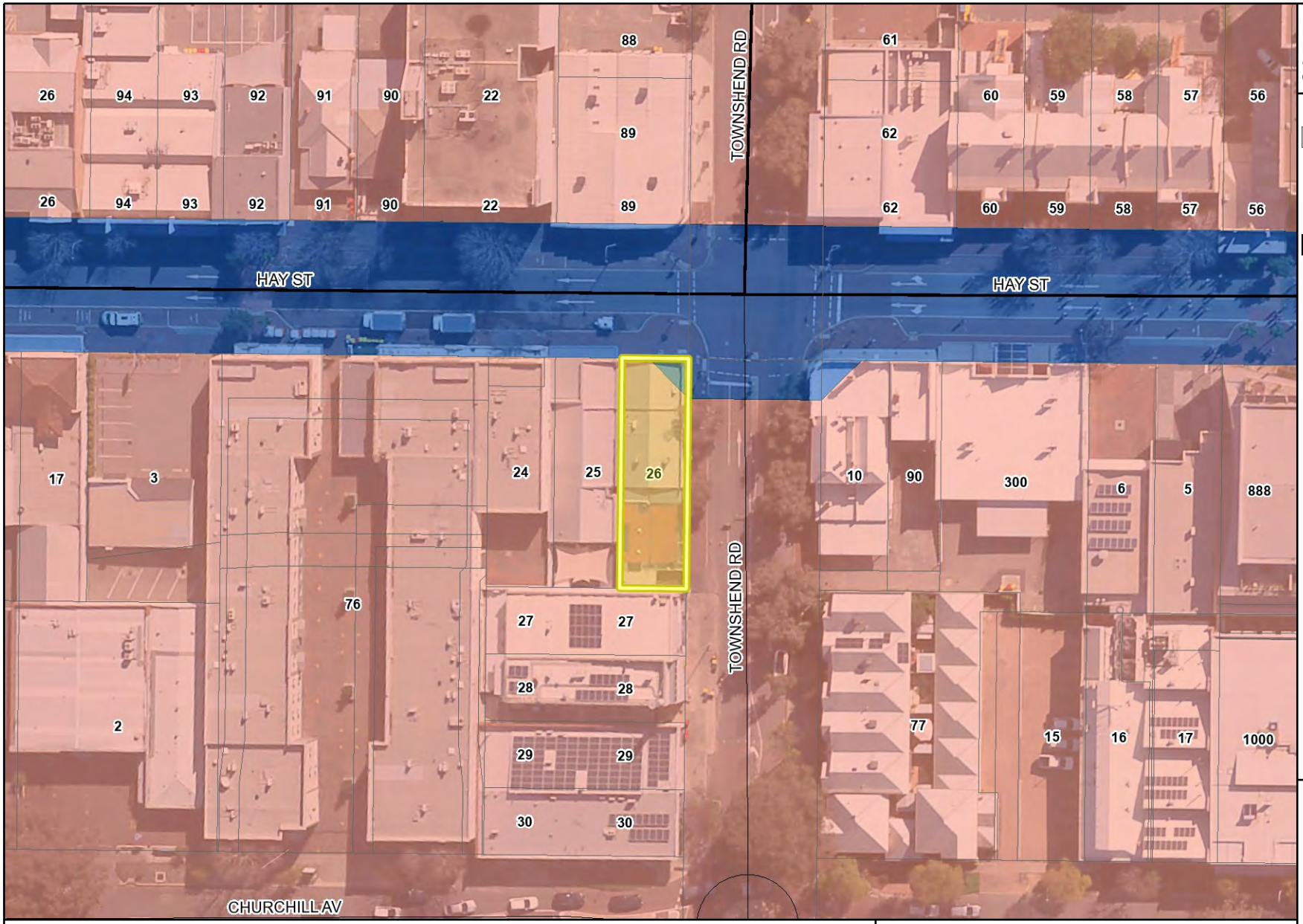
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1: 2,264 at A4

Projection: WGS 1984 Web Mercator Auxiliary Sphere

Graticules (if visible): GDA 1994 Latitude/Longitude

Date produced: 20-Aug-2026



Department of Planning, Lands and Heritage

Legend

- Cadastre (View 1)
- Roads
  - Main
  - Minor
- Region Scheme Boundary
- Region Scheme Zones and Reserves
  - Other regional roads
  - Urban

Notes:

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N

0 0.02 0.04 Kilometres

1: 1,000 at A4

Projection: WGS 1984 Web Mercator Auxiliary Sphere

Graticules (if visible): GDA 1994 Latitude/Longitude

Date produced: 18-Aug-2026

PART D – OTHER BUSINESS

1. **State Administrative Tribunal Applications and Supreme Court Appeals**

2. **Meeting Closure**