



Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 13 March 2024; 9:30am
Meeting Number: MIDAP/1
Meeting Venue: 140 William Street, Perth
Public Observing: via Electronic Means

A live stream will be available at the time of the meeting, via the following link: [MIDAP/1 - 13 March 2024 - Town of Cambridge - City of Stirling](#)

This DAP meeting will be live streamed open to the public rather than requiring attendance in person.

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Members on Leave of Absence
4. Noting of Minutes

PART B – TOWN OF CAMBRIDGE

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
 - 4.1 No 187 (Lot 30) Salvado Road, Jolimont - 7 Storey apartment building – DAP/23/02466
 - 4.2 No. 130 (Lot 2) and No 132 (Lot 3) Brookdale Street, Floreat – Child Care Centre – DAP/18/01384
5. Section 31 SAT Reconsiderations

PART C – CITY OF STIRLING

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
 - 3.1 No 194 (Lot 3) The Esplanade and No 5 (Lot 4) Brighton Rd, Scarborough - 12-storey residential development with 21 dwellings & associated parking, access, landscaping and amenities – DAP/23/02555
 - 3.2a Lot 110 (No 19) Twyford Place, Innaloo - 5 Storey Multiple Dwelling - DAP/23/02581
 - 3.2b Lot 110 (No 19) Twyford Place, Innaloo - 5 Storey Multiple Dwelling - DAP/23/02581
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations



PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. General Business
3. 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 additional information documentation



ATTENDANCE

DAP Members

Francesca Lefante (Presiding Member)
Lee O'Donohue (Deputy Presiding Member)
John Syme (Specialist Member)

Part B – Town of Cambridge

Cr Ben Mayes (Local Government Member, Town of Cambridge)
Cr Kate Barlow (Local Government Member, Town of Cambridge)

Part C – City of Stirling

Cr Suzanne Migdale (Local Government Member, City of Stirling)
Cr Michael Dudek (Local Government Member, City of Stirling)

Minute Secretary

Tenielle Brownfield (DAP Secretariat)

Officers in Attendance

Zoe Hendry (DAP Secretariat)



PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

This meeting is being recorded and livestreamed on the DAP website in accordance with regulation 40(2A) of the *Planning and Development (Development Assessment Panels) Regulations 2011*. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Nil.

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

Signed minutes of previous meetings are available on the [DAP website](#).



PART B – TOWN OF CAMBRIDGE

1. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil.

4. Form 2 DAP Applications

4.1 No 187 (Lot 30) Salvado Road, Jolimont - 7 Storey apartment building – DAP/23/02466

4.2 No. 130 (Lot 2) and No 132 (Lot 3) Brookdale Street, Floreat – Child Care Centre – DAP/18/01384

5. Section 31 SAT Reconsiderations

Nil.

LOT 30 (No. 187) SALVADO ROAD, JOLIMONT – 7 STOREY MULTIPLE DWELLING DEVELOPMENT

Form 2 – Responsible Authority Report (Regulation 17)

DAP Name:	Metro Inner DAP	
Local Government Area:	Town of Cambridge	
Proposed Amendments:	Delete Condition 14	
Applicant:	Element Advisory Pty Ltd	
Owner:	Kingsfort Ht Pty Ltd	
Value of Amendment:	N/A – Amendment is only for the deletion of a condition of the previous approval	
Responsible Authority:	Town of Cambridge	
Authorising Officer:	Steven Laming, A/Manager Statutory Planning	
LG Reference:	DA23/0280	
DAP File No:	DAP/23/02466	
Date of Original DAP decision:	17 August 2023	
Application Received Date:	13 December 2023	
Application Statutory Process Timeframe:	60 Days with an additional 19 days agreed	
Attachment(s):	1. Previous Decision 2. 27 February 2024 Council Minutes	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☒ Yes	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

It is recommended that the Metro Inner DAP resolves to:

- Accept** that the DAP Application reference DAP/23/02466 as detailed on the DAP Form 2 dated 13 December 2023 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
- APPROVE** the DAP Application reference DAP/23/02466 in accordance with Clause 68 and Clause 77 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause 68 of the Town of Cambridge Local Planning Scheme No. 1, for the proposed minor amendment to the approved 7 Storey Multiple Dwelling Development at Lot 30 (No. 187) Salvado Road, Jolimont, subject to:

Deleted Condition:

14. Prior to the lodgement of a Building Permit application, the landowner(s) shall comply with the Town's Local Planning Policy 3.19 - Percent for Public Art [LPP3.19] and satisfy the public art contribution via the cash-in-lieu option.
- i) The applicant will advise in writing the estimated construction value.
 - ii) The contribution amount shall be made as a cash contribution of at least 1% of the construction value as defined in [LPP3.19], but no more than \$500,000.
 - iii) Following the issue of an invoice by the Town for the contribution amount, the applicant will pay the invoice in full prior to lodgement of the Building Permit application.

All other conditions and requirements detailed on the previous approval dated 17 August 2023 shall remain unless altered by this application.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone/Reserve	Urban
Local Planning Scheme	Town of Cambridge Local Planning Scheme No. 1
Local Planning Scheme Zone/Reserve	Residential
Structure Plan/Precinct Plan	Lot 520 Salvado Road, Jolimont Outline Development Plan
Structure Plan/Precinct Plan Land Use Designation	Residential R80
Use Class (proposed) and permissibility:	Dwelling (Multiple), D 'Discretionary'
Lot Size:	2,305m ²
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

This application seeks to amend the previous development approval dated 17 August 2023 by deleting Condition 14.

No other amendments to the previous approval have been proposed.

Background:

The original application for a 7-storey multiple dwelling development was initially presented to the Council in July 2023. The Administration's report to that Council meeting included a draft Responsible Authority Report (RAR) that recommended that the Metro Inner-North Joint Development Assessment Panel (DAP) refuse the application. The draft RAR also included an alternative recommendation for approval. Condition 14 of the alternative recommendation was as follows:

- "14. Prior to the lodgement of a Building Permit application, the landowner(s) shall comply with the Town's Local Planning Policy 3.19 - Percent for Public Art [LPP3.19] and satisfy the public art contribution via the cash-in-lieu option.*
- i) The applicant will advise in writing the estimated construction value.*
 - ii) The contribution amount shall be made as a cash contribution of at least 1% of the construction value as defined in [LPP3.19], but no more than \$500,000.*
 - iii) Following the issue of an invoice by the Town for the contribution amount, the applicant will pay the invoice in full prior to lodgement of the Building Permit application."*

At the July 2023 Council meeting, the Council also resolved to recommend that the DAP refuse the application.

The finalised RAR, which was submitted to the DAP, included Condition 14 as above without any modification in the alternative recommendation for approval.

The application was then presented to the DAP at its meeting on 17 August 2023, where the DAP approved the application subject to conditions, which included Condition 14 from the Town's alternative recommendation without any modification.

The previous DAP approval determination notice and approved plans are included in **Attachment 1**.

Legislation and Policy:

Legislation

- Metropolitan Region Scheme (MRS)
- Town of Cambridge Local Planning Scheme No.1 (LPS 1)
- Planning and Development Act 2005
- Planning and Development (Local Planning Schemes) Regulations 2015
- Planning and Development (Development Assessment Panels) Regulations 2011

State Government Policies

State Planning Policy 7.3: Residential Design Codes, Volume 2 – Apartments
State Planning Policy 5.4: Road and Rail Noise

Structure Plans/Activity Centre Plans

Parkside Walk Outline Development Plan

Local Policies

Local Planning Policy 1.2 Public Notification and Advertising Procedures
 Local Planning Policy 1.3 Design Review Panel
 Local Planning Policy 2.4.2: Parkside Walk, Jolimont (Design Guidelines)
 Local Planning Policy 3.13: Parking
 Local Planning Policy 3.19: Percentage for Public Art
 Local Planning Policy 3.22: Waste Management
 Local Planning Policy 3.24: Determining Natural Ground Levels

Consultation:

Public Consultation

No public consultation required.

Referrals/consultation with Government/Service Agencies

No referrals required.

Design Review Panel Advice

Not applicable.

Planning Assessment:

This application seeks to amend the previous development approval dated 17 August 2023 by deleting Condition 14.

Condition 14 of the previous approval is as follows:

- “14. Prior to the lodgement of a Building Permit application, the landowner(s) shall comply with the Town’s Local Planning Policy 3.19 - Percent for Public Art [LPP3.19] and satisfy the public art contribution via the cash-in-lieu option.*
- i) The applicant will advise in writing the estimated construction value.*
 - ii) The contribution amount shall be made as a cash contribution of at least 1% of the construction value as defined in [LPP3.19], but no more than \$500,000.*
 - iii) Following the issue of an invoice by the Town for the contribution amount, the applicant will pay the invoice in full prior to lodgement of the Building Permit application.”*

The ‘Application’ section of the Town’s *Local Planning Policy 3.19 – Percent for Public Art* (LPP 3.19) states the following:

“This policy applies to all applications for commercial, non-residential and mixed use developments with a construction cost of \$1 million or more throughout the Town. Classes of development excluded from the policy are applications for demolition and/or infrastructure projects only.”

As the approved 7-storey multiple dwelling development is purely residential, the requirements for the provision of public art under LPP 3.19 are not enforceable, as the

Policy only applies to development applications for commercial, non-residential, and mixed-use developments.

As such, it is considered that Condition 14 was included in the previous approval in error and should therefore be deleted.



LG Ref: DA23/0056
DAP Ref: DAP/23/02466
Enquiries: (08) 6551 9919

Mr Felipe Soto
Space Collective Architects
3/140 Onslow Road Shenton Park WA 6008

Dear Mr Soto

METRO INNER-NORTH JDAP - TOWN OF CAMBRIDGE - DAP APPLICATION - DA23/0056 - DETERMINATION

Property Location:	187 (Lot 30) Salvado Road, Jolimont
Application Details:	7 storey apartment building

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the Town of Cambridge on 27 March 2023 for the above-mentioned development.

This application was considered by the Metro Inner-North JDAP at its meeting held on 17 August 2023, where in accordance with the provisions of the Town of Cambridge Local Planning Scheme No.1, it was resolved to **approve** the application as per the attached notice of determination.

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

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

Should you have any queries with respect to the conditions of approval, please contact Mr Christian Parker on behalf of the Town of Cambridge on 08 9347 6000.

Yours sincerely,

DAP Secretariat

18 August 2023

Encl. DAP Determination Notice
Approved Plans

Cc: Mr Christian Parker
Town of Cambridge

Planning and Development Act 2005

Town of Cambridge Local Planning Scheme No.1

Metro Inner-North Joint Development Assessment Panel

**Determination on Development Assessment Panel
Application for Planning Approval**

Property Location: 187 (Lot 30) Salvado Road, Jolimont

Application Details: 7 storey apartment building

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 17 August 2023, subject to the following:

Approve DAP Application reference DAP/23/02466 and accompanying plans (attachment 1) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Clause 68 of the Town of Cambridge Local Planning Scheme No. 1, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
2. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any conditions of this approval.
3. All stormwater shall be contained and disposed of on-site for the life of the development to the satisfaction of the Town.
4. All structures (and associated footings) shall be contained within the lot boundaries of the subject site.
5. Prior to lodgement of the Building Permit application, an Acoustic Report from a recognised acoustic consultant (member of AAS, AAAC or MIEAust with post-nominal letters MAAS or FAAS) is to be submitted to the Town for approval.

The Acoustic Report must demonstrate that the proposed noise sensitive development can be made to comply with the *Environmental Protection Act 1986* and *Environmental Protection (Noise) Regulations 1997*. The Acoustic Report is to ensure the noise criteria demonstrates how the proposed development will be designed, constructed or otherwise managed, to minimise noise emissions from the development and/or noise intrusion upon the development (ie. Quiet House Designs, window construction and glazing).

The Acoustic Report shall be implemented and thereafter complied with by the landowner(s) for the life of the development to the satisfaction of the Town.

6. Prior to lodgement of the Building Permit application, a Construction Management Plan (CMP) shall be submitted to, and approved by, the Town. The CMP shall address the following, where applicable (as determined by the Town):
 - i) Staging plan for the entire works, including timeframes and assigned responsibilities for tasks;
 - ii) Contact details of essential site personnel, construction period and operating hours;
 - iii) The on-site storage of materials and equipment;
 - iv) Site security and public safety and amenity measures;
 - v) Community information, consultation and complaints and incident procedures;
 - vi) Traffic, access and parking management;
 - vii) Vibration, air, dust and noise management;
 - viii) Dilapidation reports of nearby properties;
 - ix) Construction waste and materials re-use;
 - x) Earthworks, excavation, land retention/piling methods and associated matters;
 - xi) Stormwater and sediment control;
 - xii) Protection of existing roads, kerbs, footpaths, street trees and miscellaneous services;
 - xiii) Asbestos removal;
 - xiv) Any other matter deemed relevant by the Town.

The CMP shall be implemented upon commencement of any site works/development for their entire duration to the satisfaction of the Town.

7. Prior to lodgement of the Building Permit application, the approved plans shall be modified to include an additional visitor parking bay before the security gate to the satisfaction of the Town.
8. Prior to occupation of any part of the development, all visitors' car parking bays shown on the approved plans shall be surface marked "visitor only" and sign posted accordingly and thereafter maintained by the landowner(s) for the life of the development to the satisfaction of the Town.
9. Prior to commencement of use, the approved Landscaping Plan shall be implemented and thereafter complied with by the landowner(s) for the life of the development to the satisfaction of the Town.
10. Pedestrian/vehicle gates shall not encroach into the road reserve.

11. The existing Salvado Road verge tree shown on the approved plans (where the proposed crossover is located) shall be removed and the stump ground to 300mm below ground level, coordinated by the Town, at the landowner's cost, prior to any works the subject of this approval commencing on the subject site.

The landowner(s) shall coordinate with the Town for the verge tree to be replaced by one new 45L verge tree by the Town's contractor (including the watering), at the landowner's cost, in a location determined by the Town, within six months of practical completion of the development.

No other verge trees shall be removed, pruned, or disturbed in any way without further approval of the Town.

12. The development shall incorporate all colours and materials as shown on the approved Elevation Plans to the satisfaction of the Town prior to the practical completion of the development.
13. Prior to lodgement of the Building Permit application, an updated Waste Management Plan shall be submitted to, and approved by, the Town and is to be thereafter implemented and maintained by the landowner to the satisfaction of the Town for the life of the development.

The Waste Management Plan shall be updated to include space for the maximum 15 x 660L bins to be collected.

14. Prior to the lodgement of a Building Permit application, the landowner(s) shall comply with the Town's Local Planning Policy 3.19 - Percent for Public Art [LPP3.19] and satisfy the public art contribution via the cash-in-lieu option.
 - i) The applicant will advise in writing the estimated construction value.
 - ii) The contribution amount shall be made as a cash contribution of at least 1% of the construction value as defined in [LPP3.19], but no more than \$500,000.
 - iii) Following the issue of an invoice by the Town for the contribution amount, the applicant will pay the invoice in full prior to lodgement of the Building Permit application.
15. The Fire Booster Cabinet shown on Allison Drive is to be integrated into the design, material, and colour scheme of the development, to the satisfaction of the Town.
16. Prior to lodgement of the Building Permit application, the applicant shall provide the proposed building permit plans to the Town. These plans will be required to be to the satisfaction of the Town (in liaison with the Design Review Panel if required) to ensure all key design elements are retained, to the Satisfaction of the Town.

Advice Notes:

1. Where an approval has so lapsed, no development shall be carried out without further approval of the Town having first been sought obtained.
2. The applicant shall be responsible for ensuring that all lot boundaries as shown on the approved plans are correct.

3. The landowner is advised that a Building Permit application shall be submitted to, and approved by the Town prior to any construction or site works commencing on the subject site in accordance with the *Building Act 2011* and *Building Regulations 2012*.
4. The pool barrier is to comply with AS 1926.1-2012.
5. Prior to installing a swimming pool an application to the Executive Director Public Health (EDPH) for an approval to construct is required.

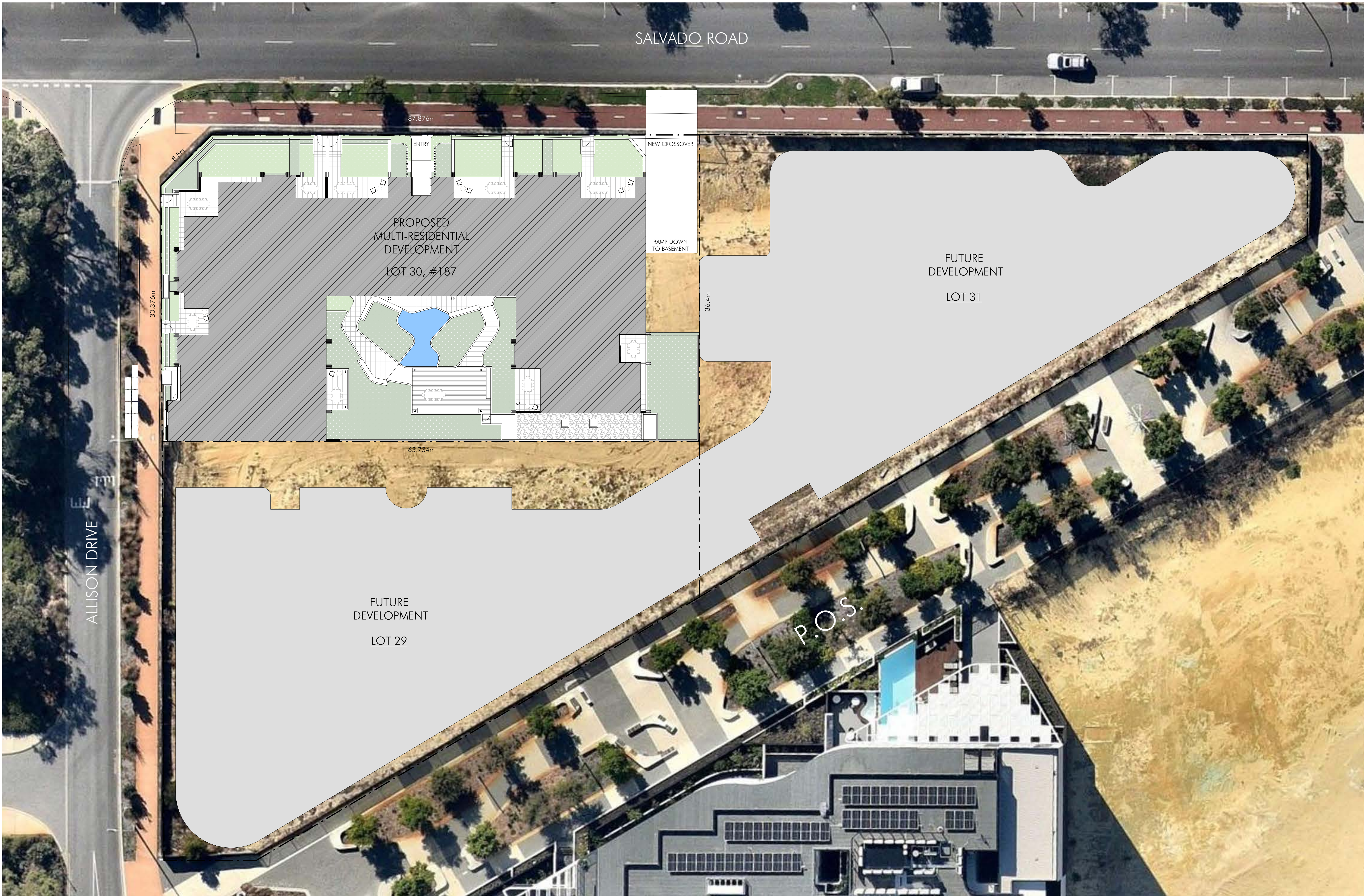
Subsequent to installation, the Department of Health will need to inspect the facility, and the aquatic facility can only be used once the EDPH has signed and issued a Certificate of Compliance and a Permit to Operate.

6. BA20 forms are to be provided from the neighbours where to work is to affect neighbouring properties.
7. One level of Units are to be disability accessible to the front door as per part D3 of the BCA 2022.
8. The landowner is advised of the following in relation to the abutting road reserve:
 - i) A "Vehicle Crossover Application Form" shall be submitted to and approved by the Town prior to the commencement of site works/development. All crossovers shall be constructed in accordance with the Town's Policy No. 5.2.7 - Standard Vehicle Crossover.
 - ii) The use of verge areas for temporary storage during building/demolition works requires a permit in accordance with the Town of Cambridge Local Government and Public Property Local Law 2017.
 - iii) Any verge treatment shall be in accordance with the Town's Policy No. 5.2.19 - Street Verges - Landscaping and Maintenance and the Town's Street Verge Landscape and Maintenance Guidelines.
9. The landowner is advised that dividing fencing between properties is a civil matter between abutting landowners in accordance with the Dividing Fences Act 1961. It is the responsibility of the landowner to obtain any necessary approvals or satisfy any other obligations under the Dividing Fences Act 1961.
10. With respect to Condition 11, the landowner is advised that a minimum 2m (l) x 2m (w) x 1.5m (h) tree protection zone shall be provided around the trunk of each existing tree in accordance with the Town's Policy No. 5.1.5 - Street Tree Protection During Property Development/Australian Standard 4970 - Protection of trees on development sites prior to any works the subject of this approval commencing on the subject site.
11. The noise generated by activities on-site, including machinery motors or vehicles is not to exceed the levels as set out under the *Environmental Protection (Noise) Regulations 1997*.

All development works are to be carried out in accordance with control of noise practices set out in Section 6 of Australia Standard 2436:2010 - Guide to Noise and Vibration Control on Construction, Demolition and Maintenance Sites.

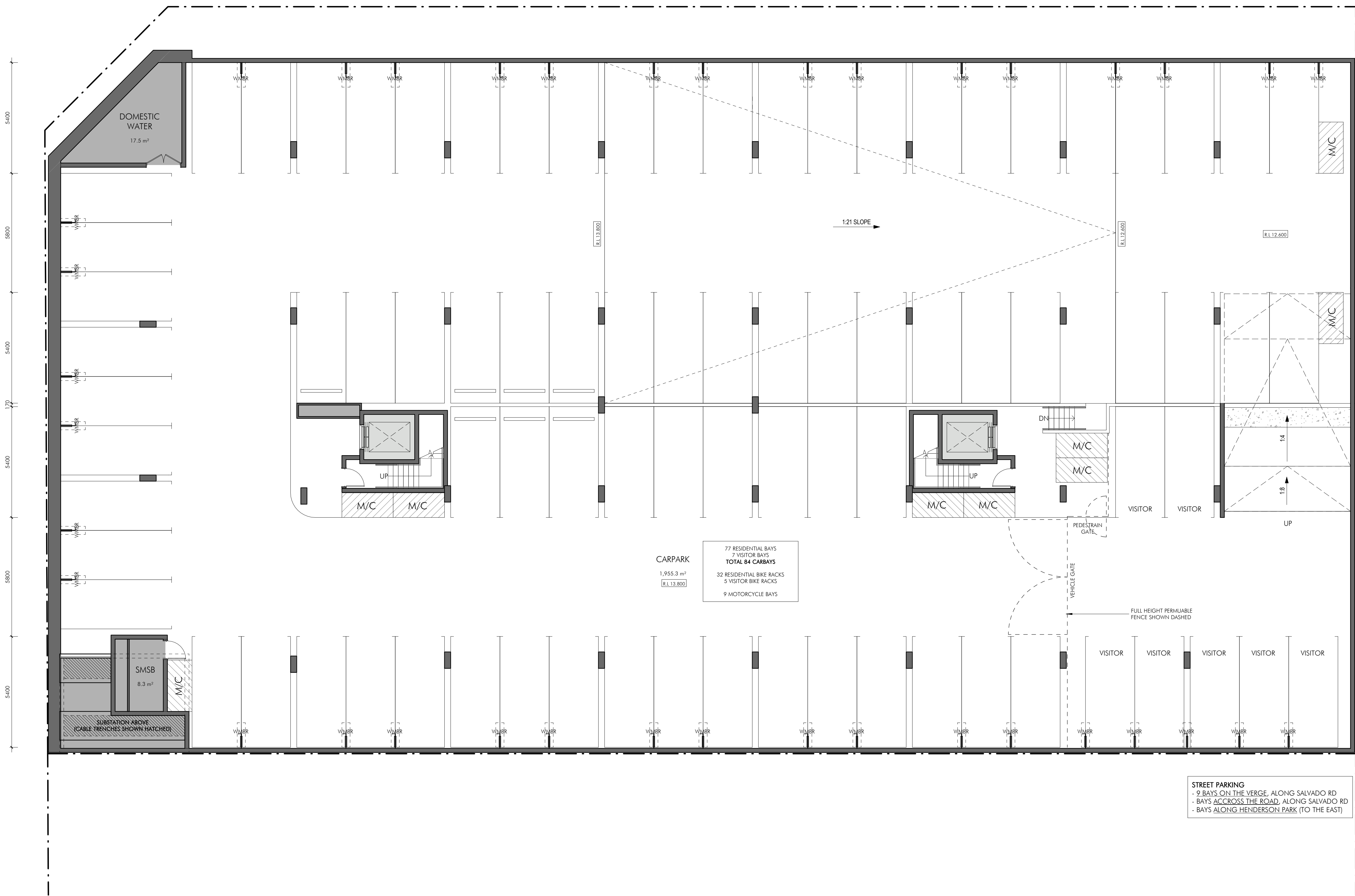
12. The landowner/applicant is advised that the installation of any external air conditioning units shall be in a location and manner that ensures noise emissions comply with the *Environmental Protection (Noise) Regulations 1997*.
13. The implementation of the development shall not cause a dust nuisance to surrounding properties (as determined by the Town) in accordance with the *Town of Cambridge Private Property Local Law 2016* (as amended).
14. Where appropriate, measures such as installation of sprinklers, use of water tanks, mulching or other land management systems shall be implemented by the landowner/developer at the direction of the Town if the Town determines that a dust nuisance exists.
15. The landowner is advised that a Form BA9 "Application for Occupancy Permit" shall be submitted to, and approved by, the Town prior to occupation of the building in accordance with the *Building Act 2011* and *Building Regulations 2012*.

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



SALVADO ROAD

ALLISON DRIVE



STREET PARKING
- 9 BAYS ON THE VERGE, ALONG SALVADO RD
- BAYS ACROSS THE ROAD, ALONG SALVADO RD
- BAYS ALONG HENDERSON PARK (TO THE EAST)

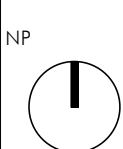


MULTI-RESIDENTIAL DEVELOPMENT
187 SALVADO RD, JOLIMONT W.A.

DEVELOPMENT
ASSESSMENT PANEL

APPROVED
17-Aug-2023

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



DATE ISSUED
29.05.23

DRAWING NAME
BASEMENT PLAN
PROJECT PHASE
DA SUBMISSION

PROJECT No.
2207

DRAWING No.
A2-01

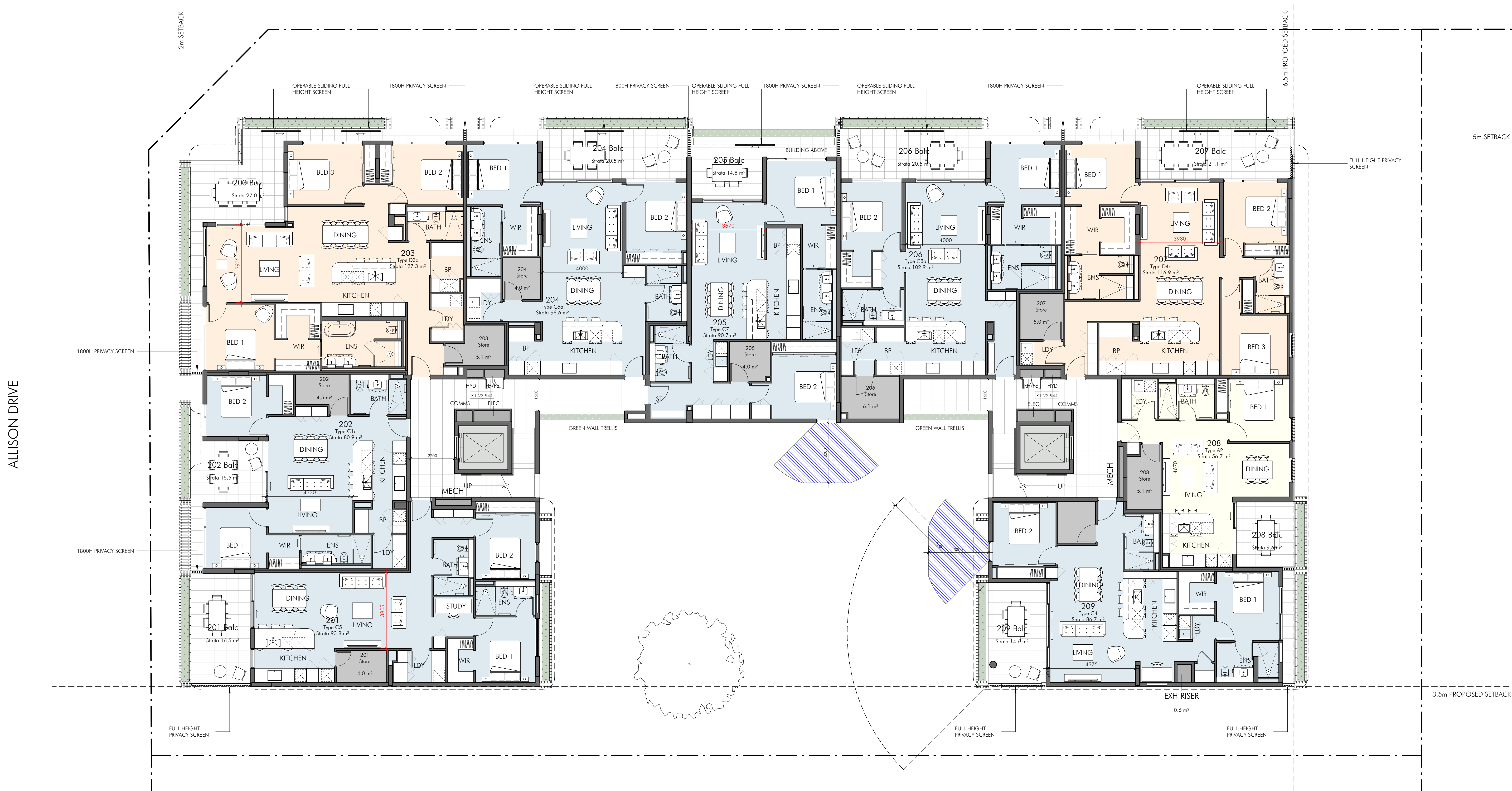
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SALVADO ROAD

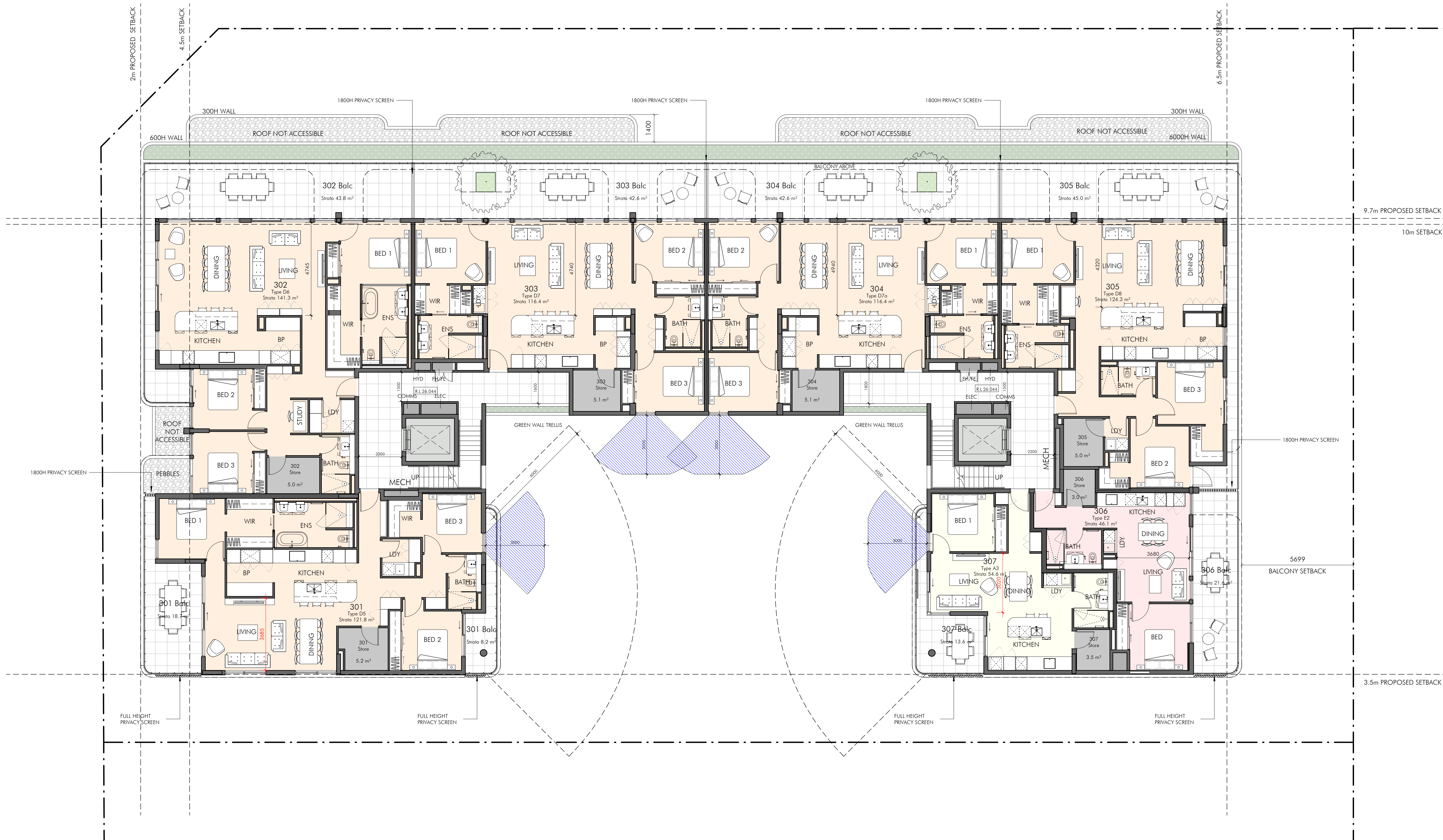


SALVADO ROAD



SALVADO ROAD

ALLISON DRIVE

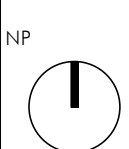


MULTI-RESIDENTIAL DEVELOPMENT
187 SALVADO RD, JOLIMONT W.A.

DEVELOPMENT
ASSESSMENT PANEL

APPROVED
17-Aug-2023

SCALE 1 : 100 @A1
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DATE ISSUED
29.05.23

DRAWING NAME
LEVEL 3 PLAN
PROJECT PHASE
DA SUBMISSION

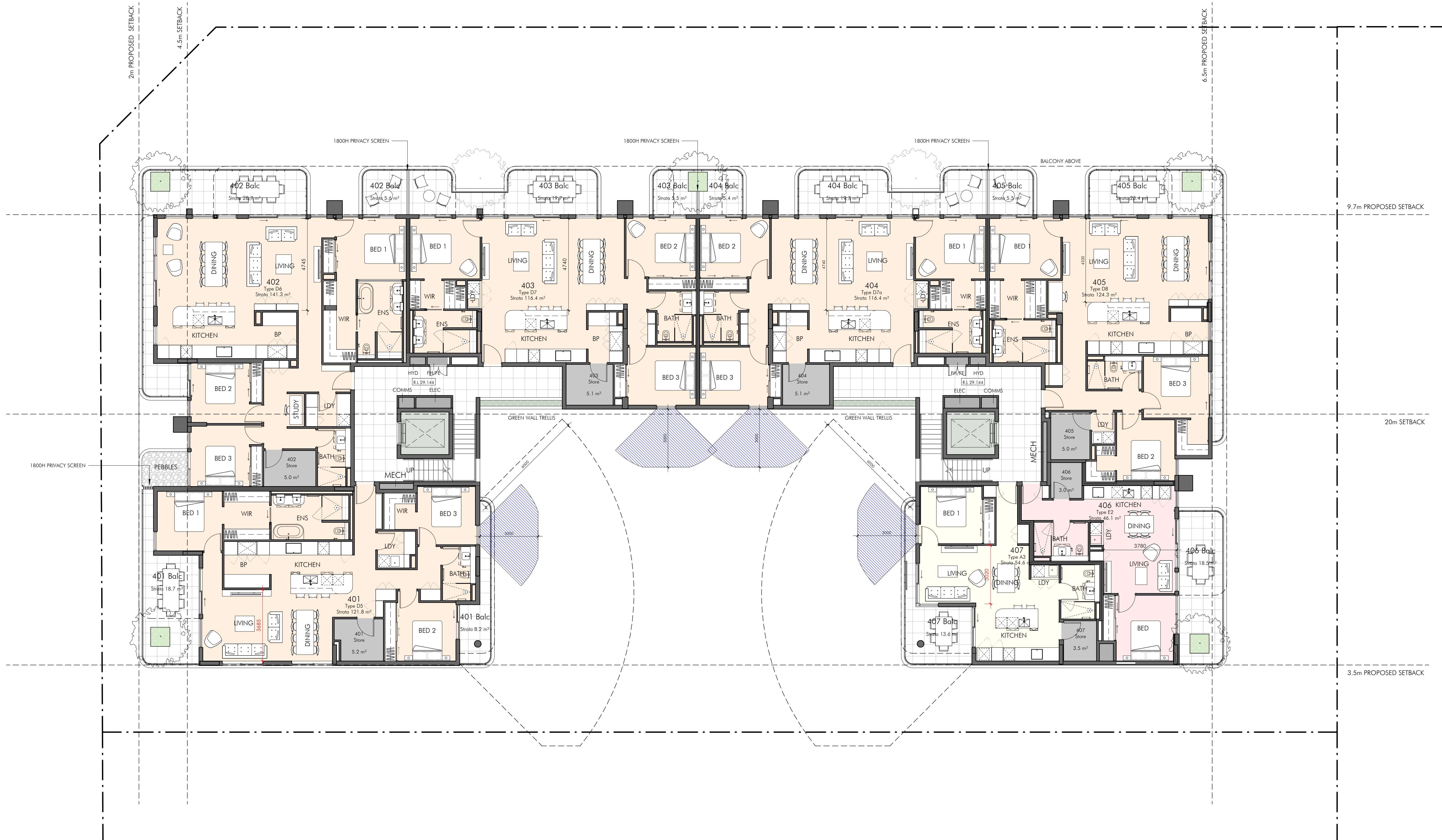
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2207

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A2-05

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SALVADO ROAD

ALLISON DRIVE

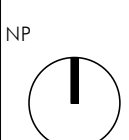


MULTI-RESIDENTIAL DEVELOPMENT
187 SALVADO RD, JOLIMONT W.A.

DEVELOPMENT
ASSESSMENT PANEL

APPROVED
17-Aug-2023

SCALE 1 : 100 @A1
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DATE ISSUED
29.05.23

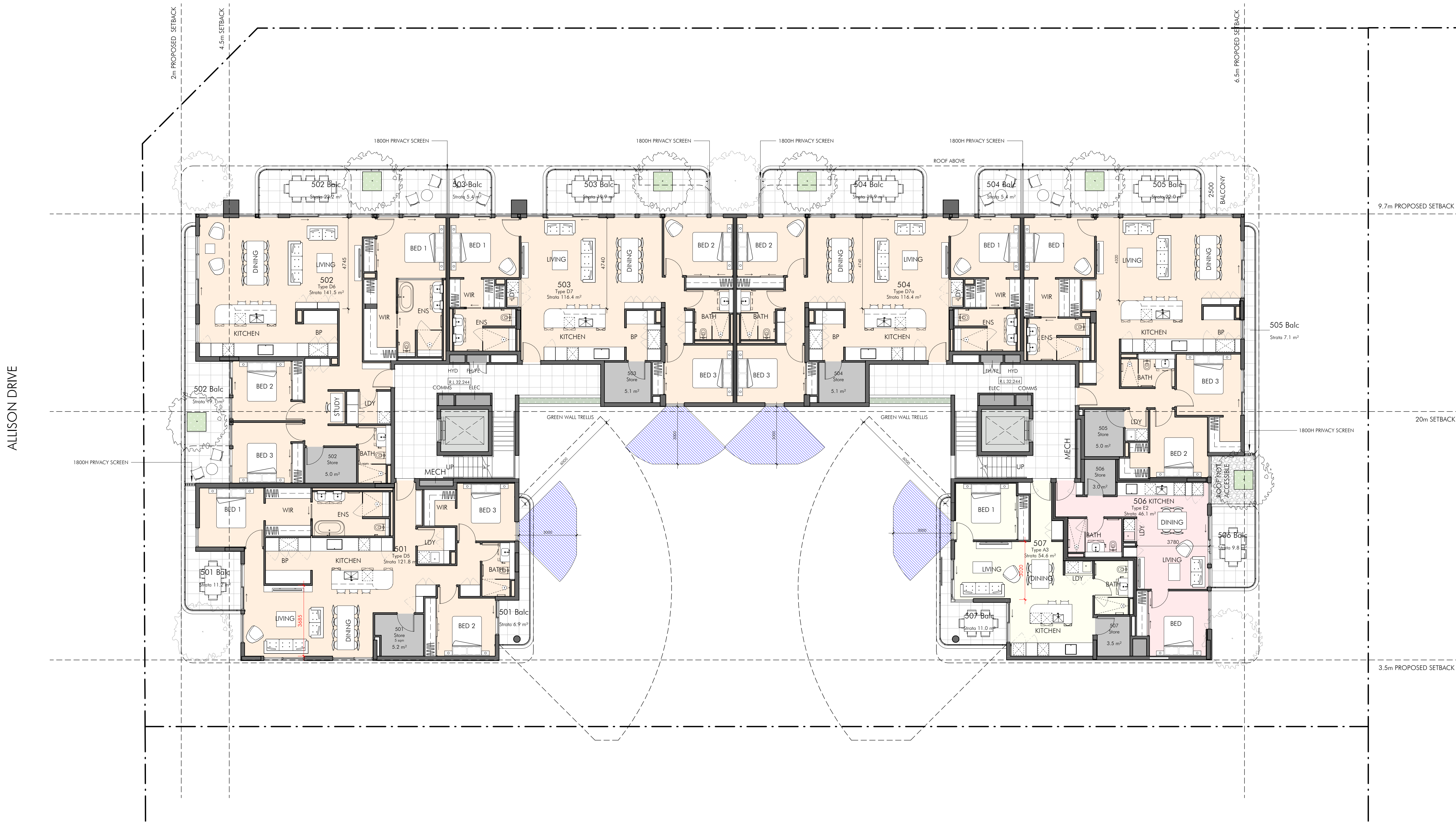
DRAWING NAME
LEVEL 4 PLAN
PROJECT PHASE
DA SUBMISSION

PROJECT No.
2207

DRAWING No.
A2-06

REV
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SALVADO ROAD

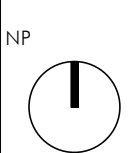


MULTI-RESIDENTIAL DEVELOPMENT
187 SALVADO RD, JOLIMONT W.A.

DEVELOPMENT
ASSESSMENT PANEL

APPROVED
17-Aug-2023

SCALE 1 : 100 @A1
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DATE ISSUED
29.05.23

DRAWING NAME
LEVEL 5 PLAN
PROJECT PHASE
DA SUBMISSION

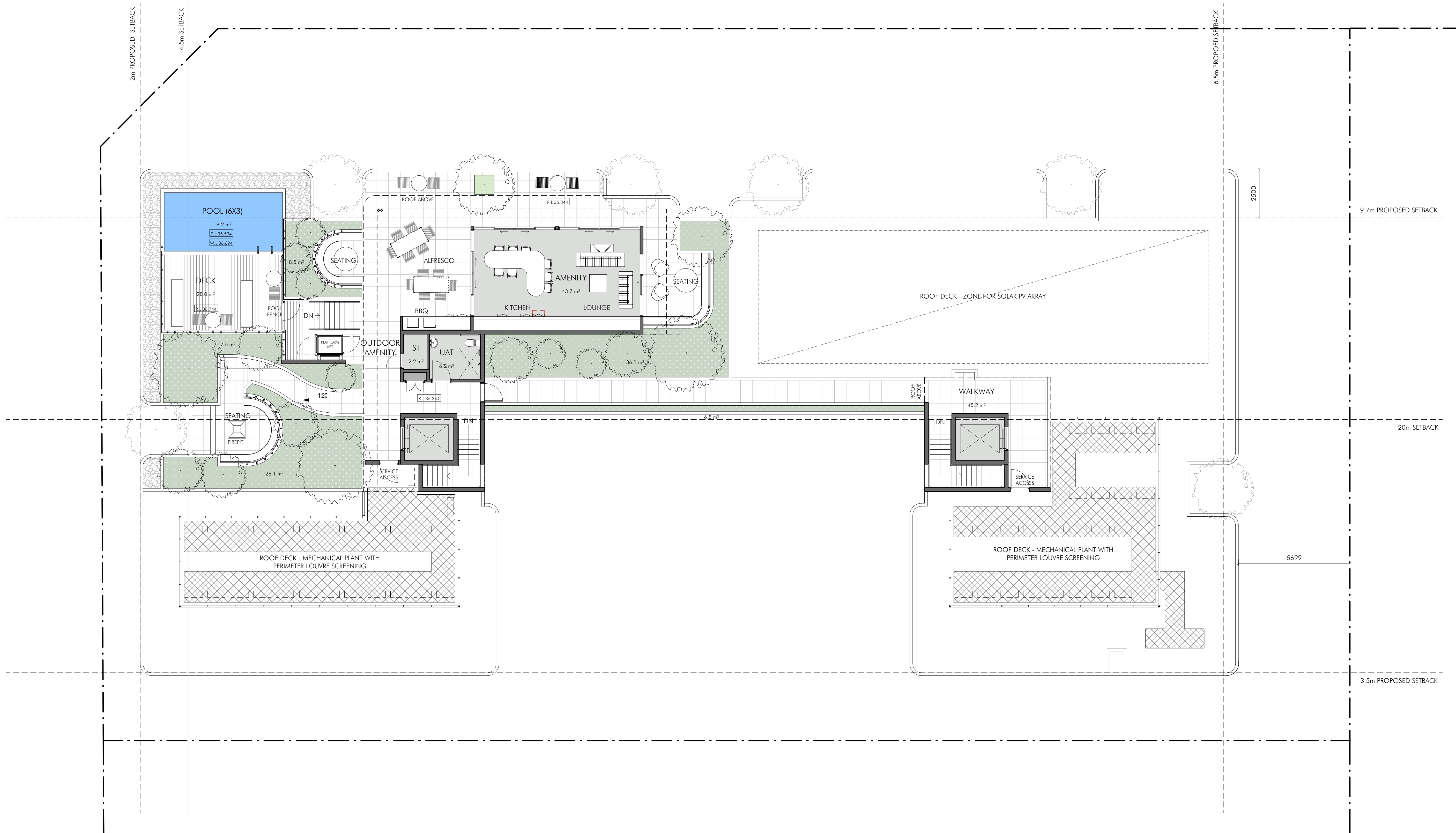
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2207

DRAWING No.
A2-07

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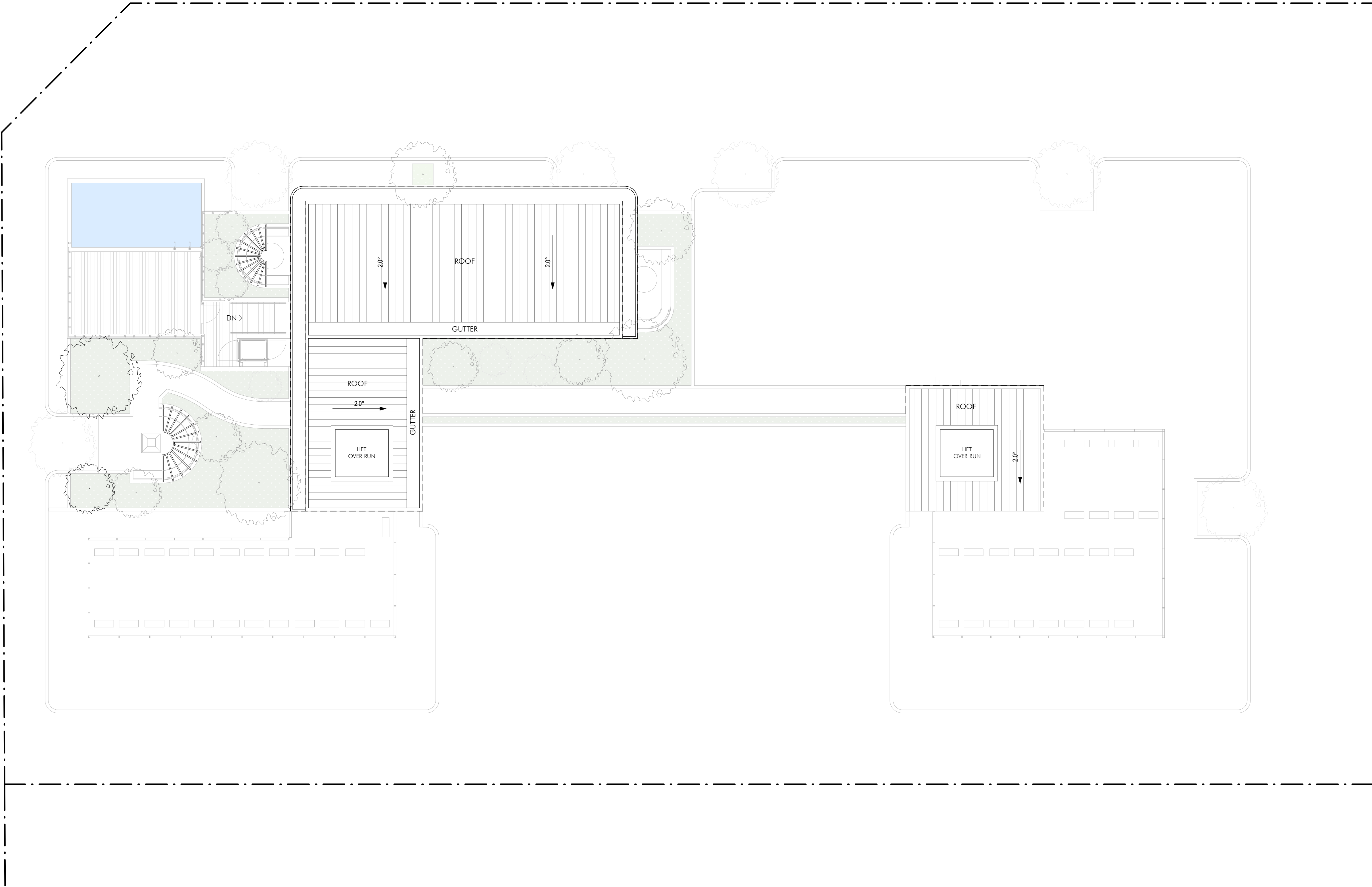
SALVADO ROAD

ALLISON DRIVE



SALVADO ROAD

ALLISON DRIVE



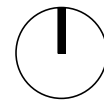
MULTI-RESIDENTIAL DEVELOPMENT
187 SALVADO RD, JOLIMONT W.A.

DEVELOPMENT
ASSESSMENT PANEL

APPROVED
17-Aug-2023

SCALE 1 : 100 @A1
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DATE ISSUED
29.05.23

DRAWING NAME
ROOF PLAN
PROJECT PHASE
DA SUBMISSION

PROJECT No.
2207

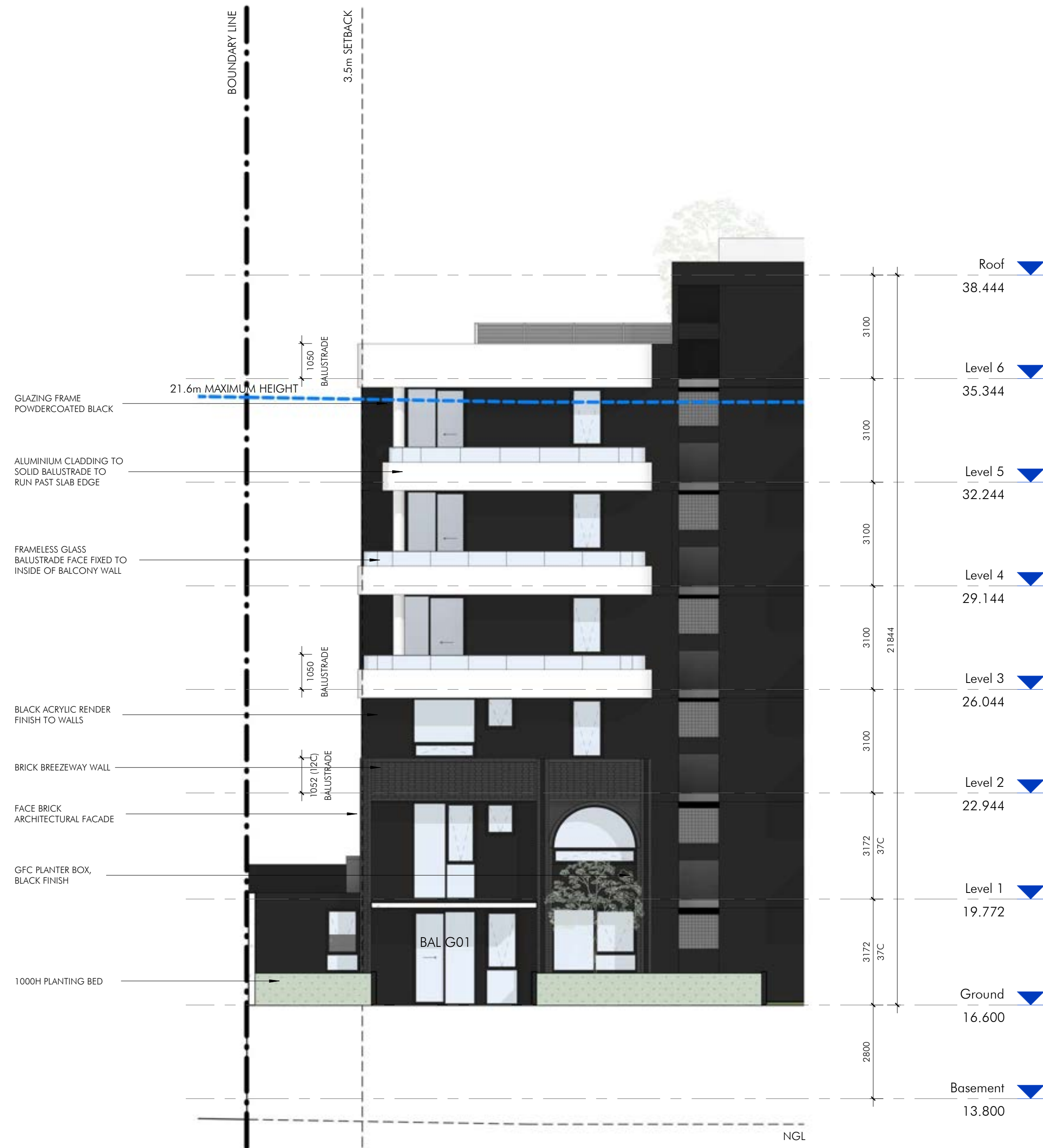
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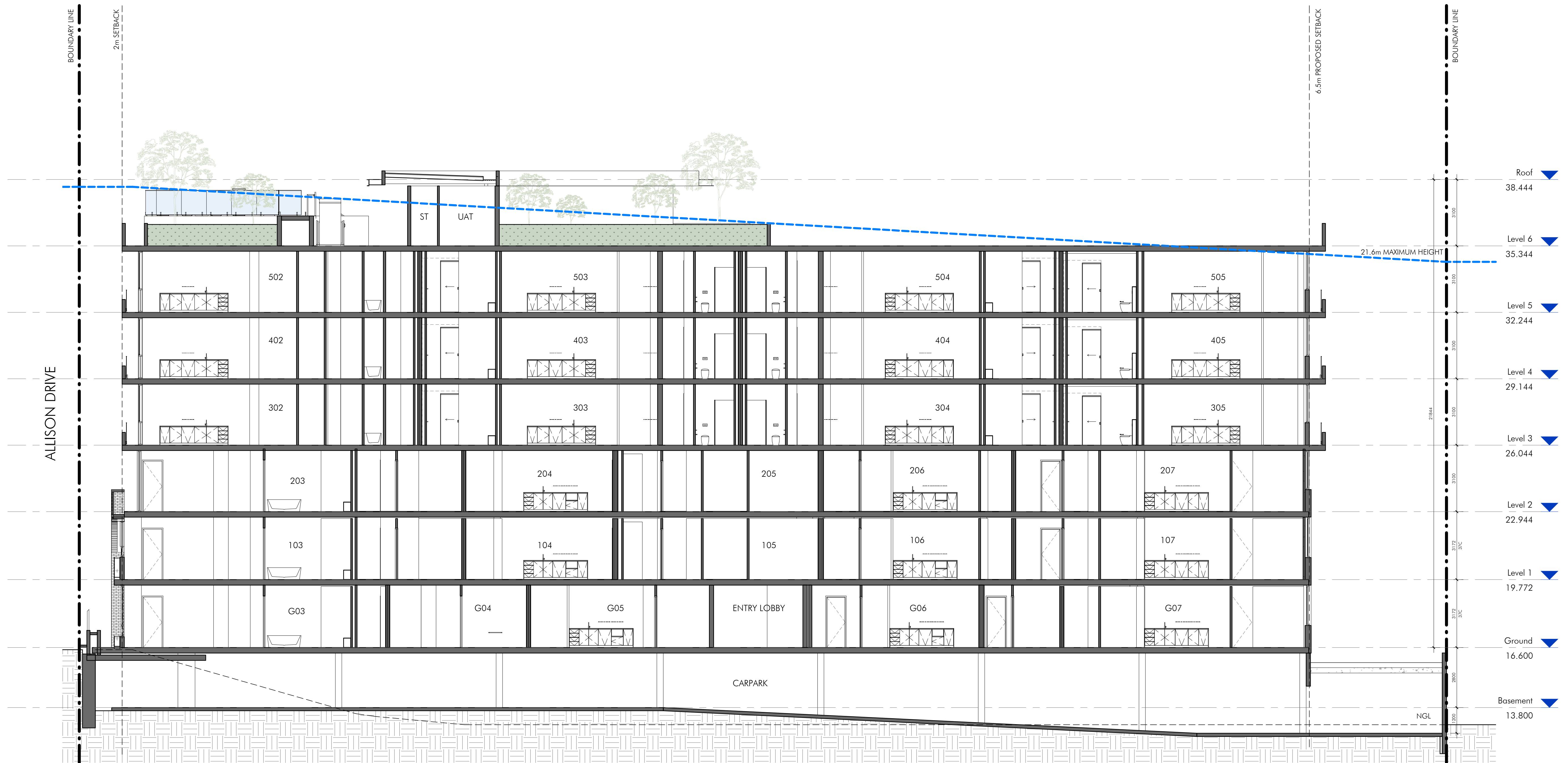
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A3-04

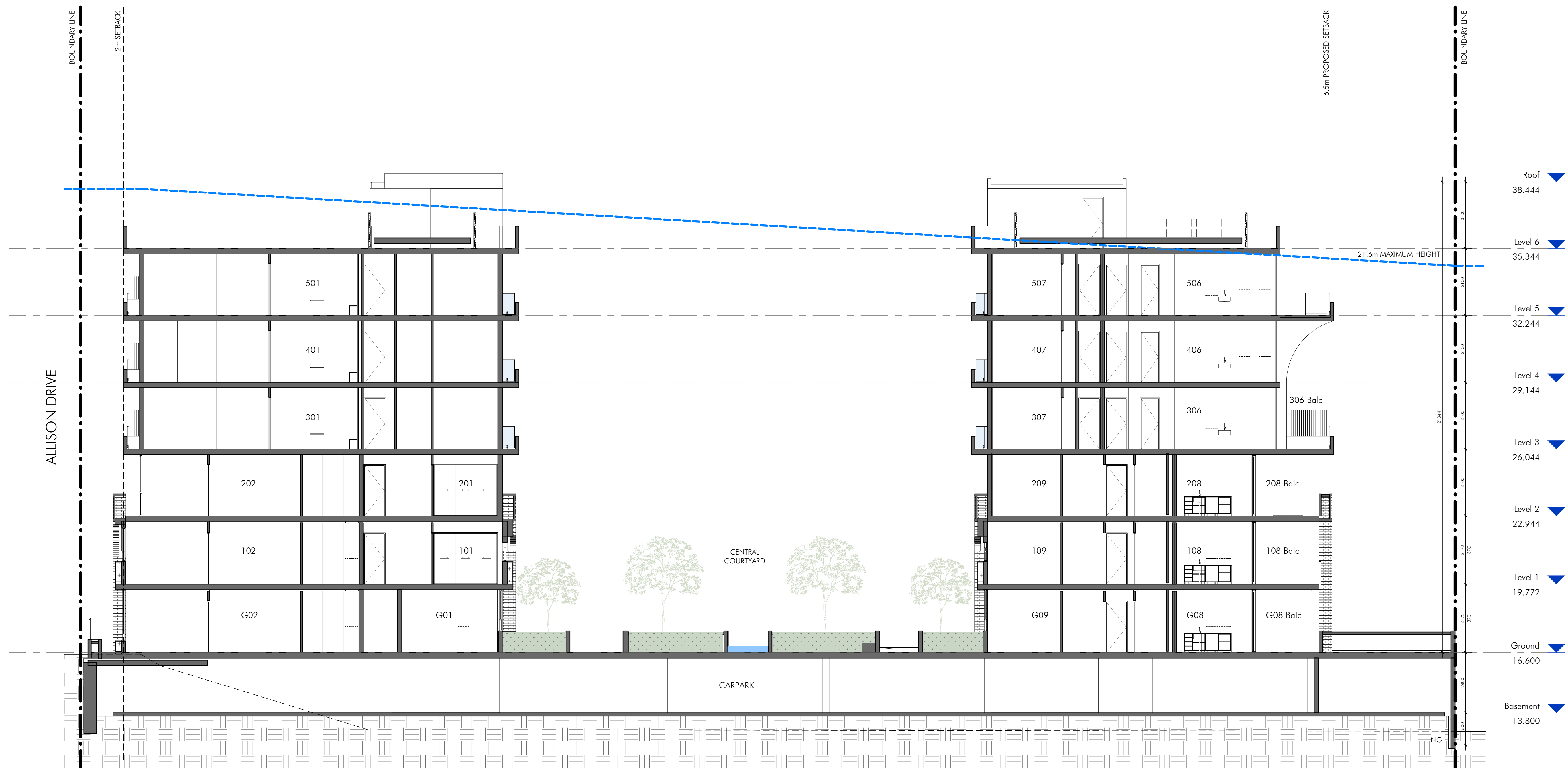


1 EXTERNAL ELEVATION EAST COURTYARD
SK2-10 1 : 100

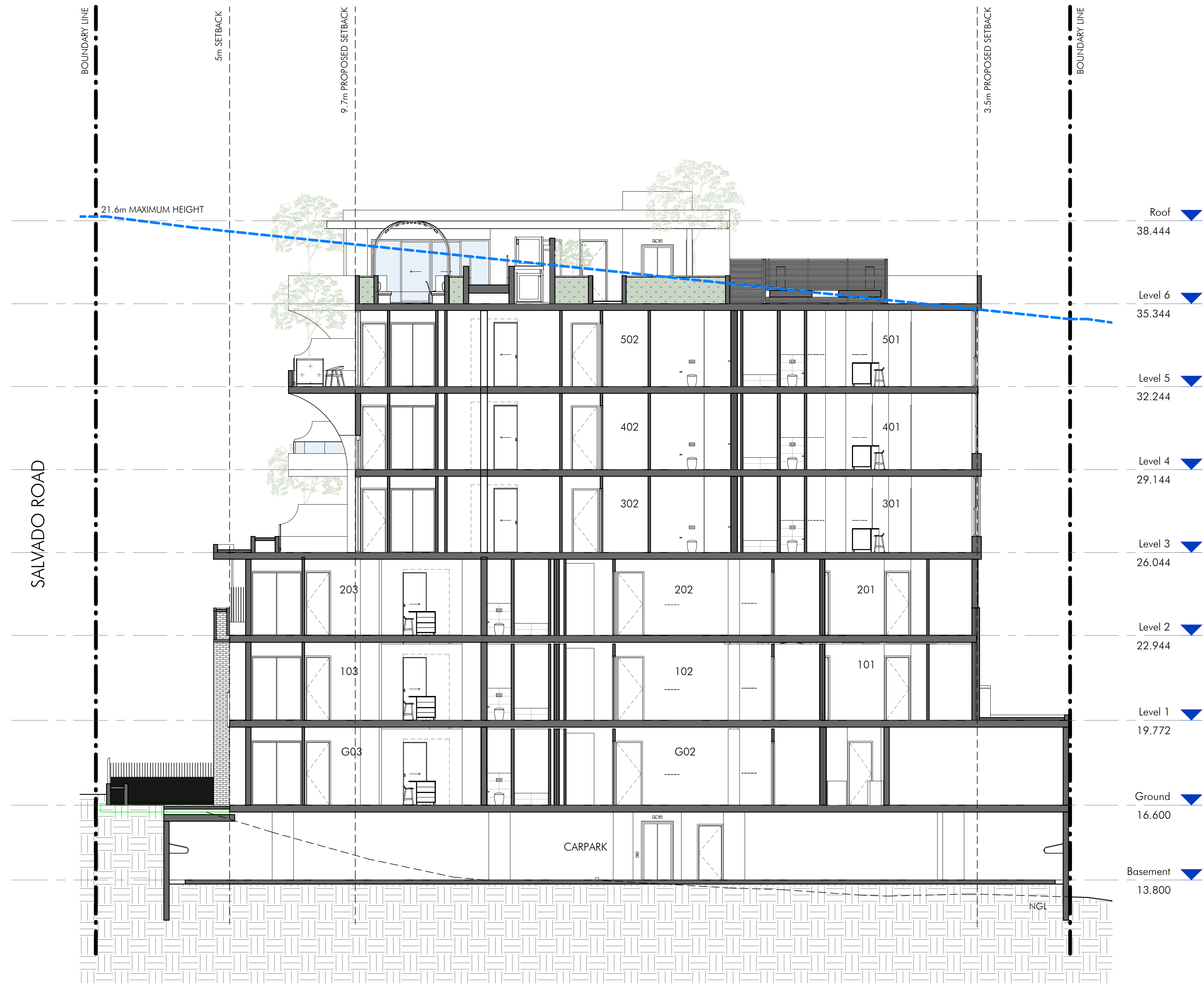


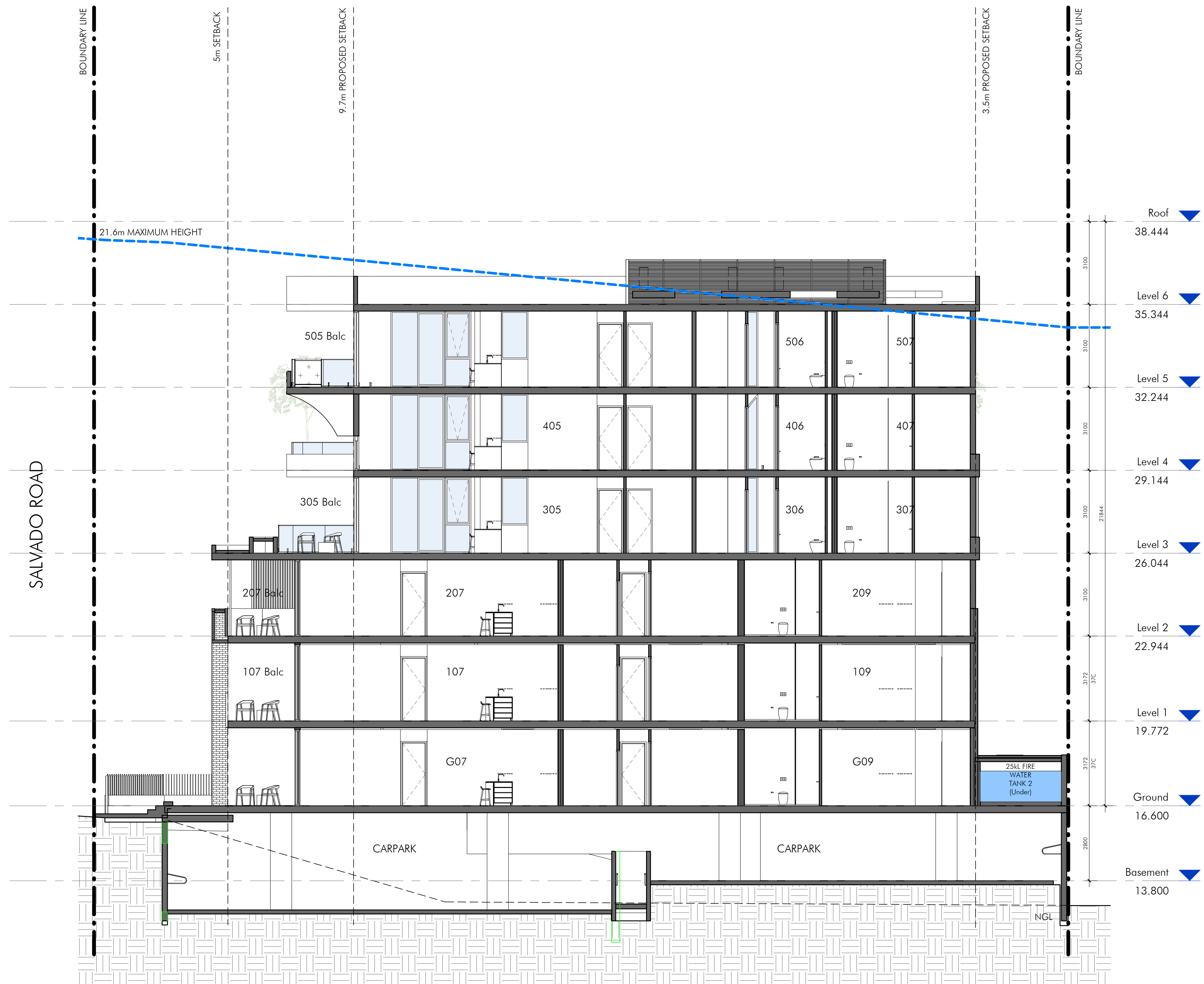
2 EXTERNAL ELEVATION WEST COURTYARD
SK2-10 1 : 100





Roof	38.444
Level 6	35.344
Level 5	32.244
Level 4	29.144
Level 3	26.044
Level 2	22.944
Level 1	19.772
Ground	16.600
Basement	13.800





12.3.6 Lot 30 (No. 187) Salvado Road, Jolimont - 7-Storey Multiple Dwelling Development (Amendment to DA23/0056 - Delete Condition 14)

DIRECTORATE:	Planning and Community Services
AUTHOR:	Christian Parker (Coordinator Statutory Planning,), Steven Laming (Acting Manager Statutory Planning)
AUTHORISER:	Fraser Henderson, Acting Director Planning and Community Services
FILE REFERENCE:	DA23/0280
AUTHORITY / DISCRETION:	Quasi-Judicial
VOTING REQUIREMENT:	Simple Majority
AUTHOR INTEREST:	Nil
ATTACHMENT(S):	1. DRAFT Responsible Authority Report [12.3.6.1 - 5 pages] 2. Previous Determination Notice and Approved Plans Dated 17 August 2023 [12.3.6.2 - 25 pages] 3. Applicant's Justification [12.3.6.3 - 3 pages]

PURPOSE OF REPORT:

The purpose of this report is for Council to consider an application to delete a condition requiring the provision of public art from a previous development approval for a 7-storey multiple dwelling development that was approved by the Metro Inner-North Joint Development Assessment Panel (JDAP).

The draft Responsible Authority Report (RAR), which includes the Administration's recommendation to the JDAP, is included in **Attachment 1**.

The draft RAR will be finalised based on the recommendations of the Council following the Council's consideration at this meeting.

EXECUTIVE SUMMARY:

The original application for a 7-storey multiple dwelling development at 187 Salvado Road, Jolimont was initially presented to the Council in July 2023. The Administration's report to that Council meeting included a draft Responsible Authority Report (RAR) that recommended that the Metro Inner-North Joint Development Assessment Panel (JDAP) refuse the application. The draft RAR also included an alternative recommendation, which is required in all RARs, for approval. Condition 14 of the alternative recommendation stated the following:

- "14. Prior to the lodgement of a Building Permit application, the landowner(s) shall comply with the Town's Local Planning Policy 3.19 - Percent for Public Art [LPP3.19] and satisfy the public art contribution via the cash-in-lieu option.*
- i) The applicant will advise in writing the estimated construction value.*
 - ii) The contribution amount shall be made as a cash contribution of at least 1% of the construction value as defined in [LPP3.19], but no more than \$500,000.*
 - iii) Following the issue of an invoice by the Town for the contribution amount, the applicant will pay the invoice in full prior to lodgement of the Building Permit application."*

At the July 2023 Council meeting, the Council also resolved to recommend that the JDAP refuse the application.

The finalised RAR, which was submitted to the JDAP, included Condition 14 as above without modification in the alternative recommendation for approval.

The application was then presented to the JDAP at its meeting on 17 August 2023, where the JDAP approved the application subject to conditions, which included Condition 14 from the Town's alternative recommendation

without modification. The previous JDAP approval determination notice and approved plans are included in **Attachment 2**.

The application which is the subject of this report only seeks to delete Condition 14 from the previous development approval.

The 'Application' section of the Town's *Local Planning Policy 3.19 – Percent for Public Art* (LPP 3.19) states the following:

"This policy applies to all applications for commercial, non-residential and mixed use developments with a construction cost of \$1 million or more throughout the Town. Classes of development excluded from the policy are applications for demolition and/or infrastructure projects only."

As the approved 7-storey multiple dwelling development is purely residential, the requirements for the provision of public art under LPP 3.19 are not enforceable, as the Policy only applies to development applications for commercial, non-residential, and mixed-use developments.

As such, it is considered that Condition 14 was included in the previous approval in error.

It is therefore recommended that the Council recommends to the JDAP that Condition 14 of the previous approval be deleted.

The draft RAR included in **Attachment 1** sets out the full details of the application and the Administration's assessment of the proposal and includes the Administration's recommendation that the JDAP delete Condition 14 from the previous approval.

Impartiality Interest Declaration - Cr Mayes

Cr Mayes disclosed an interest affecting impartiality and declared as follows: "with regard to Item 12.3.6, I declare that I have spoken to Residents about the matter and as a consequence there may be a perception that my impartiality may be affected. I declare that I will consider this matter on its merits and vote accordingly."

COUNCIL DECISION: (ADMINISTRATION RECOMMENDATION)

Moved by Cr Foley, seconded by Cr Le Page

That Council RECOMMENDS to the Metro Inner-North JDAP that they resolve to AMEND DAP Application reference DAP/23/02466 in accordance with Clause 68 and Clause 77 of Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015, and the provisions of the Town of Cambridge Local Planning Scheme No. 1, for the proposed minor amendment to the approved 7 Storey Multiple Dwelling Development at Lot 30 (No. 187) Salvado Road, Jolimont subject to:

Deleted Condition:

- 14. Prior to the lodgement of a Building Permit application, the landowner(s) shall comply with the Town's Local Planning Policy 3.19 - Percent for Public Art [LPP3.19] and satisfy the public art contribution via the cash-in-lieu option.**
 - i) The applicant will advise in writing the estimated construction value.**
 - ii) The contribution amount shall be made as a cash contribution of at least 1% of the construction value as defined in [LPP3.19], but no more than \$500,000.**
 - iii) Following the issue of an invoice by the Town for the contribution amount, the applicant will pay the invoice in full prior to lodgement of the Building Permit application.**

Motion put and CARRIED (6/2)

For: Mayor Mack, Cr Le Page, Cr Kennerly, Cr Foley, Cr Mayes and Cr Randklev

Against: Cr Cutler and Cr Carr

BACKGROUND:

Applicant:	Element Advisory Pty Ltd
Owner:	Kingsfort Ht Pty Ltd
Zoning:	Residential
Precinct:	P4 – Wembley
Development Description:	7-Storey Multiple Dwelling Development (Amendment to DA23/0056 - Delete Condition 14)
Development Value:	N/A
Existing Land Use:	Vacant
Proposed Land Use:	Residential
Land Area:	2,305m ²
Heritage Listing:	No
Application Date:	13 December 2023
Application Process Days:	76 Days

DELEGATION:

In accordance with Clause 12.1.2 of the Town's Delegation Register, the Council is required to determine the application for the following reason:-

- "3. The determination of an amendment to a previous development approval that was approved by resolution of Council (including an extension to the term of the development approval), except where the variation is of a minor nature, would not substantially change the approved development, and for which no objection has been received during the advertising of the application (where applicable)."

Council - Simple Majority

At least fifty per cent of the Members present at the Council meeting must cast the same vote for a determination to be made.

APPLICANT(S) COMMENTS:

The applicant has provided comments outlining their reasons for the condition to be removed in **Attachment 3**.

FINANCIAL IMPLICATIONS:

Costs may be incurred by the Town if the landowner requests a review of the determination from the State Administrative Tribunal (SAT).

LEGISLATIVE CONSIDERATIONS:

Metropolitan Region Scheme
Planning and Development (Local Planning Schemes) Regulations 2015
Local Planning Scheme No. 1
State Planning Policies
Local Planning Policies

STRATEGIC DIRECTION:

This report recommendation embraces the following strategies of the Town's Strategic Community Plan 2023-2033:-

Our Environment: An urban forest that is protected and enhanced with tree-lined streetscapes, sweeping coastlines, natural bushland and accessible open spaces

Built environment - Maintain quality suburbs and neighbourhoods full of treelined streets and green open spaces.

COMMUNITY ENGAGEMENT:

The requirements for consultation have been satisfied under the provisions of *Local Planning Scheme No. 1* and *Local Planning Policy 1.2 Public Notification of Planning Proposals*.

**LOT 2 (NO. 130) AND LOT 3 (NO. 132) BROOKDALE STREET, FLOREAT -
EXTENSION TO TERM OF APPROVAL FOR A CHILD CARE PREMISES**

**Form 2 – Responsible Authority Report
(Regulation 17)**

DAP Name:	Metro Inner DAP (MIDAP)	
Local Government Area:	Town of Cambridge	
Proposed Amendments:	Extension to Term of Approval for a Child Care Premises	
Applicant:	Rowe Group	
Owner:	Lancelot Carine Pty Ltd	
Value of Amendment:	N/A – extension to term of approval only	
Responsible Authority:	Town of Cambridge	
Authorising Officer:	Steve Laming, Acting Manager Statutory Planning	
LG Reference:	DA24/0006	
DAP File No:	DAP/18/01384	
Date of Original DAP decision:	6 February 2020	
Application Received Date:	15 January 2024	
Application Statutory Process Timeframe:	60 Days	
Attachment(s):	1. Application submitted by Rowe Group on 22 December 2023 and its attachments. 2. Council recommendation	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes	Complete Responsible Authority Recommendation section
	☐ N/A	
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Inner-North DAP resolves to:

- Accept** that the DAP Application reference DAP/18/01384 as detailed on the DAP Form 2 dated 21 December 2023 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
- Refuse** DAP Application reference DAP/18/01384 and accompanying plans in accordance with Clause 68 and 77 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the *Town of Cambridge Local Planning Scheme No. 1*, for the proposed extension to the term of approval for a child care premises at Lot 2 (No. 130) and Lot 3 (No. 132) Brookdale Street, Floreat, for the following reasons:

1. The planning framework has substantially changed since the initial development approval was granted in February 2020 and the Town would likely recommend that the development be refused if it is considered under the current planning framework.
2. There is no evidence that the holder of the development approval has actively and relatively conscientiously pursued the implementation of the development.

Details:

Region Scheme	Metropolitan Region Scheme
Region Scheme Zone/Reserve	Urban
Local Planning Scheme	Town of Cambridge Local Planning Scheme No. 1
Local Planning Scheme Zone/Reserve	Residential R12.5
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan Land Use Designation	N/A
Use Class (proposed) and permissibility:	Child Care Premises – Advertised ‘A’
Lot Size:	Lot 2: 1,211m ² Lot 3: 744m ² Total: 1,955m²
Number of Dwellings:	N/A
Existing Land Use:	Single House on each lot
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application seeks to extend the term of development approval for a child care premises at Lot 2 (No. 130) and Lot 3 (No. 132) Brookdale Road, Floreat until 6 February 2028.

The application does not propose any modifications to the previously approved development plans or conditions of approval.

Background:Site Context

The subject site, comprising Nos. 130 and 132 Brookdale Street, is located within the Floreat Precinct, and is situated on the south-east corner of the intersection of Brookdale Street and Oceanic Drive, approximately 170m south of the Floreat Forum Shopping Centre.

The site currently contains a single house on each lot, both of which are proposed to be demolished to accommodate the child care premises. The combined lots are broadly triangular in shape with access via a service road from Brookdale Street, approximately 30m south of the abovementioned intersection.

Application History

The initial application for the child care premises to accommodate 107 children and 25 full time staff, and to operate between 7:00am – 6:30pm, Monday to Friday was refused by the Metro West DAP on 10 July 2018 on the basis that the development would have an adverse impact on the amenity of the locality due to the levels of traffic generation.

That refusal was appealed to the State Administrative Tribunal (SAT), which resulted in a revised proposal that was reconsidered by the DAP and included the following:

- traffic movements to and from the site would be limited via an extension of a raised island median strip in order to provide better access to the site;
- increased on site parking bays from 19 to 22 bays; and
- changes to the rear setback, additional landscaping, and a reduced roof pitch.

The DAP approved the revised proposal on 6 February 2020 for a period of two years, which meant that the development was required to be substantially commenced by 6 February 2022.

In April 2020, in response to concerns that the COVID-19 pandemic would have significant impacts on the Western Australian economy, the State Government issued a Notice of Exemptions under State of Emergency laws, which included a blanket 2-year extension to all valid development approvals. This resulted in the term of approval for the child care premises being extended until 6 February 2024.

On 2 October 2020, the Metro West DAP approved a development application to amend the original development approval by modifying the wording of Condition 5 relating to works to the raised island median strip by requiring the Applicant to make a payment to the Town towards the cost of the works.

On 24 May 2022, the Council resolved to approve to authorise the Town to undertake the works in the road reserve detailed in Condition 5 of the development approval once building construction works for the approved child care premises have commenced.

No construction works for the child care premises have commenced.

As such, the Town has not commenced any construction works in the road reserve to satisfy Condition 5 of the JDAP's approval.

Legislation and Policy:

Legislation

- Planning and Development Act 2005

- Planning and Development (Development Assessment Panels) Regulations 2011
- Planning and Development (Local Planning Schemes) Regulations 2015
- Metropolitan Region Scheme
- Local Planning Scheme No. 1

State Government Policies

- State Planning Policy 7.3 - Residential Design Codes Volume 1

Local Policies

- Local Planning Policy 1.4 – Amendment and Extension to the Term of Development Approval
- Local Planning Policy 2.3 - Precinct P3: Floreat
- Local Planning Policy 3.6 - Child Day Care Centres
- Local Planning Policy 3.9 - Non-Residential Development in Residential Areas
- Local Planning Policy 3.13 - Parking
- Local Planning Policy 3.16 - Landscaping and Water Sensitive Urban Design

Miscellaneous

- WAPC Planning Bulletin 72/2009 - Child Care Centres
- Australian Standard 2890.1:2004 - Off-street car parking
- Australian Standard 2890.3:2015 - Bicycle parking
- Local Law No. 43 - Buildings on Endowment Lands & Limekilns Estate

Consultation:

Public Consultation

In accordance with subclause 64(2) of Part 8, Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the application was not advertised for public consultation. This is because the Town considered that the application is an administrative matter and there are no new or modified elements of the proposal for the public to provide comment on.

Referrals/consultation with Government/Service Agencies

Not applicable.

Design Review Panel Advice

Not applicable.

Planning Assessment:

Under Clause 2 of the Town's Local Planning Policy 1.4 – Amendment and Extension to the Term of Development Approval, in considering the subject application to extend the term of development approval, the DAP is to have due regard to the following four factors:

1. Whether or not the planning framework has changed substantially since the development approval to which the extension application was granted; and
2. Whether in granting the planning approval, a discretion was exercised in relation to the Scheme or policy requirements; and

3. Whether the applicant has actively and relatively conscientiously pursued implementation of the approved development; and
4. Whether a material change has occurred to either the site to which the development approval relates or the surrounding locality since the development approval was granted.

An assessment of the proposed extension to the term of development approval against each of the above four considerations are provided below:

1. *Whether or not the planning framework has changed substantially since the development approval to which the extension application was granted?*

The Administration acknowledges that the overarching aspects of the planning framework have remained unchanged since the child care premises was initially approved by the DAP in 2020, including the following:

- the zoning of the site under the *Metropolitan Region Scheme* is still “Urban”
- The zoning of the site under the Town’s *Local Planning Scheme No. 1* (LPS1) is still ‘Residential’ and the site still has a density code of R12.5
- Child Care Premises are acceptable in the ‘Urban’ zoning and remain an ‘A’ use on a property with a residential zoning
- The definition of child care centre under LPS1 is unchanged from which it follows that, as the proposal met the definition in 2020 and there are no proposed changes to the proposal, it will continue to meet the scheme definition.

The Town also acknowledges that there have been updates to various local planning policies relevant to the proposal since the 2020 approval and that the updates of those policies have not had any impact on the proposal. This is because the child care premises either complies with the updated provisions of the policies or a condition was imposed on the approval to achieve compliance:

- Local Planning Policy 2.3 – Precinct P3: Floreat, which now requires “*significant Open Space relief at the rear of sites*”, which has already been met by the proposal’s 6m rear setback;
- Local Planning Policy 3.3 – Building Height, which the proposal complies with given its 7.5m building height limit;
- Local Planning Policy 3.1 – Streetscape, which the proposal complies given condition 2 of the development approval.

However, since 2020, the provisions in the planning framework specifically relating to child care premises has been strengthened to provide clear guidance on the appropriate location and operation of child care premises as follows:

State Government Draft Position Statement for Child Care Premises

When the child care premises was approved in 2020, the State Government’s guidance on child care premises was outlined in Planning Bulletin 72 – Child Care Centres, which was published in August 2009.

In 2022, the State Government consulted with local governments and other stakeholders on its draft Position Statement for Child Care Premises, which updates Planning Bulletin 72 and provides a consistent policy approach to planning for child care premises.

The draft position statement includes the following policy guidance on child care premises:

- i. Child care premises should be co-located with schools and reserves (intended for community and educational uses), and in mixed commercial type zones;
- ii. In a manner that demonstrates that their development “*will not create unsafe conditions for the children and families, or pedestrians, cyclists and vehicles using the roads near the child care premises*”
- iii. Where a child care centre is proposed in a residential area that there is an emphasis to minimise noise impact.

It is acknowledged that the position paper is still in draft form and as such, it is questionable how much weight it should be given under subclause 67(2) of Part 9, Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations).

However, given that the draft position statement has been comprehensively developed and the State Government has completed extensive consultation with local governments and stakeholders, the Administration considers that the draft position statement should be given some weight when considering the subject application.

Local Planning Policy 3.6 – Child Care Premises

The Town’s Local Planning Policy 3.6 – Child Care Premises (LPP 3.6) was updated in July 2022, which included additional provisions that were generally consistent with the State Government’s draft Position Statement for Child Care Premises.

The below table outlines key provisions of previous and current versions of LPP 3.6 and how the 2020 approved child care premises sits in the context of the of those provisions:

	Previous version of LPP 3.6	Current version of LPP 3.6	2020 approved child care premises
Location of child care premises	located <u>near</u> commercial, community, or recreational areas, (emphasis added). No distance specified.	<u>within</u> land zoned Mixed Use, Commercial, Local Centre, or District Centre or co-located with a school or place of worship (emphasis added). If the land is zoned Residential, the site should be within 50m of an area zoned Mixed Use, Commercial, Local Centre, or District Centre.	Site is zoned Residential, however is not co-located with a school or place of worship and is not within 50m of an area zoned Mixed Use, Commercial, Local Centre, or District Centre.
Number of Children	No limit specified	On Residential zoned land the maximum number of children is limited to 40 children.	Maximum capacity of 107 children.
Road Hierarchy	<u>Near</u> distributor roads which have the capacity to accommodate the additional traffic generated by the Child	<u>On</u> local distributor roads and in a manner that does not: - Conflict with traffic control devices	The DAP approval included Condition 5 that requires modifications within the road reserve to restrict vehicle movements to left-in, left-

	Care premises (emphasis added)	- Encourage unsafe vehicle movements - Encourage the use of nearby access roads for turning movements	out of the service road only.
Operating times	Monday – Friday: 7am – 7pm Saturday: 8am – 1pm	Monday – Friday: 7am – 6pm (with 30 minutes extra for staff) Saturday 8am – 1pm	Monday – Friday: 7am to 6:30pm

LPP 3.6 is a local planning policy and therefore requires due regard under the Regulations. In this context, the current version of the Policy should be given the same weight as the previous version of the policy that the original proposal relied on to achieve approval in 2020.

Both the State Government's draft position statement and the revised LPP 3.6 provide clear guidance on the appropriate location and operation of child care premises.

It is understood that the State Government undertook the preparation of its draft position statement in response to an increase in proposals for child care developments, many of which were in Residential zones, and were of an intensity that were impacting the amenity of surrounding residential properties.

When the State Government consulted with the Town on the draft position statement, the Town, having recently dealt with several proposals for child care premises in Residential zones, including the subject development, updated LPP 3.6 to be consistent with the draft position statement to ensure that its local planning framework was more robust to protect the amenity of residential areas.

As the planning framework has changed substantially since the child care premises was approved in 2020, the Administration considers that it is warranted that, if the proponent wishes to pursue implementation of the development, a new development application should be lodged.

However, the key consideration is whether the proposal, in the form that it was previously approved, would likely be approved under the current planning framework.

In this case, the Administration considers that it is likely that the development would not be supported under the current planning framework for the following reasons:

- i) The child care premises is not appropriately located, as the site is zoned Residential and is not co-located with a school or place of worship or within 50m of a commercial or mixed use type zone.

The provisions for the appropriate location of child care premises in Residential zones were outlined in the draft position statement and introduced into LPP 3.6 as the intensity of activity from child care premises, including increased noise and traffic levels, is generally more acceptable by surrounding residential properties in those locations.

- ii) The proposal, at a capacity of 107 children, exceeds the maximum capacity of 40 children on sites zoned Residential as outlined in LPP 3.6.

Given that the site is zoned Residential and is directly abutting low-density residential properties, it is considered that the intensity of the child care premises from a maximum of 107 children and 25 staff, which would result in up to 239 persons visiting the site any time during morning and afternoon pick-up/drop-off hours, is not appropriate in the residential locality.

- iii) The approved hours of operation of the child care premises until 6:30pm no longer aligns with the hours of operation of the current version of LPP 3.6, which reduced evening operating hours for child care premises in Residential zones from ceasing at 7:00pm, as per the previous version of the Policy, to 6:00pm.

This change in the Policy was made to ensure that the quiet enjoyment of neighbouring residential properties was not impacted by child care premises after standard business hours.

- iv) Although the site is located in proximity to Oceanic Drive and Brookdale Street, vehicle access to the site is provided from a service road connecting to Brookdale Street. The development was approved on the basis that changes to the existing street layout/intersection were undertaken by the Town to ensure safe vehicle movement, which raises concerns about the appropriateness of the use in this location.

2. *Whether in granting the planning approval, a discretion was exercised in relation to the Scheme or policy requirements?*

The site is zoned Residential in the Town's *Local Planning Scheme No. 1* (LPS1).

A child care premises is an "A" use in a Residential zone, which means that the use is not permitted unless the decision maker has exercised its discretion by granting development approval.

As such, discretion was exercised by the DAP to approve the child care premises in 2020.

The site is still zoned Residential and a child care premises is still an "A" use in a Residential zone in LPS1, which means the DAP would be required to exercise discretion to approve the development if a new application was lodged.

3. *Whether the applicant has actively and relatively conscientiously pursued implementation of the approved development.*

The Town has not received any evidence that the development has substantially commenced or that the proponent has made any attempts to pursue implementation of the approved development.

No development works have commenced on the site, no building permit application has been received by the Town, and there has been no subdivision application to the Western Australian Planning Commission to amalgamate the two lots.

It is noted that, while the owners paid a \$20,000 deposit to the Town towards the works to extend the raised island median strip in the intersection, the Town has not commenced any construction works in the road reserve as no construction works for the child care premises have commenced.

The Applicant's submission (refer **Attachment 2**) states that, since approval, the development has encountered a series of challenges that has prevented the development from being acted upon.

It is considered that the challenges the Applicant has listed in its submission are fairly general and are what most developments may encounter, including increases in supply and material costs, delivery timeframe disruptions, labour shortages, and increased finance borrowing interest rates. These reasons generally align with why the State Government issued a blanket 2-year extension to all valid development approvals in its Notice of Exemption in 2020.

The Applicant's submission does not provide any details on how or when the listed challenges may be overcome.

The Administration considers that the total approval period of four years, including the Notice of Exemption 2-year extension, provided sufficient time for the owners to have actively pursued implementation of the development, even if the only progress made was the amalgamation of the two lots.

4. *Whether a material change has occurred to either the site to which the development approval relates or the surrounding locality since the development approval was granted.*

While there have been no material changes to the site or the surrounding locality since the development approval was granted, significant changes in the surrounding area are currently being prepared for that are relevant considerations for the proposal.

Under State Planning Policy 4.2 – Activity Centres (SPP 4.2), the Floreat Forum Shopping Centre site is identified as a district centre that requires the preparation of a precinct structure plan to guide any future development on the site.

Accordingly, the Town's Local Planning Strategy identifies the Floreat Forum site as an activity centre that requires the preparation of a precinct structure plan.

In addition, the Town's Local Planning Strategy identifies a corridor along Cambridge Street as the Cambridge Street Urban Corridor, which includes land on the northern and southern sides of Cambridge Street between Marlow Street and Sunnyside Road. The western end of the corridor area is in proximity to the subject sites. The Strategy requires the preparation of the Cambridge Street Activity Corridor Plan to guide any future development along the corridor.

Regarding the above, the Administration provides the following further comments:

- i) The owners of the Floreat Forum site recently submitted a proposed precinct structure plan for the Floreat Activity Centre to the Town. The precinct structure plan shows that the Floreat Forum site is the core of the activity centre and land on the north of Oceanic Drive is an indicative frame area for potential intensification surrounding the activity centre.

Neither the Town's current planning framework or the proposed precinct structure plan includes any land to the south of Oceanic Drive, including the subject site, as land identified for intensification. Therefore, the argument that the proposed child care premises assists to intensify activity in the activity centre area does not apply.

- ii) In line with a Council resolution of December 2023, the Town will soon commence the Cambridge Street Urban Corridor Study, which may identify the appropriate level of intensification along the corridor area.
- iii) Traffic assessments will be undertaken for the Floreat Forum Precinct Structure Plan and the Cambridge Street Urban Corridor Study. This will provide information on how intensification of the surrounding area may impact traffic movements in the Brookdale Street and Oceanic Drive intersection, which may impact traffic movements to the subject site and therefore may have an adverse impact on the adjacent and adjoining residential properties.

Conclusion:

The planning framework is considered to have changed substantially since the child care premises was approved in 2020, which warrants a new application being lodged for assessment under the current planning framework.

In the context of the current planning framework, however, there are concerns that the proposal would not be approved again.

Given that four years have already passed since the development was approved, it is questionable whether extending the term of approval for a further four years would result in the development being delivered.

The request to extend the term of development approval is therefore not supported.

Alternative Recommendation:

Although the Applicant's covering letter (refer **Attachment 2**) outlines that the proposal seeks a 4-year extension to the term of approval, the 'Proposed Amendments' section in the signed application form dated 21 December 2023 states "*Application for 2-year time extension on existing approval*".

While any extension to the term of approval is not supported by the Administration for the reasons discussed in this report, if the DAP were to approve an extension to the term of approval, the Administration recommends that only a 2-year extension should be granted.

That would give the proponents a total period of eight years from the initial approval date on 6 February 2026 to substantially commence the development.

Alternative Recommendation

It is recommended that the Metro Inner-North DAP resolves to:

1. **Accept** that the DAP Application reference DAP/18/01384 as detailed on the DAP Form 2 dated 21 December 2023 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;

2. **Approve** DAP Application reference DAP/18/01384 and accompanying plans in accordance with Clause 68 and 77 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the *Town of Cambridge Local Planning Scheme No. 1* for the proposed extension to the term of approval for a proposed child care premises at Lot 2 (No. 130) and Lot 3 (No. 132) Brookdale Street, Floreat, subject to the following conditions:

Amended Conditions

1. The term of development approval is extended to 6 February 2026.
2. All other conditions and advice notes from the original development approval dated 6 February 2020 and the amended development approval dated 2 October 2020 continue to apply.

Job Ref: 8719
21 December 2023



Chief Executive Officer
Town of Cambridge
1 Bold Park Drive
FLOREAT WA 6014

Via email to: mail@cambridge.wa.gov.au

Level 3
369 Newcastle Street
Northbridge 6003
Western Australia
p: 08 9221 1991
f: 08 9221 1919
info@rowegroup.com.au
rowegroup.com.au

Dear Sir/Madam

**Amended Development Application ['Regulation 17 Request']:
4-year Time Extension to existing JDAP Approval (DAP ref. DAP/18/01384;
LG ref. 0062DA-2018)
Lot 2 (No. 130) and Lot 3 (No. 132) Brookdale Street, Floreat – Child Care
Centre**

We refer to the abovementioned application (DAP ref. DAP/18/01384; LG ref. 0062DA-2018) which was;

- ▲ Originally approved by the Metro Inner-North Joint Development Assessment Panel (JDAP) at its 6 February 2020 Meeting (**2020 approval**) (as part of its reconsideration pursuant to S31 of the *State Administrative Tribunal Act 2004*); and
- ▲ Subsequently amended (DAP ref. DAP/18/01384; LG ref. DA20/0097) at its 2 October 2020 Meeting to revise Condition 5, relating to a median strip extension (**2020 amendment**) (collectively, **the approvals**).

Refer Attachments 2 and 3 respectively for copies of the above approvals.

Rowe Group acts on behalf of the landowner of Lot 2 (No. 130) and Lot 3 (No. 132) Brookdale Street, Floreat (collectively, **subject site** or **site**). We have been instructed by our client to submit a request to amend the timeframe for substantial commencement of the development in accordance with Regulation 17(1) (a) of the *Planning and Development (Development Assessment Panels) Regulations 2011* (**DAP Regulations**).



STATUS OF APPROVALS

We submit that the 2020 approval is valid until 6 February 2024 on the basis that:

- ▲ It enjoyed an 'automatic' 2-year time extension courtesy of the 8 and 30 April 2020 'State of Emergency' Notice of Exemptions (**SOE Exemptions**), notwithstanding that the 4 March 2022 revision to the SOE Exemptions excludes DAP approvals from an automatically granted time extension; and
- ▲ The explanatory guidelines on the Department of Planning, Lands and Heritage website state that;
 - if an approval issued by a DAP was current (i.e. had not expired) between 8 April 2020 and 4 March 2022; and
 - that approval was relying on the 2-year extension to the substantial commencement period provided in the 8 April and 30 April 2020 Notice of Exemption documents;
 - then the 2-year extension can continue to apply to Development Approvals issued by the DAP.

With respect to the 2020 amendment, this merely sought to revise the wording of Condition 5, which relates to an extension to the existing median strip within Brookdale Street and which adjoins the service road entrance providing access to the subject site. As no alterations to the substantial commencement date were sought (or approved), the 2020 amendment has no bearing on any timeframes.

REQUEST TO EXTEND SUBSTANTIAL COMMENCEMENT PERIOD

As previously stated, this Application seeks a 4-year extension to the approval period for which the development is to be substantially commenced.

For clarity, no modifications are proposed to either the development plans or any conditions/advice notes of the approvals.

RATIONALE FOR REQUEST

Past State Administrative Tribunal decisions (including *Kapila and City of Stirling* [2016] WASAT 59 and *Georgiou Property 2 Pty Ltd and MWJDAP* [2017] WASAT 138) have determined that the following three tests must be addressed as part of any application seeking to extend the substantial commencement period:

- *whether the planning framework had changed substantially since the development approval was granted;*
- *whether the development would likely receive approval now; and*
- *whether the holder of the development approval had actively and relatively conscientiously pursued the implementation of the development approval.*

Furthermore, the Town's *Local Planning Policy No. 1.4 – Amendment and Extension to the Term of Development Approval (LPP1.4)* outlines additional matters to be considered, including:

- a) *Whether or not the planning framework has changed substantially since the development approval to which the extension application was granted; and*
- b) *Whether in granting the planning approval, a discretion was exercised in relation to the Scheme or policy requirements; and*
- c) *Whether the applicant has actively and relatively conscientiously pursued implementation of the approved development; and*
- d) *Whether a material change has occurred to either the site to which the development approval relates or the surrounding locality since the development approval was granted.*

With respect to all the above, the following is relevant:

Has the Framework Substantially Changed?

We submit there has been no substantial change to the planning framework with respect to the subject site since the approvals were issued in 2020.

We acknowledge there have been amendments to:

- ▲ Local Planning Policy 2.3 – Precinct P3: Floreat (Amended in August 2021);
- ▲ Local Planning Policy 3.3 – Building Height (Amended in 2023);
- ▲ Local Planning Policy 3.1 – Streetscape (Amended in 2021); and
- ▲ Local Planning Policy 3.6 – Child Care Premises (Amended in July 2022).

The zoning of the site remains unchanged under the *Metropolitan Region Scheme* and the Town's *Local Planning Scheme No. 1 (LPS1)*, being 'Urban' and 'Residential' (R12.5), respectively. The development is appropriate within the 'Urban' Zone.

While there have been some amendments to the above Local Planning Policies (**LPPs**), the proposed development should be supported for the following reasons;

- ▲ The proposal is not considered to prejudice the existing or proposed planning framework applicable to development at the subject site or the surrounding area.
- ▲ The proposal is considered to be generally consistent with the development standards contained in LPS1 and the Town's LPPs.
- ▲ A child care centre is consistent with the land use definition of 'Child Care Premises', which is defined in LPS1 as:
 - (a) *an education and care service as defined in the Education and Care Services National Law (Western Australia) Section 5(1), other than a family day care service as defined in that section, is provided; or*

- (b) a child care service as defined in the Child Care Services Act 2007 section 4 is provided;
- ▲ A 'Child Care Centre' use is classified as an 'A' use within the Residential Zone under the provisions of LPS1.
- ▲ In addition to the land use permissibility contained in LPS1, the location, siting and design of Child Care Centres are to be located with due regard to *Local Planning Policy 3.6 - Child Care Premises (LPP3.6)*; "avoiding adverse impacts on, the amenity of adjoining and surrounding areas".
- ▲ Identified relevant issues from *State Planning Policy No. 4.2 – Activity Centres (SPP4.2)*
 - The subject site is located opposite Floreat Forum Shopping Centre, the retail core of a district level activity centre. The Town does not define the centre to frame boundary of the Floreat District Centre within LPS1.
 - Guidance taken from SPP4.2 strongly discourages underdevelopment within the activity centre and surrounding frame.
 - On the basis of proximity to the shopping centre, we are of the view that the subject site would form part of a 'frame', between the centre core and the periphery of the centre.
 - SPP4.2 encourages this form of development in such proximity to activity centres. The proposal will provide child care services to the surrounding residential area, including employees and visitors to the Floreat District Centre, thereby making more efficient use of transport infrastructure and creating employment opportunities within the Centre.
 - The proposal will facilitate a non-retail development within proximity to the Floreat District Centre, consistent with the provisions of SPP4.2 and is in proximity to a commercial centre.
- ▲ The provisions of LPP3.6 are to be given "due regard" only. Whilst there are some amendments to the provisions of LPP3.6 since the approval was issued in 2020, we are of the view that these amendments do not represent a material change in the planning framework and discretion remains to approve the same development for the following reasons:
 - The premises is located adjacent to the Floreat Shopping Centre, which is an identified district centre under SPP4.2.
 - In addition to the proximity of the proposal to the Floreat District Centre, the subject site is also in proximity to Floreat Primary School and recreational facilities, including Reabold Tennis Club, Cambridge Bowling Club and Floreat Oval.
 - The subject site has a total site coverage of 37.4%. It should be noted that a dwelling has a deemed-to-comply site coverage requirement of up to 45%.
 - An Acoustic Report was prepared which confirms that the proposed development is consistent with the *Environmental Protection (Noise) Regulations 1997 (Noise Regulations)*.



- The site is located at the intersection of 'Distributor A' roads, these roads (Ocean Drive and Brookdale Street) have the capacity to accommodate the additional traffic generated by the proposed development.
- Adequate and appropriate car parking has been provided considering the context of the site.
- The building design exhibits features that are reflective of the locality and of residential development.

Would approval be Granted Now?

The proposal remains consistent with the objectives of the State and local planning framework. Given the provided information, approval for the proposed childcare centre would be likely if it was considered now.

- ▲ The development remains consistent with zoning regulations and development standards.
- ▲ The proposal adheres to land use definitions, zoning classifications, and relevant planning policies, including LPP3.6.
- ▲ Proximity to Floreat Forum Shopping Centre supports the proposal's alignment with SPP4.2, encouraging non-retail development within activity centres.
- ▲ The compliance with Noise Regulations, traffic considerations, and the incorporation of reflective design elements further strengthen the case for approval.

Has the Holder of the Development Approval Conscientiously Pursued its Implementation?

The development, despite obtaining approval, has encountered a series of challenges and adversities over recent years. These challenges primarily revolve around escalating supply costs, increases in materials costs, disruptions in delivery timeframes, and shortages in skilled labour. The unforeseen and widespread impacts of the COVID-19 pandemic have exacerbated these difficulties, leading to further delays in the commencement of construction of the approved development.

The construction industry, like many others, has experienced unprecedented disruptions, particularly due to labour shortages and supply chain disruptions caused by the pandemic. This has resulted in a substantial surge in both labour and material costs, significantly impacting the feasibility of the project.

Moreover, the recent surge in interest rates has added an additional layer of complexity. The rapid increase in interest rates has led to a tightening of credit, making it challenging for the proponent to access the necessary funds required to meet the escalating costs of labour and materials. This financial constraint, coupled with the pre-existing challenges, has created a scenario where absorbing the increased costs becomes even more challenging.

The consequence of these unforeseen circumstance has meant that landowner was unable to develop the site. In light of that, and in 2021, the landowner employed Burgess Rawson to assist in securing the sale of the Land. Despite considerable interest from a range of well-known developers/project managers in the space, a number of



attempted negotiations for options to purchase the land have stalled and ultimately failed due to feasibility issues (primarily related to the impacts post-COVID-19). The landowner understands that demand for childcare remains in this locality (as evidenced by a range of reputable operators wishing to lease the site) but requires more time to allow for the costs associated with development of this type to stabilise and to make the project feasible.

Overall, the combination of external factors, including the pandemic-related disruptions, labour shortages, supply chain challenges, and increased interest rates, has created a challenging environment for the timely and cost-effective implementation of the approved development.

SUMMARY

In summary, this Application seeks approval to amend the timeframe for substantial commencement of the development in accordance with Regulation 17(1)(a) of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

We request the Town of Cambridge support and the JDAP resolve to amend this Application as outlined above.

Should you require any further information or clarification in relation to this matter, please contact the undersigned.

Yours faithfully,

Nathan Stewart

Principal Town Planner

Rowe Group



Attachment One

Certificates of Title

WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

1340

847

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts

REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 2 ON DIAGRAM 44340

REGISTERED PROPRIETOR:

(FIRST SCHEDULE)

LANCELOT CARINE PTY LTD OF FIRST FLOOR 160 STIRLING HIGHWAY NEDLANDS WA 6009

(T N544437) REGISTERED 1/2/2017

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:

(SECOND SCHEDULE)

1. ACT 31 OF 1920. THE WITHIN LAND IS HELD SUBJECT TO THE TOWN OF CAMBRIDGE ENDOWMENT LANDS ACT 1920
2. N578073 MORTGAGE TO GREGORY JOHN MILLS, SUSAN MAREE MILLS, AS JOINT TENANTS REGISTERED 17/3/2017.
O899415 TRANSFER OF MORTGAGE N578073, MORTGAGEE NOW SUSAN MAREE MILLS OF 10 FAULKNER STREET WEMBLEY DOWNS WA 6019 REGISTERED 7/10/2021.

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

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

STATEMENTS:

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

SKETCH OF LAND: 1340-847 (2/D44340)
PREVIOUS TITLE: 580-74A
PROPERTY STREET ADDRESS: 130 BROOKDALE ST, FLOREAT.
LOCAL GOVERNMENT AUTHORITY: TOWN OF CAMBRIDGE

WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

1340

848

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 3 ON DIAGRAM 44340

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

LANCELOT CARINE PTY LTD OF LEVEL 1 160 STIRLING HIGHWAY NEDLANDS WA 6009
(T N783210) REGISTERED 7/12/2017

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

1. ACT 31 OF 1920. THE WITHIN LAND IS HELD SUBJECT TO THE TOWN OF CAMBRIDGE ENDOWMENT LANDS ACT 1920
2. N839450 MORTGAGE TO GREGORY JOHN MILLS OF UNIT 100 100 MILYARM RISE SWANBOURNE WA 6010, SUSAN MAREE MILLS OF 10 FAULKNER STREET WEMBLEY DOWNS WA 6019, AS JOINT TENANTS REGISTERED 27/2/2018.
O899414 TRANSFER OF MORTGAGE N839450, MORTGAGEE NOW SUSAN MAREE MILLS OF 10 FAULKNER STREET WEMBLEY DOWNS WA 6019 REGISTERED 7/10/2021.

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

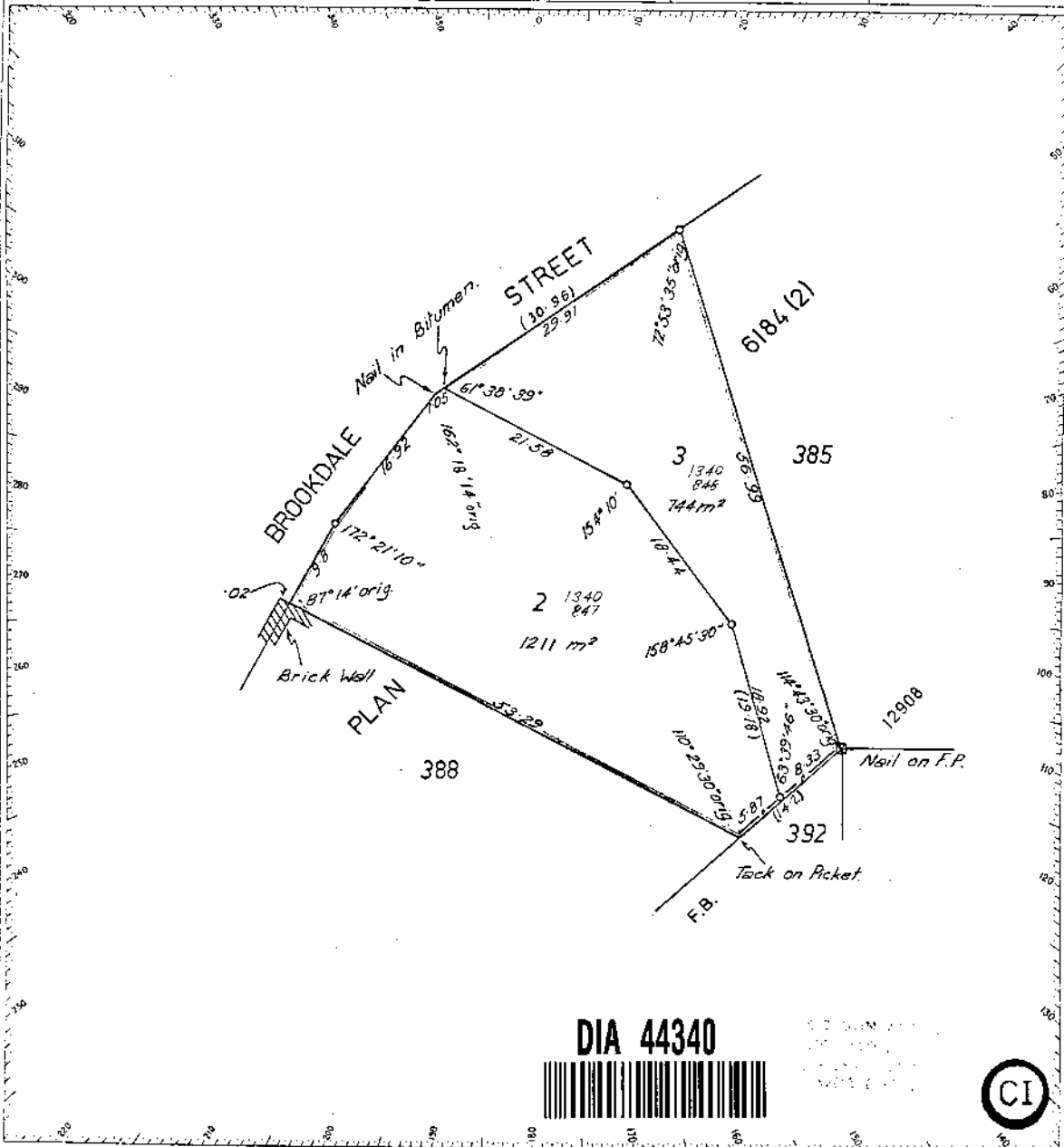
-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

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

SKETCH OF LAND: 1340-848 (3/D44340)
PREVIOUS TITLE: 580-74A
PROPERTY STREET ADDRESS: 132 BROOKDALE ST, FLOREAT.
LOCAL GOVERNMENT AUTHORITY: TOWN OF CAMBRIDGE

Town or District.	Number of Lot or Location.	Field Book.	Scale	Certificate in which Land is Vested.	Area
PERTHSHIRE	LOT 1 PT. LOC. A1	32957	1:500 Metres <i>Chains to one inch</i>	Vol. 580.. Fol. 74A. <i>Midge</i>	1955 m ²



CERTIFICATE I hereby certify that this survey was performed by me personally (or under my own personal supervision, inspection and field check) in strict accordance with the Licensed Surveyors (Guidance of Surveyors) Regulations, 1961. Date 7-11-72 Licensed Surveyor.		Approved by Town Planning Board 32827 David Carr Chairman Date 21/11/72	
Approved T. Robinson Inspector of Plans and Surveys Examined 10/11/72 T. ROBINSON Date 10-11-72	On Plan Diagram 42599 Index Plan 6220 PERTH 2000 03.26	Registered 44340	Diagram No. 44340

PERTHSHIRE DOCKET PLAN 6108

ORIGINAL



Attachment Two

2020 Development Approval



LG Ref: 0062DA-2018
DAP Ref: DAP/18/01384
Enquiries: (08) 6551 9919

State Administrative Tribunal
565 Hay Street
PERTH WA 6000

Dear Sir/Madam

STATE ADMINISTRATIVE TRIBUNAL REVIEW OUTCOME – DR 203/2018

Property Location:	Lot 2 (130) and Lot 3 (132) Brookdale Street, Floreat
Application Details:	Child Care Centre

Please be advised that the Metro West Joint Development Assessment Panel reconsidered the above-mentioned development application, SAT ref DR 203/2018, pursuant to section 31 of the *State Administrative Tribunal Act 2004* on 6 February 2020.

The Notice of Determination is attached.

Yours sincerely,

DAP Secretariat

18 February 2020

Encl: Amended DAP Determination Notice

Cc: Mr Stewart
Lancelot Carine Pty Ltd

State Solicitor's Office

Ms Jennifer Heyes
Town of Cambridge

Planning Appeals



Planning and Development Act 2005

Town of Cambridge Town Planning Scheme No. 1

Metro West Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Property Location: Lot 2 (130) and Lot 3 (132) Brookdale Street, Floreat

Application Details: Child Care Centre

Pursuant to section 31 of the *State Administrative Tribunal Act 2004*, the Metro West JDAP, at its meeting on 6 February 2020, has reconsidered its decision dated 10 July 2018 in respect to the above application, SAT Ref. DR 203/2018 and has resolved to:

Reconsider its decision dated 10 July 2018 and **approve** DAP Application reference DAP/18/01384 and accompanying revised plans (stamped received 15 November 2019) in accordance Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the provisions of the Town of Cambridge *Local Planning Scheme No. 1, Local Law No. 43 - Buildings on Endowment Lands & Limekilns Estate* and pursuant to Clause 24(1) and 26 of the *Metropolitan Region Scheme*, subject to the following conditions:

Conditions:

1. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any conditions of this approval.
2. The development shall be modified as follows:
 - i) Fencing within the 9m primary street setback area shall be as follows:
 - a) 'Picket fence' portion (ie. entire front boundary fence length located south-west of the proposed crossover)
 - Pickets shall not exceed 75mm in width; and
 - Pickets shall not be spaced any closer than the depth of the pickets.
 - b) 'Pool fence' portion (ie. entire front boundary fence length located north-east of the proposed crossover)
 - The pool fence shall have a minimum open-to-solid ratio of 4:1 (ie. 80%)
 - c) 'Side fence' portions (ie. those portions on each side lot boundary, within the 9m primary street setback area)

Either:

 - Pickets shall not exceed 75mm in width; and
 - Pickets shall not be spaced any closer than the depth of the pickets.

OR

 - The side fence portions shall have an open-to-solid ratio that meets the visual permeability requirements for pickets



- ii) The trellis structures shall not have a water-impermeable roof and the support columns of each trellis structure shall be shown entirely within the subject lot boundaries and shall be located behind the dividing fence as shown on the approved plans.

Prior to lodgement of the Building Permit application, amended plans shall be submitted to, and approved by, the Town showing the above. The approved amended plans shall be enacted prior to practical completion of the development.

- 3. The landowner shall comply with the Town's *Local Planning Policy 3.19 - Percent for Public Art* via **one** of the following options:

- i) Provide public art on the subject site, with a minimum value of \$21,000 **[Option 1]**; OR
- ii) Provide public art in the vicinity of the subject site, with a minimum value of \$21,000 in the public realm **[Option 2]**; OR
- iii) Pay \$21,000, which equates to 1% of the construction cost for the overall development, in lieu of providing public art on the subject site **[Option 3]**.

If **Option 1 or 2** is elected, the public art design shall be submitted to, and approved by the Town Prior to lodgement of the Building Permit application.

Prior to commencement of use, a Notification pursuant to Section 70A of the *Transfer of Land Act 1893* shall be registered on the Certificate of Title of the subject site at the landowner's full cost and to the satisfaction of the Town to notify owners and prospective purchasers that the public art forming part of the development shall be maintained at their full cost for the life of the development.

The public art shall be installed prior to commencement of use and thereafter maintained for the life of the development to the satisfaction of the Town.

If **Option 3** is elected, the cash-in-lieu amount shall be paid in full to the Town Prior to lodgement of the Building Permit application.

- 4. Prior to lodgement of the Building Permit application, a Construction Management Plan (CMP) shall be submitted to, and approved by, the Town.

The CMP shall address the following, where applicable (as determined by the Town):

- i) Staging plan for the entire works, including timeframes and assigned responsibilities for tasks;
- ii) Contact details of essential site personnel, construction period and operating hours;
- iii) The on-site storage of materials and equipment;
- iv) Site security and public safety and amenity measures;
- v) Community information, consultation and complaints and incident procedures;
- vi) Traffic, access and parking management;
- vii) Vibration, air, dust and noise management;
- viii) Dilapidation reports of nearby properties;
- ix) Construction waste and materials re-use;



- x) Earthworks, excavation, land retention/piling methods and associated matters;
- xi) Stormwater and sediment control;
- xii) Protection of existing roads, kerbs, footpaths, street trees and miscellaneous services;
- xiii) Asbestos removal;
- xiv) Any other matter deemed relevant by the Town.

The CMP shall be implemented upon commencement of any site works/development for their entire duration to the satisfaction of the Town.

5. Prior to commencement of use, the existing raised island median strip within the Brookdale Street road reserve which adjoins the service road entrance shall be extended north within the existing line marked median strip (as shown on Figure 1, 'Recommended Access Plan' of the Consolidated Traffic Report (prepared by Uloth and Associates and dated 15 November 2019)) to physically restrict vehicle movements from the service road to a left-in/left-out only configuration at the landowner(s) full cost (including all traffic management costs) to the satisfaction of the Town.
6. Prior to commencement of use, the footpath abutting the subject site (as shown on the approved undercroft parking plan) shall be re-graded at the landowner(s) full cost to a maximum grade of 1:20 (ie. 5%) in the direction of pedestrian travel and a maximum grade of 2.5% in the direction of vehicular travel and to the specifications and satisfaction of the Town. The footpath shall also be marked in yellow diagonal lines (as shown on Figure 1, 'Recommended Access Plan' of the Consolidated Traffic Report (prepared by Uloth and Associates and dated 15 November 2019)) at the landowner(s) full cost and to the satisfaction of the Town prior to commencement of use.
7. Prior to commencement of use, the revised Acoustic Report (prepared by Herring Storer Acoustics and dated 17 December 2019 - stamped received 18 December 2019, Rev. 6) shall be implemented and thereafter complied with by the landowner(s) for the life of the development to the satisfaction of the Town.
8. The implementation of the revised Acoustic Report shall include timers on all air conditioning units not located in the undercroft plant room to prohibit their use between 7pm - 7am unless otherwise approved by the Town.
9. Prior to commencement of use, the revised Waste Management Plan (prepared by Aesop Property Group and stamped received 4 December 2019) shall be implemented and thereafter complied with by the landowner(s) for the life of the development to the satisfaction of the Town.
10. Prior to commencement of use, the existing crossovers to Lot 2 (No. 130) and Lot 3 (No. 132) Brookdale Street Floreat, shall be removed and the verge and kerb reinstated at the landowner's full cost to the satisfaction of the Town.
11. All vehicle parking bays, manoeuvring and circulation areas shown on the approved plans shall be sealed/paved, surface marked in accordance with *Australian Standard 2890.1 - Off-street car parking* (as amended) and *Australian Standard 2890.6 - Off-street parking for people with disabilities* (as amended), kerbed and drained prior to commencement of use and thereafter maintained by the landowner(s) for the life of the development to the satisfaction of the Town.



12. Prior to commencement of use, the revised Parking Management Plan (PMP) (prepared by Aesop Property Group and stamped received 15 November 2019) shall be implemented and thereafter complied with by the landowner(s) for the life of the development to the satisfaction of the Town.

The implementation of the revised PMP shall include the designated staff and drop-off/pick-up car parking bays shown on the approved plans being surface marked "*staff only*" and "*drop-off/pick-up only*" and sign posted accordingly and thereafter maintained by the landowner(s) for the life of the development to the satisfaction of the Town.

13. The existing four Brookdale Street verge trees shown on the approved plans for removal shall be removed and the stumps ground to 300mm below ground level, coordinated by the Town, at the landowner's full cost. The landowner shall liaise with the Town for the removal of the verge trees prior to any works the subject of this approval commencing on-site.

The landowner shall liaise with the Town for the verge trees to be replaced by four new 45L verge trees by the Town's contractor, at the landowner's full cost, in locations determined by the Town within six months of practical completion of the development.

14. The landscaping areas within the primary street setback area shown on the approved plans shall be installed and reticulated within six months of practical completion of the development and thereafter maintained by the landowner(s) for the life of the development to the satisfaction of the Town.
15. Operating hours of the Child Care Premises (including any service/delivery or waste collection vehicles to the site) shall be restricted to Monday to Friday only, between 7am - 7pm.
16. The outdoor play space located within the 6m rear setback area shall only be used for babies for the life of the development unless otherwise approved by the Town.
17. All stormwater shall be contained and disposed of on-site for the life of the development to the satisfaction of the Town.
18. Pedestrian/vehicle gates shall not encroach into the road reserve.
19. Any signage that is not exempt from development approval in accordance with *Local Planning Policy 3.15 - Advertising Signs* (as amended) shall not be erected on the subject premises unless otherwise approved by the Town as part of a separate development application.

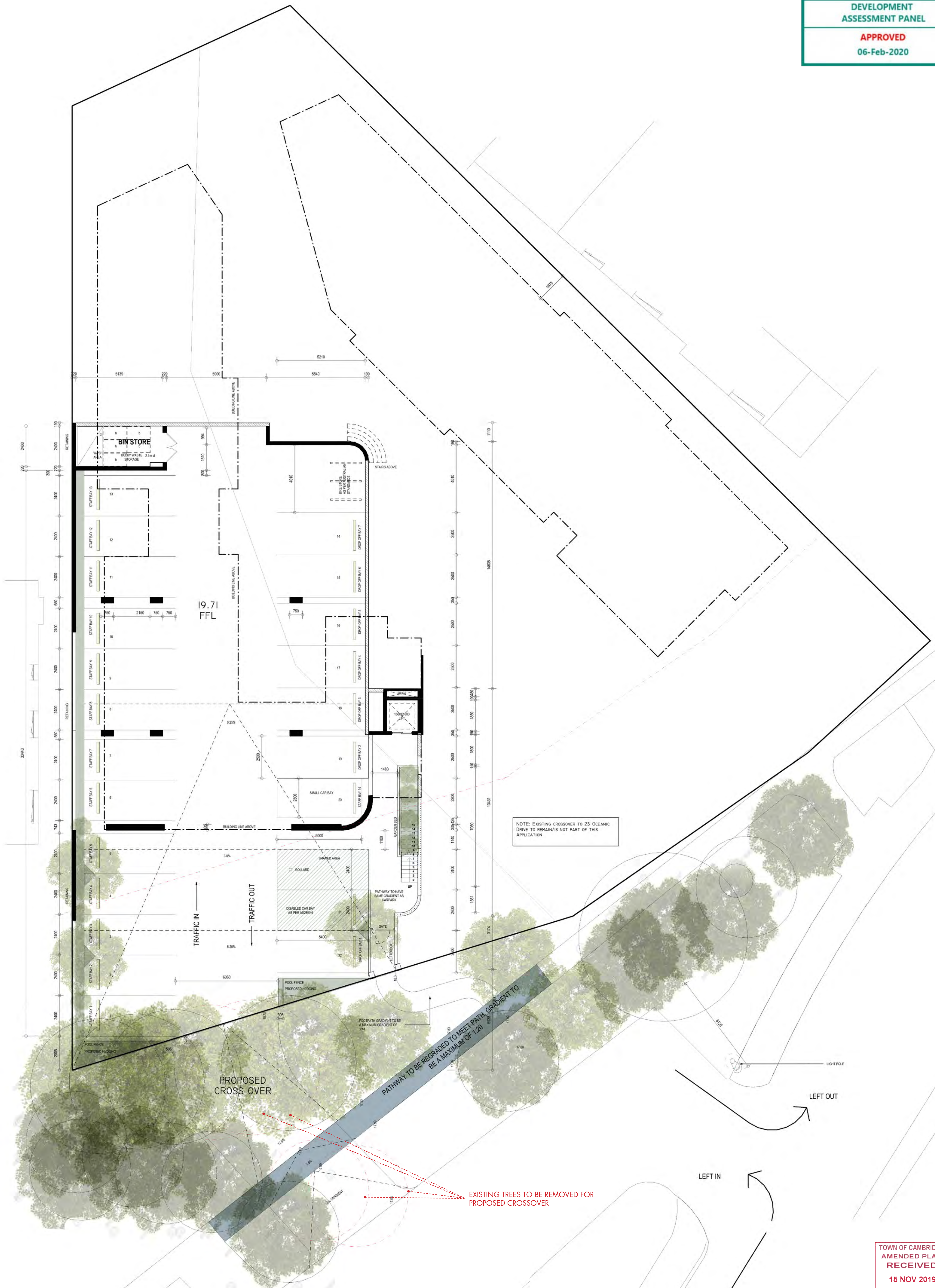
Advice Notes:

1. If an applicant or landowner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. An application shall be made within **28 days** of the determination.



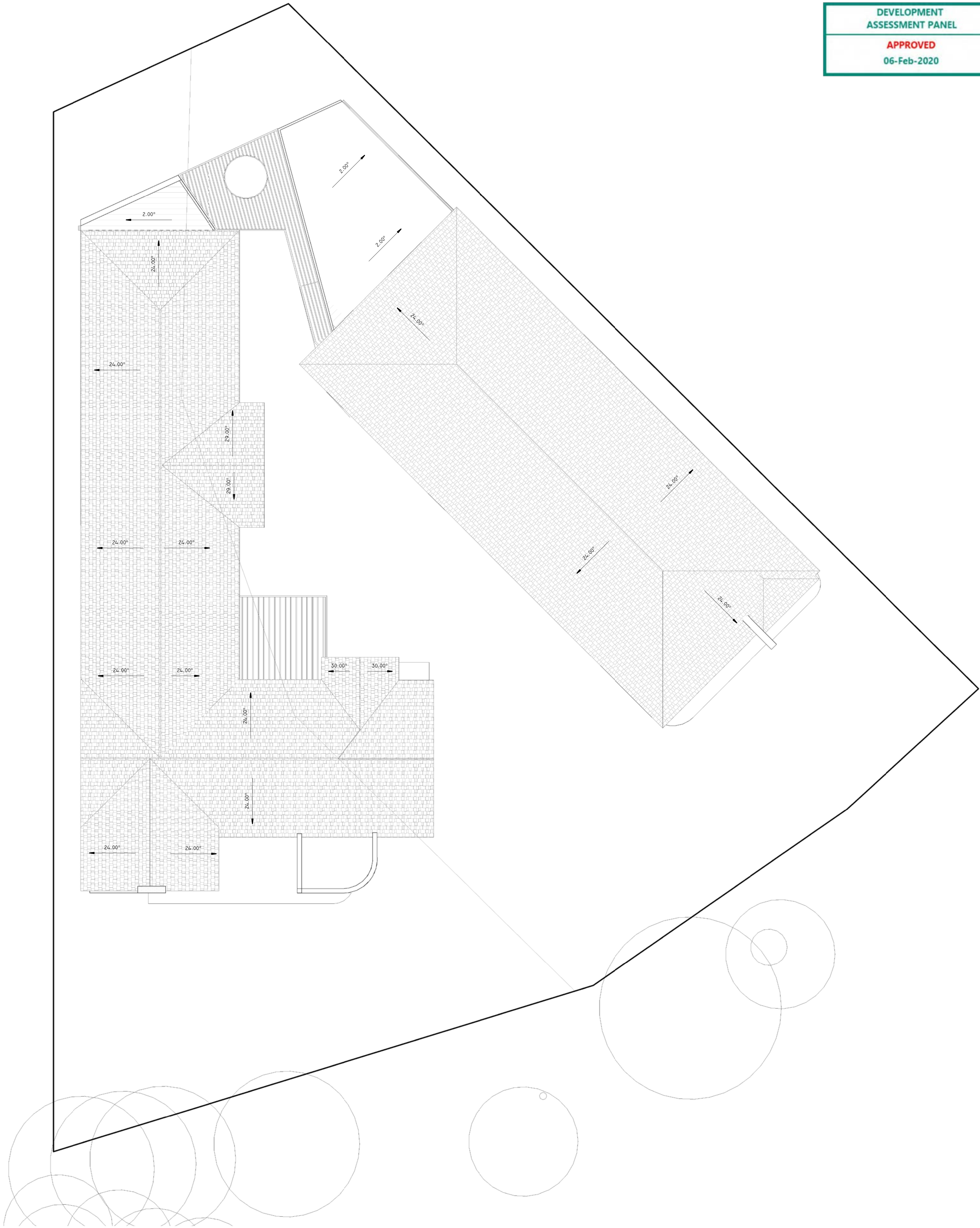
2. If the development the subject of this approval is not substantially commenced within a period of **two years** (or other period specified in the approval) from the date of this determination, the approval will lapse and be of no further effect.
3. Where an approval has so lapsed, no development shall be carried out without further approval of the Town having first been sought and obtained.
4. The applicant shall be responsible for ensuring that all lot boundaries as shown on the approved plans are correct.
5. The landowner is advised that:
 - i) a Demolition Permit application shall be submitted to, and approved by the Town prior to any demolition work commencing on the subject site; and
 - ii) a Building Permit application shall be submitted to, and approved by the Town prior to any construction or site works commencing on the subject sitein accordance with the *Building Act 2011* and *Building Regulations 2012*.
6. All structures (and associated footings) shall be contained within the lot boundaries of the subject site.
7. The landowner is advised of the following in relation to the abutting road reserve:
 - i) A "Vehicle Crossover Application Form" shall be submitted to, and approved by the Town prior to the commencement of site works/development. All crossovers shall be constructed in accordance with the Town's *Policy No. 5.2.7 - Standard Vehicle Crossover* (as amended).
 - ii) The use of verge areas for temporary storage during building/demolition works requires a permit in accordance with the *Town of Cambridge Local Government and Public Property Local Law 2017* (as amended).
 - iii) Any verge treatment shall be in accordance with the Town's *Policy No. 5.2.19 - Street Verges - Landscaping and Maintenance* (as amended) and the Town's *Street Verge Landscape and Maintenance Guidelines* (as amended).
8. The landowner is advised that the development requires a "Certificate of approval" from the Town for a "Public building" prior to the commencement of use/occupation of the development in accordance with the *Health (Miscellaneous Provisions) Act 1911* and the *Health (Public Buildings) Regulations 1992*.
9. The landowner is advised that a "Food Act 2008 Notification/Registration Form" shall be submitted to, and approved by the Town prior to any food being prepared/sold on the subject premises in accordance with the *Food Act 2008* and *Food Regulations 2009*.
10. The landowner is advised that dividing fencing between properties is a civil matter between abutting landowners in accordance with the *Dividing Fences Act 1961*. It is the responsibility of the landowner to obtain any necessary approvals or satisfy any other obligations under the *Dividing Fences Act 1961*.

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



TOWN OF CAMBRIDGE
AMENDED PLAN
RECEIVED
15 NOV 2019





TOWN OF CAMBRIDGE
AMENDED PLAN
RECEIVED
15 NOV 2019

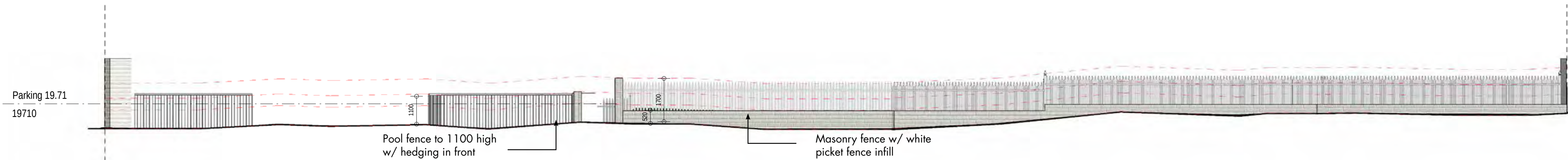




Street Elevation (without trees)



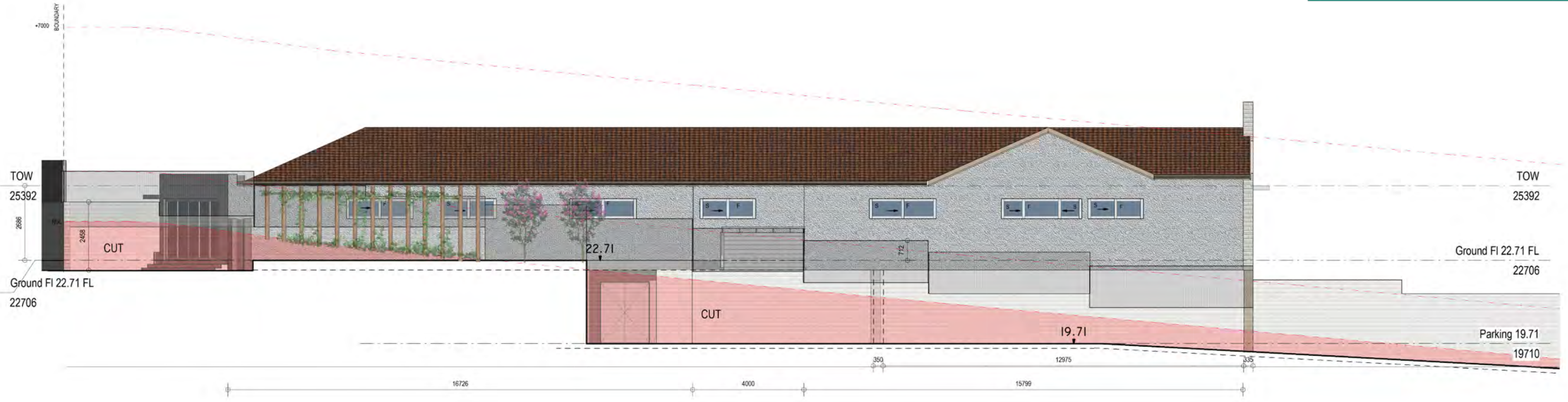
**Street Elevation
(with existing and proposed trees)**



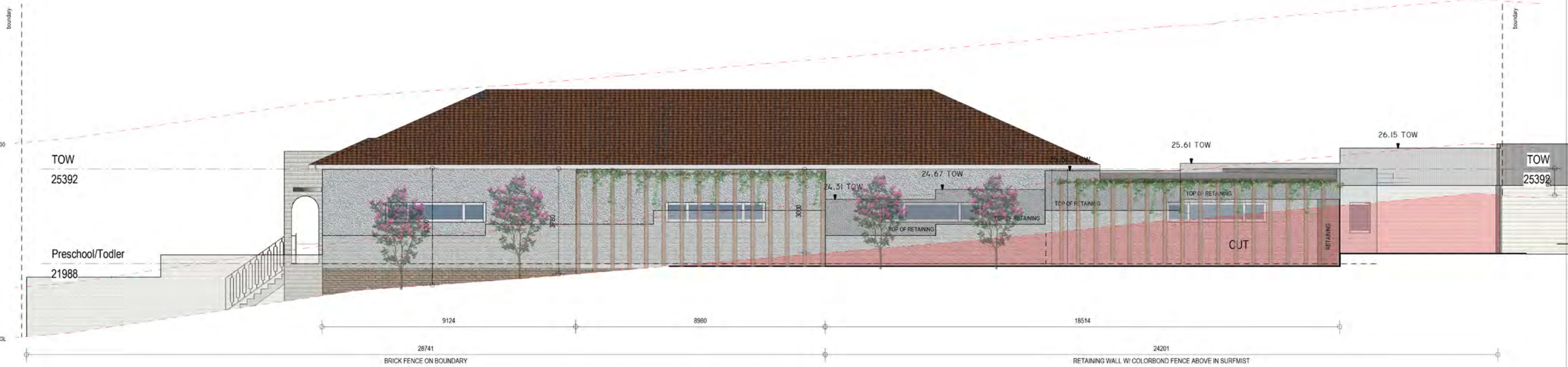
Front Fence Elevation

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
06-Feb-2020

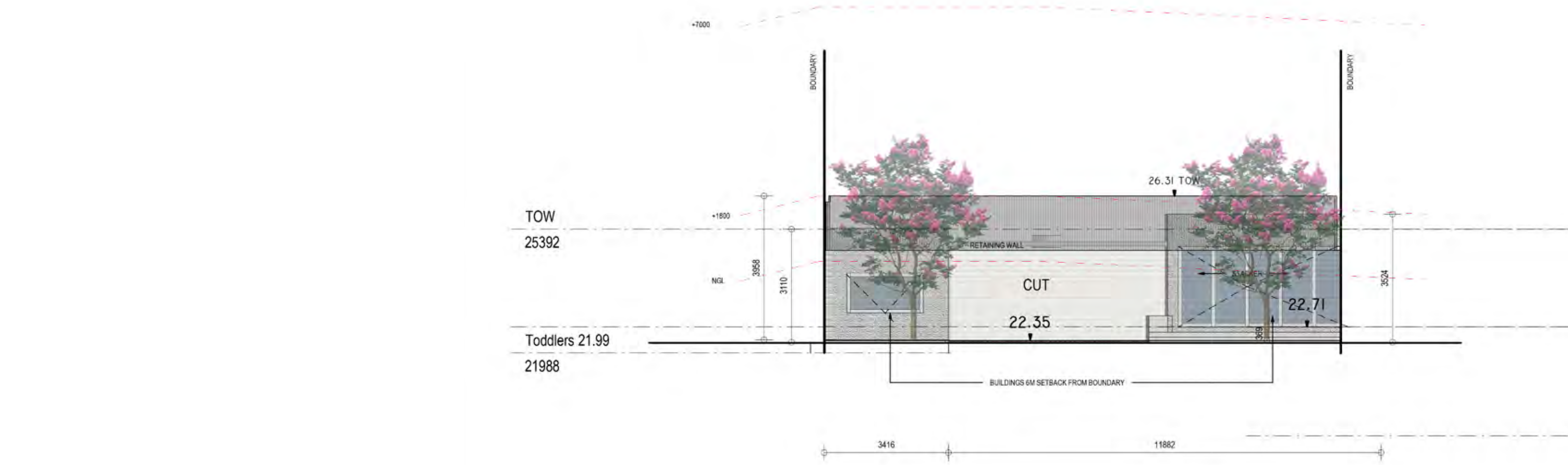
TOWN OF CAMBRIDGE
AMENDED PLAN
RECEIVED
15 NOV 2019



North Boundary Elevation (Infants)



South Boundary Elevation (Toddler/Preschool)



East Elevation (Rear)

TOWN OF CAMBRIDGE
AMENDED PLAN
RECEIVED
15 NOV 2019





Attachment Three

2020 Amendment to Development Approval



LG Ref: DA20/0097
DAP Ref: DAP/18/01384
Enquiries: (08) 6551 9919

Mr Nathan Stewart
Rowe Group
Level 3, 369 Newcastle Street,
Northbridge WA 6003

Dear Mr Stewart

METRO INNER-NORTH JDAP - TOWN OF CAMBRIDGE - DAP APPLICATION - DA20/0097 - DETERMINATION

Property Location:	Lot 2 (130) and Lot 3 (132) Brookdale Street, Floreat
Application Details:	Child Care Centre
Amendment Details:	Modification to Condition 5 wording (Median Strip Extension) of Child Care Premises

Thank you for your Form 2.1 Development Assessment Panel (DAP) application and plans submitted to the Town of Cambridge on 20 April 2020 for the above-mentioned development.

The application was considered by the Metro Inner-North JDAP at its meeting held on 2 October 2020, where in accordance with the provisions of the Town of Cambridge Local Planning Scheme No. 1, it was resolved to **approve** the application as per the attached notice of determination.

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

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

Should you have any queries with respect to the conditions of approval, please contact Mr Andrew Bratley on behalf of the Town of Cambridge on 9347 6043.

Yours sincerely,

DAP Secretariat

14 October 2020

Encl. DAP Determination Notice
Approved Plans

Cc: Mr Andrew Bratley
Town of Cambridge



Planning and Development Act 2005

Town of Cambridge Local Planning Scheme No. 1

Metro Inner-North Joint Development Assessment Panel

**Determination on Development Assessment Panel
Application for Planning Approval**

Property Location: Lot 2 (130) and Lot 3 (132) Brookdale Street, Floreat

Application Details: Child Care Centre

Amendment Details: Modification to Condition 5 wording (Median Strip Extension) of Child Care Premises

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 2 October 2020, subject to the following:

1. **Accept** that the DAP Application reference DAP/18/01384 as detailed on the DAP Form 2 dated 3 April 2020 is appropriate for consideration in accordance with Regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. **Approve** the DAP Application reference DAP/18/01384 as detailed on the DAP Form 2 date 3 April 2020 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 Town of Cambridge Local Planning Scheme No. 1, for the proposed amendment to the approved Child Care Premises at Lot 2 (No. 130) and Lot 3 (No. 132) Brookdale Street, Floreat, subject to the following modified condition:

Amended Condition

5. Prior to commencement of use, the landowner shall pay the Town the cost of extending the existing raised median strip within the Brookdale Street road reserve which adjoins the service road entrance and shall be extended north as shown on Figure 1 in the "Recommended Access Plan" of the Consolidated Traffic Report prepared by Uloth & Associates dated 15 November 2019 to physically restrict vehicle movements from the service road to a left-in/left-out only configuration at the landowner's full cost including all traffic management costs."

All other conditions, footnotes and advice notes remain as per the DAPs' original decision from the SAT application finalised on 20 February 2020.

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



DAP FORM 2

Application for amendment or cancellation of a Development Assessment Panel determination

Planning and Development Act 2005

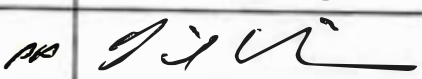
Planning and Development (Development Assessment Panels) Regulation 2011 – regulations 17 and 20

Part A: Development Application Previously Determined

DAP File No (DPLH Reference)	DAP ref. DAP/18/01384; LG ref. 0062DA-2018	
Planning Scheme(s)	Name of planning scheme(s) that applies to the prescribed land Town of Cambridge Local Planning Scheme No 1	
Land	Lot number, street name, town/suburb Lot 2 (No. 130) and Lot 3 (No. 132) Brookdale Street, Floreat	
Certificate of Title (provide copy)	Volume Number 1340	Folio 847 and 848
	Location Number	Plan / Diagram Number 44340
Description of development	Request for time extension on existing Development Approval	
Existing Use	Residential / Commercial / Industrial / Rural / Mixed Use / Other Residential	
Proposed Amendments	Application for 2 year time extension on existing approval	
Original DAP Determination Date	Originally approved by the Metro Inner-North Joint Development Assessment Panel (JDAP) at its 6 February 2020 Meeting and subsequent amendment 2 October 2020	

Part B: Applicant Details

(to be completed and signed by the applicant)

- By completing this notice, I declare that all the information provided in this application is true and correct. - I understand that the information provided in this notice, and attached forming part of the development application will be made available to the public on the Development Assessment Panel and local government websites.		
Name	Nathan Stewart	
Company	Rowe Group	
Address	Street Number/PO Box number, street name, suburb, state, postcode 3/369 Newcastle Street, Northbridge WA 6003	
Contact Details	Email nathan.stewart@rowegroup.com.au	Phone 9221 1991
Signature		Date 21/12/2023
Please note: unless otherwise requested, the DAP Secretariat will contact you via your nominated email address.		

OFFICIAL

Part C: Landowner Details

(to be completed and signed if landowner is different from applicant)

- By completing this notice, I consent to the applicant making this application on my behalf. - If there are more than two landowners, please provide all relevant information on a separate page. - Signatures must be provided by all registered proprietors or by an authorised agent as shown on the Certificate of Title. - Alternatively, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided. - Companies are required to provide signatures from two directors or a director and a company secretary unless the company has a sole director and either that director is also the sole company secretary, or the company does not have a company secretary.		
Company (if applicable)	Lancelot Carine Pty Ltd	
Contact Details	Email sue@millsft.com.au	Phone 0407 424 310
Address	Street Number/PO Box number, street name, suburb, state, postcode LINK CAPITAL PARTNERS '1' UNIT 1 28 NATIONAL CIRCUIT, FORREST, ACT, 2603	
Name/s	Susan Mills	
Title/s	Landowner/Sole Director/Director (2 signatures required) Director/Secretary	Additional Landowner/ Director/Secretary (if applicable) Director
Signature/s		
Date	06.12.2023	

Part D: Amendment Requested

Please specify the amendments/modifications required to the original determination. [please tick one more of the following]:	
☒	to amend the approval so as to extend the period within which any development approved must be substantially commenced;
☐	to amend or delete any condition to which the approval is subject;
☐	to amend an aspect of the development approved which, if amended, would not substantially change the development approved;
☐	to cancel the approval.

Part E: Acknowledgement by local government

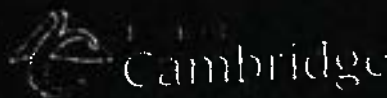
(to be completed and signed by a local government planning officer)

Responsible Authority	☐ Local Government ☐ Western Australian Planning Commission ☐ Dual – Local Government and Western Australian Planning Commission ☐ Department of Finance – Public Primary School Applications	
DAP Fee	☐ \$257.00 has been paid by the applicant (DAP Regulations - Schedule 1)	
Statutory Timeframe (regulation 12)	☐ 60 days (advertising not required) ☐ 90 days* (advertising required or other scheme provision) <i>*If 90 days is selected, please provide details of advertising requirement or other scheme provision</i>	
LG Reference Number		
Name of Planning Officer (Report Writer)		
Position/Title		
Contact Details	Email	Phone
Planning Officer's Signature		Date

Please refer to the Development Assessment Panel's Guidance Note: Lodging a DAP Application for further information.

DEVELOPMENT APPLICATION

Application Form



1 Bold Park Drive
Floreat WA 6014
Telephone: 9347 6000
mail@cambridge.wa.gov.au
www.cambridge.wa.gov.au

OWNER DETAILS

First Name: Lancelot Carine Pty Ltd	Surname:
First Name:	Surname:
Address: LINK CAPITAL PARTNERS '1' UNIT 1 28 NATIONAL CIRCUIT, FORREST, ACT	
Contact person (for correspondence):	Postcode: 2603
Telephone No:	Email:
Signature:	Date: 06.12.2023
Signature:	Date:

APPLICANT DETAILS (IF DIFFERENT FROM OWNER)

Name/Company: Rowe Group	Postcode: 6003
Address: 3/369 Newcastle Street, Northbridge, WA	
Contact person (for correspondence): Nathan Stewart	
Telephone No: 9221 1991	Mobile: 0447 168 980
Email: nathan.stewart@rowegroup.com.au	
Signature:	Date: 03/04/2020 21/12/2023

ADVERTISING CONSENT

The information and plans provided with this application may be made publically available by the Town for advertising and determination purposes. Accordingly, the Applicant's agreement is required for the Town to use any copyrighted material provided in support of the application for the above, without remuneration. Do you agree? Yes ☒ No ☐

Note: The Town will refuse to accept an application if agreement is not provided for the above in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2, Clause 85*.

PROPERTY DETAILS

Lot No: 2 and 3	House No: 130 and 132
Street: Brookdale Street	Suburb: Floreat
Diagram/Plan: 44340	Cert. of Title Vol: 1340
Folio: 847 and 848	
Title encumbrances (eg. easements, restrictive covenants): N/A	

PROPOSED DEVELOPMENT

Description of proposed works and/or land use: Request for time extension on existing Development Approval

Nature of development:	Works ☐	Use ☐	Works and use ☒
Nature of any existing buildings and/or land use: Residential			
Approximate cost of proposed development (ex. GST): \$ 2.1 Million			

NOTES

The signature of the owner(s) is required on all applications. This application will not proceed without that signature. For the purposes of signing this application an owner includes the persons referred to in the *Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2, Clause 62(2)*.

OFFICE USE ONLY

Date received (stamp):	Accepting Officer Initials:	
DA Ref No:	DA	Receipt No:

**MRS****Form 1**
Application for Planning Approval**Owner/s details**

Registered proprietor/s (landowner/s) or the authorised agent's details must be provided in this section. If there are more than two landowners please provide all relevant information on a separate page. Signature/s must be provided by all registered proprietors or by an authorised agent. Alternatively, a letter of consent, which is signed by all registered proprietors or by the authorised agent, can be provided.

Full name

Company/agency (if applicable)

ACN/ABN (if applicable)

Postal address

Town/suburb

Signature

Print name and position
(if signing on behalf of a company or agency)

Lancelot Carine Pty Ltd	
LINK CAPITAL PARTNERS '1' UNIT 1 28 NATIONAL CIRCUIT	
FORREST	Postcode 2603
The landowner/s or authorised agent/s consents to the applicant submitting this application	
	Date 6.12.23

Applicant details

Name/company

Contact person

Postal address

Town/suburb

Phone

Applicant signaturePrint name and position
(if signing on behalf of a company or agency)

Rowe Group	
Nathan Stewart	
3/369 Newcastle Street	
Northbridge	Postcode 6003
9221 1991	Email nathan.stewart@rowegroup.com.au
Nathan Stewart - Principal Town Planner	
Date 27/12/23	

Property details

Certificate of title description of land:

Lot No

2

Location No

Plan or diagram 44340

Vol

1340

Folio

847

Certificate of title description of land:

Lot No

3

Location No

Plan or diagram 44340

Vol

1340

Folio

848

Title encumbrances (e.g. easements, restrictive covenants)

N/A

Locality of development (house no., street name, suburb, etc)

130 and 132 Brookdale Street Floreat

Nearest street intersection

Brookdale St / Oceanic Drive

Existing building/land use

Residential

Description of proposed development and/or use

Request for time extension on existing Development Approval

Nature of any existing buildings and/or use

Residential

Approximate cost of proposed development (excl. gst) \$

2.1 Million

Estimated time of completion

Office use only

Acceptance officer's initials

Date received

Local government reference No.

Commission reference No.

The information and plans provided with this application may be made available by the WAPC for public viewing in connection with the application.

Additional Information to be provided on the MRS Form 1

Is the development within a designated Bushfire Prone Area?

☐ Yes ☒ No

If 'yes', have bushfire hazard issues been identified and addressed (e.g. by providing a BAL Assessment(s) or BAL Contour Map and a Bushfire Management Plan with the application)?

☐ Yes ☐ No

☒ N/A

If NA is selected and the development is in a designated bushfire prone area then a short statement justifying why SPP 3.7 does not apply should be included.

Does your application require determination by a Development Assessment Panel? (DAP)

☒ Yes ☐ No

Please refer to the following website for DAP requirements: www.dph.wa.gov.au/daps

If yes, please complete DAP Application Form as per DAP requirements.

Checklist (supporting information)

Please complete the checklist below and ensure that all the relevant information is provided with the application.

1. Completed Metropolitan Region Scheme (MRS) Form 1
2. Plans at a scale not less than 1:500 (A3) showing:-
 - (i) the location of the site including street names, lot number(s), north point and the dimensions of the site;
 - (ii) the existing and proposed ground and floor levels over the whole of the land that is the subject of the application, including details of proposed cut and fill, and retaining walls;
 - (iii) the location, metric dimensions, materials, finishes and type of all existing and proposed structures, including services, on the land that is the subject of the application and all existing structures and vegetation proposed to be removed;
 - (iv) the existing and proposed use of the site, including proposed hours of operation and buildings to be erected on the site;
 - (v) the existing and proposed means of access and egress for pedestrians and vehicles to and from the site;
 - (vi) the location, number, dimensions and layout of all car parking spaces intended to be provided, including provision for the disabled;
 - (vii) the location and dimensions of any area proposed to be provided for the loading and unloading of vehicles carrying goods or commodities to and from the site and the means of access to and from those areas;
 - (viii) the location, dimensions and design of any open storage or trade display area and particulars of the manner in which it is proposed to develop those areas;
 - (ix) the nature and extent of any open space and landscaping proposed for the site; and
 - (x) proposed external lighting and signage.
3. Plans, elevations and sections, as appropriate, of any building or structure proposed to be erected or altered and of any building or structure it is intended to retain;
4. Any specialist studies that the responsible authority may require the applicant to undertake in support of the application such as traffic, heritage, environmental, engineering or urban design studies;
5. Any management plans the responsible authority may require to support or implement the application; and
6. Any other plan or information that the responsible authority may require to enable the application to be determined. This may include scale models or information in digital formats.

For additional information please refer to Development Control Policy 1.2

www.dph.wa.gov.au/getmedia/37533b97-e0ad-4947-9d00-c4d62fa92746/DCP_1-2_general_principles

Development application checklist - lodgement requirements

Application signatures	The MRS Form is to be signed by the registered proprietor/s as shown on the certificate/s of title. Where the landowner/s cannot sign, an authorised agent can sign and attach evidence of the authority. If the subject land is owned by a company, you must confirm whether it is a sole proprietorship company and state the full name/s and position/s of the company signatory/ies. Appropriate company signatory/ies include one director and the company seal, two directors, or one director and one secretary. Eg: _____ John F. Smith - Director Smith Pty Ltd Peter S James - Director Smith Pty Ltd Or _____ John F. Smith - Sole Director Smith Pty Ltd If the subject land is owned by a strata company, consent can be signed by the strata company secretary or by an elected person of the strata company providing proof of authority either by letter of delegated authority, signed by all strata owners or minutes showing delegated authority.
Certificate of Title	Ensure the Certificate of Title/s is/are current (within 6 months) and provide copy/s.
Change of name	Applications made by either private owners or companies who have changed names to that depicted on the Certificate of Title, must provide supporting documentation showing the change of name such as: • a transfer of land document that incorporates a lodgement receipt, • a company search from the Australian Securities and Investment Commission, • a marriage certificate or • a change of name certificate.
Contacts	A contact name, phone and email address is essential, in the event more information is required and for issuing correspondence relating to the Department's decision.
Contracts of sale	Where the land is subject to a contract of sale or offer and acceptance, evidence of landowner's consent must be provided. Relevant evidence may include; • an express provision of consent by the vendor on the contract of sale or offer and acceptance, • a letter of consent from the registered proprietor/s giving prospective purchaser/s consent to lodge the application or • a copy of the transfer of land document that incorporates a lodgement receipt.
Crown land	Where the land is registered in the name of the Crown, the application form must be signed by an authorised officer of the Department of Lands, stating the name and position. Alternatively, a letter of consent from the authorised Crown land officer.
Deceased estates	Where the land is registered in joint tenants, a copy of the death certificate of the deceased landowner must be provided. Where the land is registered in tenants in common, a copy of the grant of probate or endorsed enduring power of attorney must be provided.
Designated Bushfire Prone Area	If the proposed development is located within a Bushfire Prone Area according to the Map of Bush Fire Prone Areas, then bushfire hazard issues should be identified and addressed (e.g. by providing a BAL assessment(s) or BAL Contour Map and a Bushfire Management Plan with the application). If NA is selected and the development is in a designated bushfire prone area then a short statement justifying why SPP 3.7 does not apply should be included.
Emailed documents	Emailed applications or documents are acceptable, however the application must be signed by the registered proprietor/s.
Government agencies	Where the land is registered in the name of a government authority, the application form must be signed by an authorised officer of the relevant authority, stating the name and position of the signatory/s. Alternatively, a letter of consent signed by an authorised officer.



ESSENTIAL INFORMATION FOR ALL APPLICATIONS

- **Electronic lodgement** of planning applications is **preferred**. This can be done via email to mail@cambridge.wa.gov.au. Please note that if attachments exceed 40mb, a Dropbox link is required. Once the Town has received your application, you will receive an automated response from the Town's Records department. If you do not receive an automated response, the Town may not have received your application.
- If the Town receives an incomplete application, you will receive notification (via email) advising what is **required**. Once a complete application is formally accepted by the Town, you will receive an invoice, which can be paid online (payment can also be made over the phone, by calling the Town's Planning Admin on 9347 6000). Please note that if payment is not received within 7 days of the Tax Invoice Date, your application will be cancelled.
- **Historic 1975 Contours** must be shown on all plans and elevations in accordance with *Local Planning Policy 3.24 – Determining Natural Ground Levels*.

The Historic 1975 Contours can be shown on the Town's Intramaps, which can be opened at <https://www.cambridge.wa.gov.au/Planning-Building/View-online-maps>.

- All levels are required to be in **Australian Height Datum (AHD)**.
- Development applications proposing to amend a previous development approval shall clearly show what is being applied for (i.e. clouded, highlighted, and/or annotated etc).

APPLICANT	
☒	i) Application for Development Approval Form AND MRS Form 1 completed and signed by ALL owners of the land (this includes the Strata Manager as the owner where applicable.)
☒	ii) Planning Application Fee (refer to Schedule of Planning fees and charges.) <i>*If the Town refers the application to a specialist for technical advice to assist with its assessment the applicant will be billed for the cost*</i>
☒	iii) Certificate of Title AND Lot Diagram of Survey showing all boundaries, easements covenants on the land (issued within the last 6 months.)
☒	iv) Cover Letter - describing the proposed development and any justification for variations to the relevant planning regulations.
☒	v) Original site survey plan that does not include any proposed development information.
In addition to the above, please also refer to the sections on the following pages of this checklist.	

PART I. PROPOSED DEVELOPMENTS

All development applications require the following information to be submitted.

APPLICANT	
☒	11. One (1) set to scale of 1:100 or 1:200 If the cost of the proposed development exceeds \$50,000, the plans <u>must</u> be digitally drawn (i.e hand drawn plans will not be accepted). A 'set' of plans consists of proposed and existing (on separate sheets) of the following:
☒	a) Site plan (all relevant dimensions) • Street and lot number and street/road name; • North Point; • Existing and proposed buildings; • Existing and proposed uses; • Natural ground level (refer to the important notes section on page 1 of this checklist) and proposed ground and finish floor levels (AHD); • All property boundaries and lot dimensions; • Setbacks to all boundaries; • Details and Location of any fencing; • Location, layout and dimension of any car parking areas; • Outline of all existing buildings/structures on adjoining properties, including major opening and outdoor living areas; • Street verge including – street verge trees, power poles, drainage pits, manholes, crossover, footpaths and any other obstructions. As well as any proposed changes to these things; and • Location of any easements.
☒	b) Elevation plans (showing all relevant dimensions) • All applicable elevations are to be submitted with description /heading (i.e direction) of each elevation; • Existing/natural and proposed ground and finish floor levels (AHD). To show the existing natural ground levels vertically below the proposed building where the height measurement is being taken from (refer to the important notes section on page 1 of this checklist); • Existing and or proposed external fixtures (including but not limited to TV and radio antennae, satellite dishes, plumbing vents and pipes, solar panels, air conditioners and hot water systems); • Overall height dimensions to be shown from existing/natural ground level to ridge (refer to the important notes section on page 1 of this checklist); and • Wall height dimensions to be shown from existing/natural ground level to where the wall intersects with the roof eg. Plate height (refer to the important notes section on page 1 of this checklist.)
☒	c) Floor plan (showing all relevant dimensions) • A plan of every storey with floor levels (AHD); • Internal Layout showing doors / windows etc and room names; • Roof/eaves lines; • Total floor area in square metres; and • Lot boundary and setbacks to all boundaries on all sides.
☐	d) Bushfire Attack Level (BAL) Assessment (if necessary.)
☐	e) Heritage Impact Assessment (if necessary, refer to Council's Development on Heritage Places Local Planning Policy.)
☒	f) Written justification of how the development addresses the applicable design principles.

PART 2. RESIDENTIAL DEVELOPMENTS

Development concerned with residential land, including new buildings and alterations and additions.

APPLICANT	
☐	2.1. All information as listed in Part 1 – Proposed Developments
☐	2.2. Streetscape Perspective if any variation(s) is proposed which will be visible from the street – plan showing proposed building/development and the two adjoining buildings either side of the development site. If the development site is a corner lot then the perspective should include the lot on the opposite street corner (same side of the road.)
☐	2.3. Materials and Finishes – Information outlining the proposed materials and finishes, as well as the location of any proposed external fixtures (including but not limited to TV and radio antennae, satellite dishes, plumbing vents and pipes, solar panels, air conditioners and hot water systems). Where applicable, to comply with Local Law 43. The elevations are to show the proposed roof materials and colours.
☐	2.4. Overshadow Diagram – diagram showing extent of overshadowing on adjoining properties, expressed in percentages and square metres.
☐	2.5. Open Space Calculations – expressed in percentages and square metres.
☐	2.6. Landscaping details in accordance with <i>Local Planning Policy 3.1 – Streetscape</i> and the Residential Design Codes. The plans shall show the extent of landscaping within the primary street front setback area and, in accordance with the Residential Design Codes, the location and the quantity of trees to be provided on site.

PART 3. COMMERCIAL/MIXED USE DEVELOPMENTS

Development concerned with commercial and mixed use land, including multiple dwelling, mixed use development applications and Development Assessment Panel applications.

APPLICANT	
☒	3.1. All information as listed in Part 1 – Proposed Developments.
☒	3.2. Streetscape Perspective – plan showing proposed building/development and the two adjoining buildings either side of the development site. If the development site is a corner lot then the perspective should include the lot on the opposite street corner (same side of the road.)
☒	3.3. Land use detail (for commercial development) - Information outlining the type of land uses proposed within the development, hours of operation, number of employees on site at any one time, signage detail, (if applicable) whether clients/patients will visit the property by prior appointment only, etc.
☒	3.4. Car Parking and Bicycle Parking - number of car (including disabled), (un)loading and bicycle bays proposed and their location, number of car and bicycle bays required and any end-of-trip facilities.
☒	3.5. Landscaping Plan – percentage of area to be landscaped and the type, location and quantities of landscaping proposed.
☒	3.6. Traffic Impact Statement/Assessment (as required by the Town.)
☒	3.7. Materials and Finishes – Information outlining the proposed materials and finishes, as well as the location of any proposed external fixtures (eg. Air conditioning units, hot water systems, solar panels, etc.)
☒	3.8. Plot Ratio Calculation.
☐	3.9. Acoustic report / noise management plan (as required by the Town.)
☒	3.10. Details on how the development satisfies the 'Acceptable Outcomes' or 'performance solutions' of (where applicable) State Planning Policy 7.3 - Residential Design Codes Volume 1 or 2 (whichever is applicable.)

PART 4. CHANGE OF USE

APPLICANT	
☐	4.1. All information as listed in Part 1 – Proposed Developments.
☐	4.2. Use or Business Information – a document outlining the following details of the business: • management plan; • description of proposed business; • hours of operation; • floor area per use/s; • number of employees; • onsite parking provision; • toilet facilities; • internal fit out details; • structural changes; • signage details; • shop-front treatments; • deliveries/visitation rate per week/day; and • all other relevant information.

PART 5. HOME OCCUPATION APPLICATION

APPLICANT	
☐	5.1. Application for Development Approval Form <u>AND</u> MRS Form 1 completed and signed by ALL owners of the land ALL information as listed in Part 1 – Proposed Developments.
☐	5.2. A completed Home Occupation Details form.
☐	5.3. Planning Application Fee (refer to Schedule of Planning fees and charges.)
☐	5.4. Certificate of Title <u>AND</u> Lot Diagram of Survey showing all boundaries, easements covenants on the land (issued within the last 6 months.)
☐	5.5. Two copies of a site plan and floor plan showing which areas are to be used in association with the home occupation, and where vehicles belonging to those residing at the property and to clients/customers are to park.

PART 6. SIGNAGE APPLICATION

APPLICANT	
☐	6.1. All relevant information as listed in Part 1 – Proposed Developments except for the BAL Assessment.
☐	6.2. Signage Details – photos and drawings of current and proposed signage, dimensions, colours, illumination nature/hours
☐	6.3. A completed Signage Details form.

PART 7. COMMERCIAL VEHICLE PARKING APPLICATION**APPLICANT**☐

7.1. All relevant information as listed in Part 1 – Proposed Developments except for the BAL Assessment, and also for the floor plan and elevations (unless a new building is proposed as part of the same application).

☐

7.2. Commercial Vehicle Details – photos of the commercial vehicle and the proposed location the vehicle is to be parked on site.

☐

7.3. A completed Commercial Vehicle Details form.

PART 8. DEMOLITION/PARTIAL DEMOLITION OF COMMERCIAL/INDUSTRIAL/STATE HERITAGE LISTED PLACE(S)**APPLICANT**☐

8.1. Floor Plan and Site Plan - For proposals including partial demolition clearly show areas to be demolished on site plan.

☐

8.2. Photographs – of all four external elevations of the existing place(s) where possible.

☐

8.3. Independent Heritage Assessment – Independent Structural Condition Report (if a heritage place refer to Council's Development on Heritage Places local planning policy.)

APPLICANT DETAILS

Applicant Full Name

NATHAN STEWART (ROWE GROUP)

Applicant Signature

M. V. V.

Date

21 December 2023

* The Town takes no responsibility for delays associated with incomplete applications. If applications are received incomplete the applicant will be contacted and given up to 5 business days in which to provide any outstanding information, if this is not received in that time frame the application will be returned to the applicant as incomplete and will not be processed by the Town of Cambridge.

* It should be noted that further information may be required as a result of the Town's assessment and/or concerns being received during any advertising undertaken and/or as a consequence of comments being received from a government agency/department. Each version of the site plan, floor plan(s) and elevations shall include an updated submission reference in the following format - Revision #: Plan #: Date (DD/MM/YY).

* If the development application is required to be advertised as part of the assessment process it shall be done so in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 clause 64(5).

* Please note that the information and plans provided with this development application will be made available on the Town's website if required to be advertised for comment.

I/We David Maionara declare that the above information has been provided with the development application and is accurate and correct to the best of my/our knowledge. Where information is not provided, I have submitted written justification as to why the information is not required.

ACCEPTING OFFICER DETAILS

Accepting Officer's Name

Accepting Officer's Signature

Date

12.3.5 Lot 2 (No 130) and Lot 3 (No 132) Brookdale Street, Floreat - Extension to Term of Approval for Child Care Premises

DIRECTORATE:	Planning and Community Services
AUTHOR:	Gabriela Poezyn (Senior Planning Officer), Steven Laming (Acting Manager Statutory Planning)
AUTHORISER:	Fraser Henderson, Acting Director Planning and Community Services
FILE REFERENCE:	DA24/0006
AUTHORITY / DISCRETION:	Quasi-Judicial Information
VOTING REQUIREMENT:	Simple Majority
AUTHOR INTEREST:	Nil
ATTACHMENT(S):	1. Draft Responsible Authority Report [12.3.5.1 - 11 pages] 2. Applicant's Covering Letter [12.3.5.2 - 36 pages]

PURPOSE OF REPORT:

The purpose of this report is for the Council to consider a development application to extend the term approval for a child care premises and provide a recommendation to the Metro Inner-North Joint Development Assessment Panel (JDAP).

The draft Responsible Authority Report (RAR), which includes the Administration's recommendation to the JDAP, is included in **Attachment 1**.

The draft RAR will be finalised based on the recommendation of the Council following the Council's consideration at this meeting.

EXECUTIVE SUMMARY:

On 6 February 2020, the JDAP approved a development application for a child care premises at Nos. 130 and 132 Brookdale Street, Floreat. The term of approval was for two years, which meant that the development was required to be substantially commenced by 6 February 2022.

In April 2020, in response to concerns that the COVID-19 pandemic would have significant impacts on the Western Australian economy, the State Government issued a Notice of Exemptions under State of Emergency laws, which included a blanket 2-year extension to all valid development approvals. This resulted in the term of approval for the child care premises being extended until 6 February 2024.

The subject application seeks to extend the term of approval for a further four years, which means the development will be required to be substantially commenced by 6 February 2028. The application does not propose any modifications to the previously approved development plans or conditions of approval.

After consideration under the relevant planning provisions, the Administration's recommendation to the JDAP included in the draft RAR outlines that the application should be refused for the following reasons:

- 1) The planning framework has substantially changed since the initial development approval was granted in February 2020 and the Administration would likely recommend that the development be refused if it is considered under the current planning framework.
- 2) There is no evidence that the holder of the development approval has actively and relatively conscientiously pursued the implementation of the approved development.

Impartiality Interest Declaration - Cr Cutler

Cr Cutler disclosed an interest affecting impartiality and declared as follows: "with regard to Item 12.3.5, I declare that I have been in communication with the applicant or community members and as a consequence there may be a perception that my impartiality may be affected. I declare that I will consider this matter on its merits and vote accordingly."

Impartiality Interest Declaration - Cr Carr

Cr Carr disclosed an interest affecting impartiality and declared as follows: "with regard to Item 12.3.5, I declare that I have been contacted by various community members and as a consequence there may be a perception that my impartiality may be affected. I declare that I will consider this matter on its merits and vote accordingly."

COUNCIL DECISION: (ADMINISTRATION RECOMMENDATION)

Moved by Cr Le Page, seconded by Cr Cutler

That Council RECOMMENDS to the Metro Inner-North Joint Development Assessment Panel that the Panel refuses DAP Application reference DAP/18/01384 and accompanying plans in accordance with Clause 68 and 77 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the *Town of Cambridge Local Planning Scheme No. 1*, for the proposed extension to the term of approval for a child care premises at Lot 2 (No. 130) and Lot 3 (No. 132) Brookdale Street Floreat for the following reasons:

- 1. The planning framework has substantially changed since the initial development approval was granted in February 2020 and the Town would likely recommend that the development be refused if it is considered under the current planning framework.**
- 2. There is no evidence that the holder of the development approval has actively and relatively conscientiously pursued the implementation of the development.**

Motion put and CARRIED (8/0)

For: Mayor Mack, Cr Cutler, Cr Carr, Cr Le Page, Cr Kennerly, Cr Foley, Cr Mayes and Cr Randklev
Against: Nil

DELEGATION:

Clause 3 in the 'Conditions' section under delegation 12.1.2 of the Town's Delegation Register states the following:

- "3. The determination of an amendment to a previous development approval that was approved by resolution of Council (including an extension to the term of the development approval), except where the variation is of a minor nature, would not substantially change the approved development, and for which no objection has been received during the advertising of the application (where applicable)."*

In this case, the Council did not approve the original development approval in February 2020 or amended approval in October 2020. However, as the Council made a resolution to make a recommendation to the JDAP for the October 2020 amended approval, it is considered appropriate that the Council consider the subject application to extend term of approval.

Council - Simple Majority

At least fifty per cent of the Members present at the Council meeting must cast the same vote for a determination to be made.

FINANCIAL IMPLICATIONS:

Costs may be incurred by the Town if the landowner requests a review of the determination from the State Administrative Tribunal (SAT).

LEGISLATIVE CONSIDERATIONS:

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
- Local Planning Scheme No. 1

State Government Policies

- State Planning Policy 7.3 - Residential Design Codes Volume 1

Local Policies

- Local Planning Policy 1.4 – Amendment and Extension to the Term of Development Approval
- Local Planning Policy 2.3 - Precinct P3: Floreat
- Local Planning Policy 3.6 - Child Day Care Centres
- Local Planning Policy 3.9 - Non-Residential Development in Residential Areas
- Local Planning Policy 3.13 - Parking
- Local Planning Policy 3.16 - Landscaping and Water Sensitive Urban Design

Miscellaneous

- WAPC Planning Bulletin 72/2009 - Child Care Centres
- Australian Standard 2890.1:2004 - Off-street car parking
- Australian Standard 2890.3:2015 - Bicycle parking
- Local Law No. 43 - Buildings on Endowment Lands & Limekilns Estate

STRATEGIC DIRECTION:

This report recommendation embraces the following strategies of the Town's Strategic Community Plan 2023-2033:-

Our Environment: An urban forest that is protected and enhanced with tree-lined streetscapes, sweeping coastlines, natural bushland and accessible open spaces

Built environment – Maintain quality suburbs and neighbourhoods full of treelined streets and green open spaces.

COMMUNITY ENGAGEMENT:

The requirements for consultation have been satisfied under the provisions of *Local Planning Scheme No. 1* and *Local Planning Policy 1.2 Public Notification of Planning Proposals*.



PART C – CITY OF STIRLING

1. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 No 194 (Lot 3) The Esplanade and No 5 (Lot 4) Brighton Rd, Scarborough - 12-storey residential development with 21 dwellings & associated parking, access, landscaping and amenities – DAP/23/02555

3.2a Lot 110 (No 19) Twyford Place, Innaloo - 5 Storey Multiple Dwelling - DAP/23/02581

3.2b Lot 110 (No 19) Twyford Place, Innaloo - 5 Storey Multiple Dwelling - DAP/23/02581

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

**LOT 3, (HOUSE NUMBER 194), THE ESPLANADE, AND LOT 4
(HOUSE NUMBER 5), BRIGHTON ROAD, SCARBOROUGH
– PROPOSED MULTIPLE DWELLING DEVELOPMENT – 21
MULTIPLE DWELLINGS**

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Stirling
Applicant:	Planning Solutions
Owner:	Goldrise Nominees Pty Ltd
Value of Development:	\$30.5 million ☒ Mandatory (Regulation 5) ☐ Opt In (Regulation 6)
Responsible Authority:	City of Stirling
Authorising Officer:	Amanda Sheers, Director Planning and Development
LG Reference:	DA23/1080
DAP File No:	DAP/23/02555
Application Received Date:	19 September 2023
Report Due Date:	29 February 2024
Application Statutory Process Timeframe:	90 Days with an additional 87 days as agreed between the Applicant and City of Stirling
Attachment(s):	1. Development Application Plans (received 23 January 2024) 2. Aerial Location Plan 3. Metropolitan Region Scheme Zoning Map 4. City of Stirling Local Planning Scheme No.3 Zoning Map 5. Applicant's Original Planning Report Received on 1 September 2023 6. Applicant's Final Submission: a. Applicant's Response to Request for Further Information received 30 November 2023 b. Applicant's Amended Architectural Design Report (Including Landscaping Plan) received 30 November 2023 c. Applicant's Amended Sustainable Design Assessment Report, prepared by Full Circle Design

	Services, received 30 November 2023 d. Applicant's Stormwater Management Plan, prepared by P.J Wright, received 30 November 2023 e. Applicant's Traffic Technical Note, prepared by Stantec, received 30 November 2023 f. Applicant's Environmental Acoustic Report - State Planning Policy 5.4, prepared by Gabriels Hearne Farrell, received 30 November 2023 g. Applicant's Pedestrian Wind Assessment, prepared by RWDI, received 30 November 2023 h. Applicant's Verge Services Plan, received 30 November 2023 i. Applicant's Affordable Housing Provision Justification, received 7 December 2023 j. Applicant's State Planning Policy 7.0 Detailed Design Statement received 1 September 2023 k. Applicant's Traffic Impact Statement prepared by Stantec received 1 September 2023 l. Applicant's Waste Management Plan prepared by Talis, received 1 September 2023 m. Applicant's Bushfire Attack Level Report prepared by Western Environmental received 1 September 2023 n. Applicant's Dial Before You Dig report received 1 September 2023 o. Applicant's Environmental Acoustic Report prepared by Gabriels Hearne Farrell, received 1 September 2023 7. City of Stirling Design Review Panel Reports: a. Design Review Report dated 11 May 2023 b. Design Review Report dated 22 June 2023 c. Design Review Report dated 26 October 2023 d. Design Review Report dated 1 February 2024
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	8. Applicant's Response to Submissions received 21 February 2024	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes	Complete Responsible Authority Recommendation section
	☒ N/A	
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Inner DAP resolves to:

Approve DAP Application reference DAP/23/02555 and accompanying plans (as listed in Condition 4) 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, and pursuant to Clause 24(1) and 26 of the Metropolitan Region Scheme, for the proposed Multiple Dwelling Development – 21 Multiple Dwellings at Lot 3, House Number 194, The Esplanade, and Lot 4, House Number 5, Brighton Road, Scarborough, subject to the following conditions:

Conditions

1. The development shall comply with all details and amendments to the approved plans, as follows:
 - a. The southern-facing Living window from Apartments 202 and 302 is to be sufficiently screened to 1.6m in height from finished floor level to prevent direct overlooking onto the adjacent outdoor living area of the southern property.
 - b. The doors to stores for Units 1, 2, 3, 9, 10, 11, 12, 13, 14, 20 and 21 are to be reorientated to face the resident car parking bays, or alternatively the store is to be reduced in size to allow a 1m clearance between the store door and the adjacent visitor car parking bay.

Amended plans that address the above modifications are to be submitted to the satisfaction of the City of Stirling as part of the Building Permit submission.
2. Pursuant to Clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.
3. This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
4. The development is to comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements or changes as required, outlined within Condition 1a and 1b, and annotations detailed thereon by the Metro Inner DAP. The plans approved as part of this application form part of the development approval issued and are listed below:

Drawing Title	Date	Drawing Number	Version	Drawn By
(untitled cover page)	23 January 2024			DKO
Drawing List – Architectural Drawings	23 January 2024	DA002	E	DKO
Demolition Plan	23 January 2024	DA200	C	DKO
Site Plan	23 January 2024	DA201	D	DKO
Lower Ground	23 January 2024	DA202	E	DKO
Ground Level	23 January 2024	DA203	E	DKO
Level 01 – Podium	23 January 2024	DA204	D	DKO
Level 02 - 03) (Typical Floor A)	23 January 2024	DA205	C	DKO
Level 04 – 05 (Typical Floor B)	23 January 2024	DA206	C	DKO
Level 06 – 07 (Typical Floor C)	23 January 2024	DA207	C	DKO
Level 08 – 10 (Typical Floor D)	23 January 2024	DA208	C	DKO
Level 11 – Penthouse	23 January 2024	DA209	C	DKO
Roof Services Deck Plan	23 January 2024	DA210	C	DKO
Roof Deck Plan	23 January 2024	DA211	C	DKO
North Elevation	23 January 2024	DA300	C	DKO
West Elevation	23 January 2024	DA301	C	DKO
South Elevation	23 January 2024	DA302	C	DKO
East Elevation	23 January 2024	DA303	C	DKO
Section 1	23 January 2024	DA304	D	DKO
Section 2	23 January 2024	DA305	C	DKO
Artists Impression	25 January 2024	DA515	C	DKO
Artists Impression	25 January 2024	DA518	C	DKO
Artists Impression	25 January 2024	DA520	C	DKO
Artists Impression	25 January 2024	DA521	A	DKO
Artists Impression	25 January 2024	DA522	C	DKO
Artists Impression	25 January 2024	DA523	A	DKO
Feature & Contour Survey	20 October 2023	VS009587	1	Vision Surveys

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

6. Prior to occupation of the development, Lot 3, House Number 194, The Esplanade and Lot 4, House Number 5, Brighton Road, Scarborough, shall be amalgamated into a single lot on a Certificate of Title, to the satisfaction of the City of Stirling.
7. A Site Management Plan shall be submitted for approval to the satisfaction of the City of Stirling prior to the submission of a Building Permit. The Site Management Plan shall include but not be limited to measures relating to vibration, dust, noise, waste management, street tree protection zones, construction parking, traffic, storage of materials and site safety and security. The Site Management Plan is to be complied with for the duration of the construction of the development.
8. All Energy Efficiency and Water Management and Conservation measures as identified by the Sustainable Design Assessment Report, as prepared by Full Circle Design, received 30 November 2023, are to be incorporated into the building design and implemented prior to the occupancy of the development, to the satisfaction of the City of Stirling.

Development Contributions

9. Prior to the submission of a Building Permit application, a public art proposal for the subject development to the value of 1.0% of the construction value in accordance with Scarborough Development Policy 4 – Public Art must be submitted to, and approved by, the City of Stirling, on advice from the City of Stirling Design Review Panel (refer to advice note)
10. Prior to the submission of an Occupancy Permit application, the approved public art proposal shall be completed and installed by the developer and maintained thereafter by the owners of the development, in accordance Scarborough Development Policy 4 – Public Art, to the satisfaction of the City of Stirling.
11. Prior to the submission of an Occupancy Permit application, the landowner shall pay the City a development contribution in accordance with the City's Local Planning Scheme No. 3 Schedule 11B Scarborough Development Contribution Plan, to the satisfaction of the City of Stirling.

Parking and Access

12. The minimum number and allocation of car parking bays provided on-site is to be as follows:
 - a. 16 residential car parking bays; and
 - b. 5 residential visitor car parking bays.
13. All on-site car parking bays are to be compliant with the Australian Standards Australian Standard / New Zealand Standard 2890.1 and Australian Standard / New Zealand Standard 2890.6, to the satisfaction of the City of Stirling.
14. Prior to occupation of the development, vehicular parking, manoeuvring and circulation areas indicated on the approved plan being sealed and drained to the satisfaction of the City of Stirling and the parking spaces being marked out and maintained in good repair.

15. Unless otherwise approved, no walls, fences, letterboxes or other structures above 0.75 metres in height to be constructed within the 1.5 metre width x 1.5 metre depth triangular area of where:
 - a. Walls, letterboxes or fences adjoin vehicular access points to the site, or
 - b. A driveway meets a public or private street, or
 - c. Two streets intersect, or
 - d. A driveway meets a right of way, orunless the further approval of the City of Stirling is obtained.
16. Prior to occupation, all visitor and ACROD bays are to be permanently marked, drained and clearly sign posted to the satisfaction of the City.
17. All crossovers shall be designed and installed prior to occupation of the development, to the satisfaction of the City of Stirling.

Works in the Road Reserve

18. Any proposed verge infrastructure, including bicycle parking bays and residential footpaths, do not form part of this approval and require separate approval by the City of Stirling.
19. The verge landscaping and street furniture, as demonstrated on the approved plans, forms part of the approval and must be installed prior to occupancy of the development and maintained for the lifetime of the development, at the cost of the owner/s of the development, to the satisfaction of the City of Stirling.
20. In relation to the verge landscaping and street furniture, the works within the verge must maintain a minimum 2.5m width unobstructed footpath, including clearance when benches are occupied, to the satisfaction of the City of Stirling.

Waste Management

21. The development is to comply with the Waste Management Plan prepared by Talis received 1 September 2023, unless otherwise approved by the City of Stirling.
22. Prior to lodgement of a Building Permit, the landowner is to provide an Independent Road Safety Audit which audits the safety impacts of a waste vehicle stopping on the bend of the Brighton Road and The Esplanade intersection, to the satisfaction of the City of Stirling.

Noise

23. Prior to occupation of the development, a Notification, pursuant to Section 70A of the Transfer of Lands Act 1893 is to be placed on the Certificate(s) of Title of the apartment(s) on the subject lot(s) prior to operation of the development. Notice of this Notification is to be included on the diagram or plan of survey (Deposited Plan). The Notification is to state as follows:
'This lot is in the vicinity of a transport corridor and is affected, or may in the future be affected, by road and rail transport noise. Road and rail transport noise levels may rise or fall over time depending on the type and volume of traffic.'

24. Prior to the lodgement of a Building Permit, the applicant is to provide written confirmation that all recommendations in the Acoustic Report titled Environmental Acoustic Report - State Planning Policy 5.4 and Environmental Acoustic Report, as prepared by Gabriels Hearne Farrell received 30 November 2023 and 1 September 2023, have been incorporated into the building design.

Lighting

25. Architectural lighting of the building and lighting under all awnings, parking areas, service areas, footpaths and entry and exit points to be provided prior to occupation of the development.
26. Any outside lighting to comply with Australian Standards AS4282-2019 (as amended) for the control of obstructive effects of outdoor lighting and must not spill into any adjacent residential premises.

Landscaping

27. Prior to the occupation of the development, an amended Landscaping Plan is to be provided, generally in accordance with the landscaping plans prepared by Plan E received 30 November 2023, which provides the proposed species of all plants, to the satisfaction of the City of Stirling.
28. Prior to the occupation of the development, all landscaped areas are to be planted, reticulated and mulched in accordance with the approved Landscaping Plan and maintained thereafter in perpetuity, to the satisfaction of the City of Stirling.

Sustainability

29. Prior to the lodgement of a Building Permit, the applicant is to provide written confirmation that all recommendations referred to in the Sustainable Design Assessment Report, as prepared by Full Circle Design Services, have been incorporated into the building design and that the development achieves a minimum of a Five Star Green Star of equivalent rating.

Bushfire

30. Prior to occupation of the development, a notification, pursuant to Section 70A of the Transfer of Land Act 1893 (as amended) is to be placed on the certificate(s) of title of the proposed lot(s). Notice of this notification is to be included on the diagram or plan of survey (deposited plan) prior to occupation of development. The notification is to state as follows:
"This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is/may be subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land."
Prior to occupation of the development, a copy of the Certificate of Title with the section 70A notification registered against it, or Landgate lodgement receipt, is to be submitted to the City of Stirling.
31. Prior to submission of a Building Permit, a Bushfire Management Plan shall be produced, implemented and maintained in accordance with the approval details and any recommendations therein, to the satisfaction of the City of Stirling.

General

32. Prior to the occupation of the development, each multiple dwelling shall be provided with a mechanical dryer.
33. Stormwater from all roofed and paved areas is to be collected and contained on site. There shall be no connection to the City's drainage infrastructure without the written approval of the City of Stirling.
34. No goods or materials are to be stored, either temporarily or permanently, in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage yards, where provided.
35. All external fixtures, building services and utilities of the development are to be integrated into the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive areas, to the satisfaction of the City of Stirling.
36. All air conditioning units, plant and roof equipment and other external fixtures are to be screened from view from the surrounding streets and adjoining properties, to the satisfaction of the City of Stirling.
37. Prior to occupation of the development, all privacy screening shall be visually impermeable, to the satisfaction of the City of Stirling.
38. The privacy screening to the eastern and western boundary of Level 01 is to be 1.6m in height from the finished floor levels, to the satisfaction of the City of Stirling.
39. The development is to be connected to the sewer.
40. The roof levels have been assessed as service areas only, and are not to be used for habitation or outdoor leisure uses or any other use that is not related to building services.

Advice Notes

General

1. This approval is not an authority to ignore any constraint to development on the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant and not the City of Stirling to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the City's attention.
2. Construction noise is to comply with the *Environmental Protection (Noise) Regulations*. Noisy Construction Work outside the period 7 am to 7 pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless an approved Noise Management Plan for the construction site has been issued by the City of Stirling.

3. The proposed crossover configuration is subject to the approval of the City of Stirling's Verge Control Business Unit. A "Crossover Installation Application" is required to be submitted and approved prior to the commencement of the crossover installation.

Works in the Road Reserve

4. All works within the road reserve requires a separate approval from the City of Stirling.
5. The City notes that the kerb alignment shown on the development plans is not entirely accurate. The proposed awning is to maintain a minimum 1m clearance to the road edge. Accurate plans are to be provided at Building Permit stage.
6. In relation to proposed verge works, the landowner is required to liaise with the City regarding materiality and proposed verge furniture. Complex pavement treatments within the verge will not be supported as these will require greater maintenance and replacement cost. Street furniture and verge surface treatments will also need to be installed to the satisfaction of the City of Stirling.

Waste Management

7. Bulk bins are not permitted to be collected within the road reserve.

Landscaping

8. Prior to the planting of street trees, the landowner is to contact the City of Stirling to discuss positioning of the proposed street trees within the road reserve. The number of street trees planted within the road reserve will depend on the available space and the location of service alignments to be determined at completion of building. Following planting works, the landowner is to advise the City of Stirling so they can be added to the City of Stirling register of street trees.

Development Contributions

9. In relation to the development contribution in accordance with the City's Local Planning Scheme No. 3, Schedule 11B Scarborough Development Contribution Plan, this cost is estimated at being \$102,280.80.
10. In relation to the Public Art condition requirement, please refer to the City of Stirling Developer's Guide to Public Art, the City of Stirling Public Art Masterplan and Scarborough Planning Policy 4 – Public Art.
11. Based upon the estimated cost of development identified on the development application forms, the 1.0% public art contribution will equate to \$305,000.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	Local Planning Scheme No.3
Local Planning Scheme - Zone/Reserve	Development
Structure Plan/Precinct Plan	Scarborough Special Control Area
Structure Plan/Precinct Plan - Land Use Designation	N/A
Local Planning Strategy Designation	District Centre (DC8 - Scarborough)
Use Class and Permissibility:	Multiple Dwellings – Preferred Land Use
Lot Size:	1,520m ²
Existing Land Use:	Single House, Vacant
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Background:Pre-Development Advice

The Applicant submitted a pre-development application (PDA23/0031 refers) to the City on 28 April 2023 seeking preliminary advice from the City's Design Review Panel (DRP) with conceptual drawings of the proposed development submitted for review. The Applicant's purpose for the pre-development application was to seek advice from the City's DRP and to refine the proposal, from a design perspective, prior to the lodgement of a formal development application.

The City provided pre-development advice on the plans considered by DRP, with high-level written pre-lodgement advice provided on 6 July 2023.

The pre-development application was considered by the DRP on 11 May 2023 and 22 June 2023. The final plans submitted as part of the application and considered by the DRP on 1 February 2024 represent a continuation of the original concept and have been developed based on the commentary provided by the DRP and the City.

Proposal

On 1 September 2023, the City received a Form 1 Development Assessment Panel application for a 12 storey Multiple Dwelling development comprising 21 Multiple Dwellings at Lot 3, House Number 194 The Esplanade and Lot 4, House Number 5 Brighton Road, Scarborough (subject site).

On 6 September 2023, the City requested additional information from the Applicant via a Clause 63A Request for Further Information with outstanding materials requested to allow for the lodgement of the application. The requested information was submitted by the Applicant on 13 September 2023 and 18 September 2023. The application was formally accepted for lodgement by the City on 19 September 2023.

Following an initial assessment of the proposal, the City requested amended plans and additional information through a Clause 65A Request for Further Information to the Applicant on 27 October 2023. The requested information was submitted by the Applicant on 30 November 2023.

Following the assessment of the revised submission, the City requested further amended plans and additional information through a second Clause 65A Request for Further Information on 20 December 2023. Amended plans provided by the Applicant on 23 January 2024.

A summary of the proposed development is provided as follows:

- A 12 storey Multiple Dwelling development comprising 21 Apartments, ranging between three-bedroom and four-bedroom dwellings.
- Communal Open Space (common amenity, lounge and outdoor shower wash down area) provided at ground level and the lower ground level is accessed from Brighton Road and The Esplanade, with landscaping provided on both frontages.
- Vehicular access and car parking accessible from Brighton Road and The Esplanade via basement with two separate access points, with 42 residential car parking bays and 13 residential visitor car parking bays provided.
- The lobby/pedestrian access is accessed from Brighton Road.

Proposed Land Use	Multiple Dwellings
Proposed No. Storeys	12 Storeys
Proposed No. Dwellings	21 Multiple Dwellings

Site Context:

The subject site is located within the municipality of the City of Stirling, approximately 13km northwest of the Perth Central Business District (CBD).

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) (Attachment 3). The development site is zoned 'Development' under City's Local Planning Scheme No.3 (LPS3) (Attachment 4). The site is within the Scarborough Special Control Area, and is located in the Esplanade Outer Precinct of LPS3.

The subject site abuts Brighton Road to the north and The Esplanade to the west, which are both Local Roads as per the City's Functional Road Hierarchy. The development site is located within the area recognised as the Scarborough District Centre as per the City's Local Planning Strategy, and within the Scarborough Activity Centre as identified by State Planning Policy 4.2 – Activity Centres for Perth and Peel.

The subject site contains a single house on Lot 3, House Number 194, The Esplanade and is vacant on Lot 4, House Number 5, Brighton Road.

The properties to the north, east and south of the site, fronting The Esplanade and Brighton Road, are zoned 'Development' and are within the Esplanade – Outer Precinct of the Scarborough Special Control Area as per LPS3, and comprise an eight-storey Mixed Use development to the north and two-storey single and grouped dwellings to the east and west. To the west of the site is Brighton Reserve (also identified as Scarborough Beach Reserve), which is reserved for Parks and Recreation under the MRS.

The development site is located within a Bushfire Prone Area as per State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the Roads and Rail Noise Buffer area as per State Planning Policy 5.4 - Road and Rail Noise. These matters are discussed later in the report.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Planning and Development (Development Assessment Panels) Regulations 2011*
- *Metropolitan Region Scheme (MRS)*
- State Planning Policy 3.7 – Planning In Bushfire Prone Areas (SPP3.7)
- State Planning Policy 5.4 - Road and Rail Noise (SPP5.4)
- State Planning Policy 7.0 - Design of the Built Environment (SPP7.0)
- State Planning Policy 7.3 - Residential Design Codes Volume 2 – Apartments (SPP7.3)
- City of Stirling Local Planning Scheme No.3 (LPS3)
- Draft City of Stirling Local Planning Scheme No. 4 (LPS4)

Local Planning Policies

- Local Planning Policy 4.2 – Mixed Use Design Guidelines (LPP4.2)
- Local Planning Policy 6.1 – Advertising Signs (LPP6.1)
- Local Planning Policy 6.2 – Bicycle Parking (LPP6.2)
- Local Planning Policy 6.3 – Bin Storage Areas (LPP6.3)
- Local Planning Policy 6.5 – Development Abutting Rights of Way (LPP6.5)
- Local Planning Policy 6.6 – Landscaping (LPP6.6)
- Local Planning Policy 6.7 – Parking and Access (LPP6.7)
- Local Planning Policy 6.11 – Trees and Development (LPP6.11)
- Local Planning Policy 6.18 – Public Consultation (LPP6.18)
- Scarborough Special Control Area Master Plan
- Scarborough Control Area Design Guidelines (Scarborough DG)
- Scarborough Special Control Area Development Policies

Scarborough Special Control Area

The development site is located within the Scarborough Special Control Area. In July 2014, DevelopmentWA assumed planning control of the area as part of an initiative to upgrade and revitalise the Scarborough foreshore. On 9 August 2023, the Scarborough Redevelopment Scheme, Scarborough DGs, and development policies were transferred back to the City from DevelopmentWA. This planning framework has been adopted and normalised in the City's LPS3.

Draft Local Planning Scheme No. 4 (LPS4)

On 15 August 2023, Council resolved (Council Resolution Number 0823/034) to prepare Local Planning Scheme No.4 (LPS4). City officers have prepared draft LPS4 with a report prepared for consideration by Council at its Ordinary Meeting on 5 December 2023. The purpose of this report is to obtain resolution of Council to commence advertising of draft LPS4 and to obtain advice from the Western Australian Planning Commission (WAPC) on any modifications to LPS4 prior to the commencement of advertising. At its meeting on 5 December 2023, Council resolved to proceed to advertise LPS4 with consent from WAPC (Council Resolution 1223/010).

In relation to draft LPS4, a decision-maker can give due regard to a seriously entertained planning proposal when determining an application, in accordance with Schedule 2 Clause 67(2)(b) of the Planning and Development (Local Planning Schemes) Regulations 2015. The final form of draft LPS4 is not imminent nor certain at this time, noting draft LPS4 has not been advertised, and accordingly no weight should be given to the proposed development controls when determining this application. Accordingly, the City has not assessed the development against draft LPS4.

Notwithstanding, the indicative zoning of the development site under draft LPS4 is R-AC2, which has a building height limit of 7 storeys. The adjacent properties are also indicatively zoned RAC2, with the same building height limit.



Figure 1: Annotated Draft LPS4 zoning of the development site and adjacent properties.

Consultation:

Public Consultation

The application was advertised for a period of 28 days in accordance with Clause 64(1) and (7)(a) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and LPP6.18 as a Complex Application.

The consultation period commenced on 16 October 2023 and concluded on 13 November 2023. Letters were sent to owners and occupiers within a 200m radius of the subject site, and a notice was placed on the City's website. Notification was provided to Ward Councillors at the commencement of the consultation period and advertising signs were installed on the Brighton Road and The Esplanade street frontages.

During the public consultation period, a total of 87 submissions were received, comprising of 61 letters of objection, 25 letters of support, and one letter of neither support nor objection.

Submissions Received	Within 200m of site	More than 200m from subject site	All submissions
OBJECT	33 (37.93%)	28 (32.18%)	61 (70.11%)
SUPPORT	5 (5.76%)	20 (22.98%)	25 (28.74%)
OTHER (not stated / no opinion / 'conditional')	0 (0%)	1 (1.15%)	1 (1.15%)

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

Number of times matter was raised	Matter	Comment
27	The building height is excessive and does satisfy the affordable housing criteria to achieve a height of 12 storeys.	The proposed building height has been considered against the provisions of the Scarborough DG. This assessment is detailed later in this report. The provision of additional affordable housing above the minimum requirements is one of several criteria which can be met to achieve bonus building height.
24	The proposed development will exacerbate existing traffic issues at the West Cost Highway / Brighton Road intersection.	The Applicant submitted a Transport Impact Statement (TIS) in support of the proposal. The Applicant's TIS has been reviewed by the City and the traffic generated by the proposed development is relatively minor and does not have an unacceptable impact on the local road network.
24	The development does not provide affordable housing or a variety of housing.	The provision of affordable and diverse housing is discussed later in this report.
23	The development will result in additional pressure on the	The development provides car parking in excess of the minimum requirements of the Scarborough

Number of times matter was raised	Matter	Comment
	limited available car parking in Scarborough.	DG. This is discussed in greater detail in this report.
22	Street setbacks should be adhered to, to minimise impacts on views, overshadowing, and solar access.	The proposed street setbacks have been considered against the provisions of the Scarborough DG. This assessment is discussed in further detail later in this report.
18	There will be a detrimental impact on sunlight to the adjacent reserve.	The Applicant has submitted solar diagrams in support of the development. These submitted solar diagrams demonstrate the proposed shadowing on the Brighton Reserve, however the City advises there are no overshadowing restrictions as per the Scarborough DG.
17	Visual privacy concerns from the proposed northern windows of the development to the adjacent residential properties in the Mixed Use development.	Visual privacy is discussed in greater detail later in this report. However, there are no visual privacy implications to the north as the development is separated from Lot 93, House Number 4, Brighton Road by way of the 20m wide road reserve (ie. Brighton Road).
16	The proposed vehicle access arrangement negatively impacts safe pedestrian movement.	The City has reviewed the proposed vehicular access points and found they are acceptable from a safety perspective. The planning implications of two crossovers is discussed in further detail later in this report.
16	Concerns regarding increased noise impacts from the proposed development relating to vehicle movements.	The Applicant submitted an Acoustic Report in support of the proposal. The Applicant's Acoustic Report has been reviewed by the City and is addressed in accordance with the Road Traffic Act. The car parking areas are contained, with openings proposed to street frontages only.
11	The Scarborough Foreshore Area will be enhanced by the project which sets a high standard for future development.	The design of the development has been assessed by the City against the relevant planning framework, and by the DRP. This is discussed later in this report.
11	The provision of 3-4 bedroom apartments provides a range of housing options to the locality.	The provision of diverse housing is discussed later in this report.

Number of times matter was raised	Matter	Comment
10	The required 5 Star Green Rating sustainability rating should be achieved.	Noted. Condition setting will be recommended ensuring the sustainability measures required and proposed will be implemented.
7	The development is appropriate for the site in terms of height, setbacks and site coverage.	The built form of the development is discussed later in this report.
7	The high-quality nature of the built form and material will discourage anti-social behaviour.	The development generally adheres to crime prevention through environmental design principles, which assists in discouraging anti-social behaviour occurring next to the subject site.
7	The development encourages owner occupation rather than rental.	The predicted mix of tenants is not regulated by the City's planning framework and is not a relevant consideration in assessing the acceptability of this development. The land use definition for Multiple Dwellings does not distinguish between dwellings occupied by an owner and those rented.
7	The development proposes to replace a vacant site, which will enhance the area and eliminate squatters.	Noted.
7	The proposed parking and access arrangements ensure the development does not have a detrimental impact on the surrounding locality.	The parking proposed as part of the development, including allocation of car parking, has been assessed against the Scarborough DG and SPP7.3. This is discussed later in this report.
6	The development does not propose any community benefits, such as public spaces, cafes or bars.	There is no requirement in the planning framework for this development to provide any public spaces or land uses which cater to the public.
3	The development will provide needed additional housing into the area, even if affordable housing is not provided.	The development provides for 21 additional dwellings in the area. The assessment of affordable housing is discussed in further detail later in this report.
2	The proposed development is compatible with its setting.	The built form of the development is discussed later in this report.
2	The proposed development exceeds the permitted plot ratio.	There are no specific plot ratio requirements in the Scarborough DG. Built form including height, floor

Number of times matter was raised	Matter	Comment
		plate dimension, and setbacks are discussed in further detail later in this report.
1	There is inadequate information provided regarding the offloading and loading of building materials as part of the construction process.	This is not a planning matter. The City has recommended a condition of development approval be imposed for a Site Management Plan, which will address impacts to adjoining properties dust, noise, waste management, construction parking, traffic, storage of materials and site safety and security.
1	The setbacks to the southern property are insufficient and will detrimentally impact the amenity of this property.	The proposed lot boundary setbacks are discussed in greater detail later in this report.
1	The development will result in the dilapidation of the adjoining dwellings during construction works.	This is not a planning matter. Should the application be approved, it is recommended a condition of development approval be imposed for a Site Management Plan, which will address impacts to adjoining properties including vibration, dust, noise, waste management, street tree protection zones, construction parking, traffic, storage of materials and site safety and security.

The City forwarded the submissions received during the public consultation process to the Applicant to allow the Applicant the opportunity to respond to each submission received. The Applicant's response is contained in Attachment 8.

Referrals/consultation with Government/Service Agencies

Nil.

Internal Referrals

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

Planning Assessment:

The proposal has been assessed against the City's LPS3 and relevant state and local planning policies. LPS3 provides guidance in respect to zoning and the objectives of the zone, however more specific development standards are provided in the relevant

Design Guidelines and state and local planning policies. The following matters have been identified as key considerations in the determination of this application.

1. Proposed Land Use
2. Built Form
 - a) Clause 4.1 Height – Scarborough DG
 - b) Clause 4.3 Towers – Scarborough DG
 - c) 7.2.2 Open Space (Esplanade Outer)
 - d) Clause 4.2 Podiums – Scarborough DG
3. Affordable and Diverse Housing
 - a) Scarborough Policy 9 – Affordable and Diverse Housing
4. Landscaping
 - a) Clause 4.10 Landscaping – Scarborough DG
5. Verge Works
6. Car Parking and Access
 - a) Clause 3.1 Streetscape – Scarborough DG
 - b) Clause 5.1 Site Access – Scarborough DG
 - c) Element 3.8 Vehicle Access – State Planning Policy 7.3 Volume 2 – Apartments
 - d) Clause 5.2 Car Parking – Scarborough DG
7. Planning and Design Considerations
 - a) Clause 4.4 Building Layout and Orientation – Scarborough DG
 - b) Clause 4.5 Roof – Scarborough DG
8. Utility, External Impacts and Development Contribution
 - a) Clause 5.4 Storage – Scarborough DG
 - b) Clause 5.5 Bin Collection – Scarborough DG
 - c) SPP3.7 – Planning in Bushfire Prone Areas
 - d) SPP5.4 – Road and Rail Noise
 - e) Scarborough Development Contribution Plan
9. City of Stirling Design Review Panel (DRP)
10. State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)
11. Planning and Development (Local Planning Schemes) Regulations 2015

1. Proposed Land Use

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

Esplanade Precinct (Outer) – Uses		
Use	Scarborough Special Control Area	
Multiple Dwelling	Preferred Land Use	Preferred Uses are land uses which are considered to contribute to the vision and intent for a location, as set out in Clause 1 - Vision and Clause 2 - Precincts. Preferred Uses are those uses within the land use category or categories which are shown as a preferred category for a particular precinct in Table 13.2 – Land Use Table.

The proposed Multiple Dwellings are Preferred Land Uses as defined by Table 13.1 Land Use Categories of LPS3. The provision of Multiple Dwellings is consistent with the Design Intent for the Esplanade Outer Precinct which is to be predominately

residential in nature, with a mix of permanent residential apartments and short stay accommodation with a small number of commercial uses. The proposal provides for a positive contribution to the to the public realm through the architectural design of the building, passive surveillance opportunities from balconies to the street and high-quality landscaping.

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

As such, the Multiple Dwelling use is supported.

2. Built Form

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

Built Form Controls			
Provision	Requirement	Proposal	Assessment
Building Height	8 Storeys / 29m or 12 Storeys / 43m if bonus criteria met	12 Storeys / 45.6m	Discretion sought
Podium setback to street	Nil	Nil	Complies
Tower setback to street	6m	Nil in lieu of 6m	Discretion sought
Tower setback to rear	10m	2.7m to 6m	Discretion sought
Open Space	80% Site Cover maximum	85.9% Site Cover	Discretion sought
Floor Plate	Maximum dimensions 30 x 35m	Maximum dimensions proposed - 19.5m x 48m	Discretion sought

The following sections provide an assessment of the proposed development against the specific clauses of the Scarborough DG, Development Policies, and SPP7.3 and elements where discretion is sought.

2a) Clause 4.1 Height - Scarborough DG

The Development Standards of Clause 4.1 - Height of the Scarborough DG provides that building heights shall be in accordance with the relevant Development Standards outlined in Chapter 7 – Precinct Specific Guidelines. The subject site is located within the Esplanade Outer area and is subject to the specific precinct guidelines of Clause 7.2.2 – Esplanade Outer of the Scarborough DG. Clause 7.2.2 Esplanade Outer identifies that a base building height of eight storeys up to 29m in height or a total of 12 storeys up to 43m in height may be achieved, subject to achieving the relevant bonus criteria, at the discretion of the decision-maker subject to the requirements outlined in Section 4.1 of the Scarborough DG.

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

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

As the development has achieved design excellence, as determined by the City and the DRP, and achieves the Tier 2 equivalent requirements of the Scarborough Development Policy 1 – Green Building, the development is permitted a building height of 12 storeys (43m in height).

The development proposes a maximum building height of 12 storeys or 45.6m. Volumetrically, the lower ground level has more than 50% of its floor area under the natural ground level and the roof deck contains only a lift shaft and stairwell to access the rooftop utilities; which means these areas are not considered a storey as per the definition of storey contained within the Scarborough DG. Therefore the proposal is considered as a 12 storey development.

As the development does not achieve the permitted height in metres (45.6m proposed in lieu of 43m permitted), consideration is required against the Design Intent of Clause 4.1 – Height of the Scarborough DG, which is as follows:

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

Although the development has a maximum height of 45.6m, the development site has a significant crossfall of over 5m with this falling from east to west. In response, the highest portion of the development has been located at the southwest corner of the site, at the intersection of Brighton Road and The Esplanade. The building height falls to 41.3m at the northeastern boundary, with the midpoint being below 43m, and less

than 50% of the building height as measured from the northern boundary being over 43m.



Figure 2: City's annotation of building height on various points across the northern elevation of the development.

From the southern elevation, the development is at its highest on the southwestern corner at 45.6m, down to 42.4m in the southeastern corner of the site, with a midpoint of 43.7m above natural ground level.



Figure 3: City's annotation of building height on various points across the southern elevation of the development.

In response to the crossfall of the site and the irregular lot shape, the additional building height is generally loaded towards the street, in particular The Esplanade, with the site sloping upwards towards the southeastern corner of the site. This reduces the overall impacts of bulk upon the adjacent residential properties, particularly the sensitive areas to the sides and rear of the sites. The additional building height is generally a result of the significant slope of the site, rather than a result of overdevelopment.

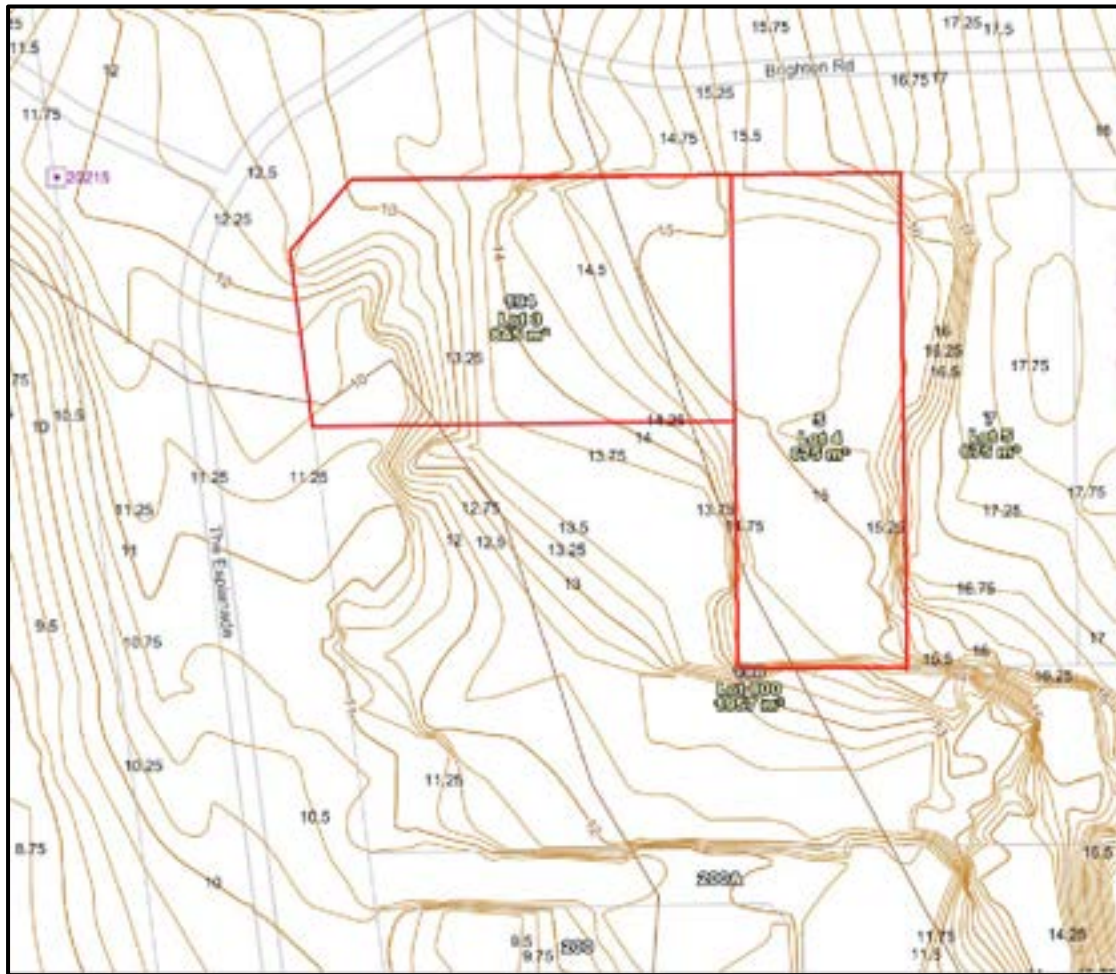


Figure 4: Cadastral levels of subject site (red) and adjacent sites, from the City's mapping program.

The additional building height, which equates to an additional 2.6m (6%) above the permitted height, is not significant in the overall scale of the development at 12 storeys. As the additional building height of 2.6m is over 40m above street level, the additional height is not discernible at street level or from the adjacent existing properties. The variation is minor and generally consistent with the permitted building height.

The tower plate is long and thin with the development appropriately designed to mitigate impacts of bulk and to view corridors. The slender built form and high levels of glazing incorporated into the facade, as well as the curvature of the building and colours and materials will positively contribute to the emerging redevelopment of Scarborough.

Although there is minimal surrounding development either existing or currently proposed at the same scale as the proposed 12 storey development, with the development opposite at Lot 93, House Number 4, Brighton Road being eight stories in height and Lot 45, House Number 256, West Coast Highway being nine storeys in height. These developments will not be impacted by the overall height of the proposal due to their locations in reference to the subject site which are elevated significantly higher than the subject site. The proposed building height is consistent with the Scarborough DG's and built form expectations, and the character of the area, which is transitioning towards a taller apartment tower form as the remnant low-rise buildings are replaced.

The development creates a clear interface to the streetscape through a high level of glazing, and active communal spaces at ground floor which will permit interaction and passive surveillance to the street. The proposed side and rear setbacks will ensure future towers on adjacent properties will be clearly separated from the proposed development.

The development is eligible to be granted additional building height above the base height limit, as its design has achieved the necessary additional criteria of Clause 4.2 of the Scarborough DG. The City is satisfied, having regard to the supportive advice received from the DRP, that this development has achieved design excellence, and additionally has achieved compliance with the Tier 2 equivalent requirements of the Scarborough Development Policy 1 – Green Building.

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

2b) Clause 4.3 Towers – Scarborough DG

The Development Standards of Clause 4.3 Towers of the Scarborough DG provide for tower setbacks as per the specific development standards for the sub precinct, being 6m from the street boundary and 10m from the lot boundaries.

- A nil tower setback is proposed to Brighton Road and The Esplanade in lieu of 6m.
- A minimum setback of 6m is proposed in lieu of 10m from the tower to the eastern lot boundary.
- A minimum setback of 2.7m, increasing to 4.25m and 6m for the balance of the lot is proposed in lieu of 10m from the tower to the southern lot boundary.

Additionally, the Development Standards of Clause 4.3 Towers of the Scarborough DG identify that the tower floor plate is restricted to maximum dimensions of 30m x 35m, excluding projecting balconies. The tower floor plate is 19.5m by 48m.

As the development does not achieve the recommended setback and floor plate dimensions, consideration is required against the Design Intent of Clause 4.3 – Towers of the Scarborough DG, which is as follows:

- Buildings will be designed so that views towards the coast, privacy, and access to natural light and ventilation will be protected, whilst minimising building bulk.
- Tower floorplates will facilitate the development of slender, elegant buildings that maintain opportunities for views between buildings and avoid excessive bulk.
- Generous separation will be provided between towers to ensure adequate solar access, ventilation and privacy is provided.

The development site is irregular in dimension for the majority of the site, with a long, thin 'L' shape. The development site has a depth of 22.1m for the majority of the site and 44.2m to the rear of Lot 4, House Number 5 Brighton Road, and a width of a minimum 52.6m and maximum dimension of 54.8m as viewed from Brighton Road, as demonstrated in Figure 5.

The Scarborough DG denotes a street setback of 6m, and a 10m rear setback. A building envelope that complied with the required setbacks would be 6.1m in length and 37.9m in width, as demonstrated in Figure 5.

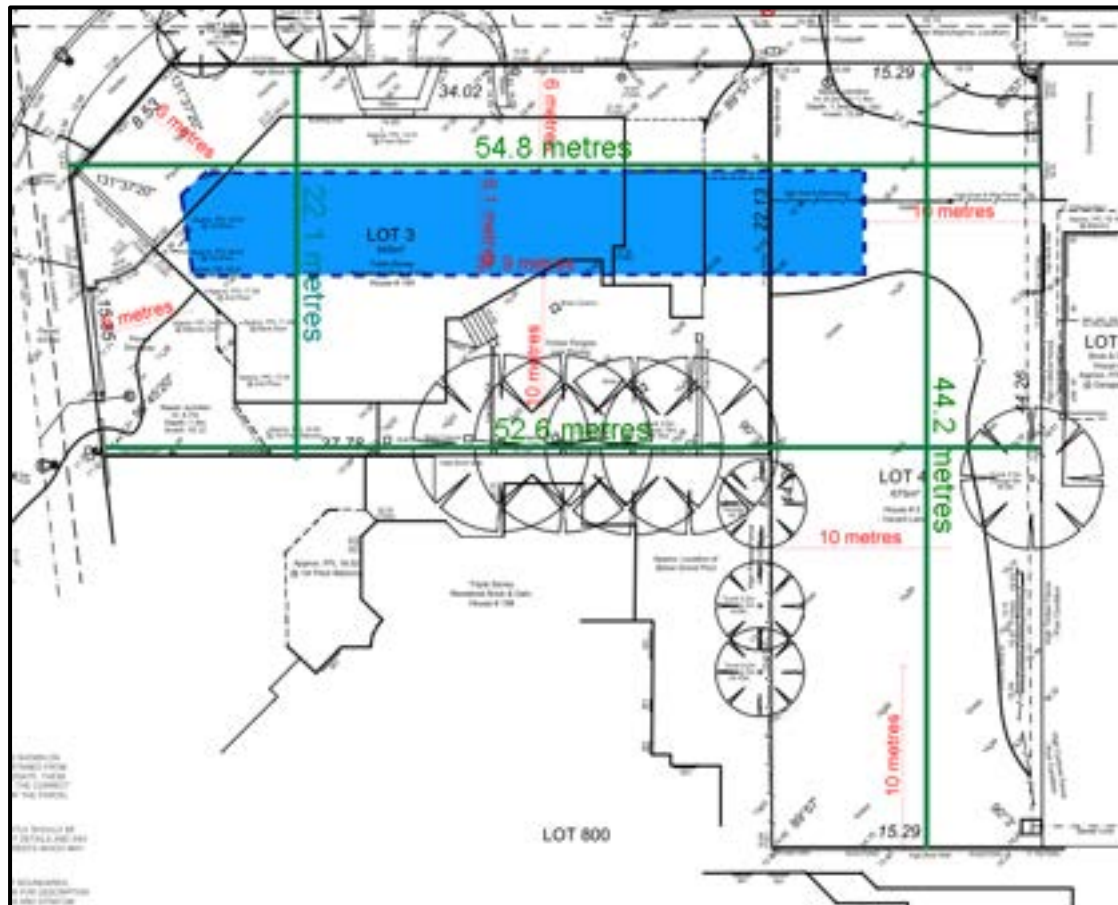


Figure 5: City's mark-up of compliant tower building envelope (in blue), required 10m lot setbacks (in red) and site dimensions (in green).

As such, strict compliance with the required street and lot boundary setbacks for the tower portion of the development would not facilitate a feasible development, based on the permitted floor plate sizes.

The Applicant's justification contained within the Original Planning Report (Attachment 5) demonstrates that a compliant scheme would have a significantly greater impact on the current and future views of developments to the east along Brighton Road, compared to the proposed design which redistributes building bulk away from the adjacent residential properties.

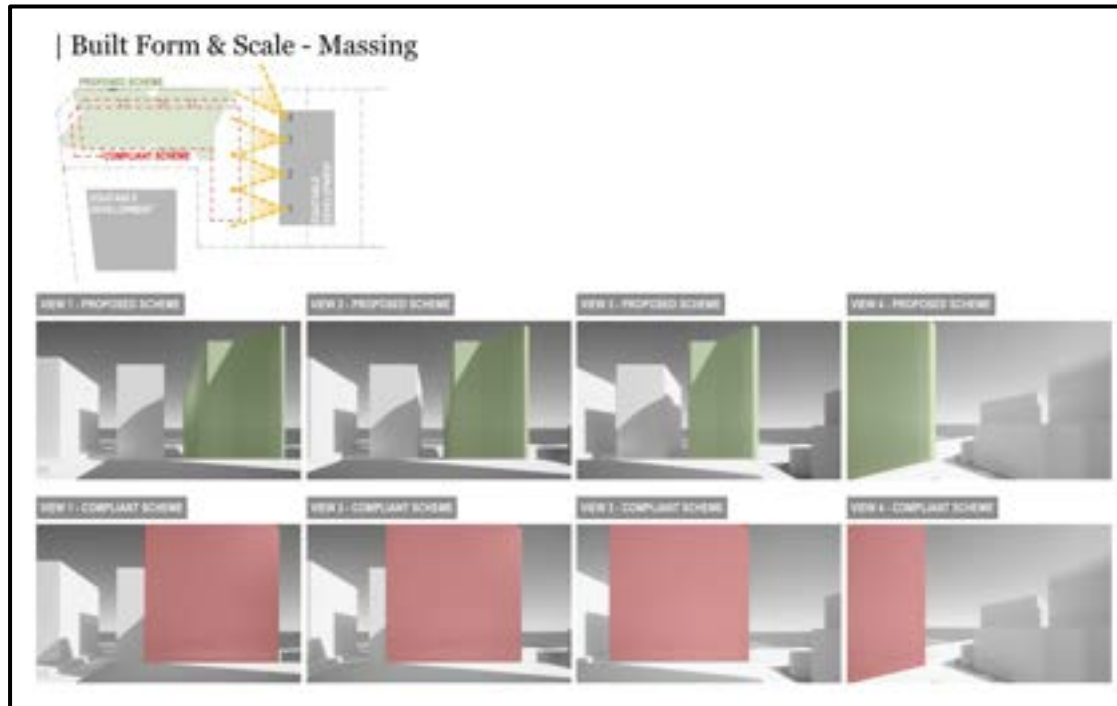


Figure 6: Excerpt from the Applicant's justification demonstrating the impact on views between a permitted and proposed building envelope.

The front loading of the development towards the street boundary rather than to the side or rear lot boundaries of the site reduces the potential impacts of bulk to the eastern and southern aspects of the development. This is particularly significant given the 12 storey building height proposed, as the development has been designed in a manner to reduce the bulk to the adjacent properties.

Given properties to the east of the site have the same setback provisions as per the Scarborough DG (i.e. 6m to the street for the tower portion of future development), if the development site provided a 6m setback, eastern properties also setback at 6m would have either minimal or no views towards the west (i.e. the coast) due to the siting of the existing buildings. As such, the proposed nil setback does not further exacerbate the western view corridor and views of significance to properties on Brighton Road due to the 90 degree alignment of these properties. Future redevelopment of these sites would benefit the most from a northwestern view corridor, which is not impacted by the siting and design of the proposed development, as demonstrated in Figures 6 and 7.

As it would not be possible to look directly west from an eastern-facing balcony setback 6m, the additional bulk to the west will have minimal impacts to views of significance. The additional bulk has a nominal impact on the view corridor of a future development on the adjacent site of Lot 5, House Number 7, Brighton Road.

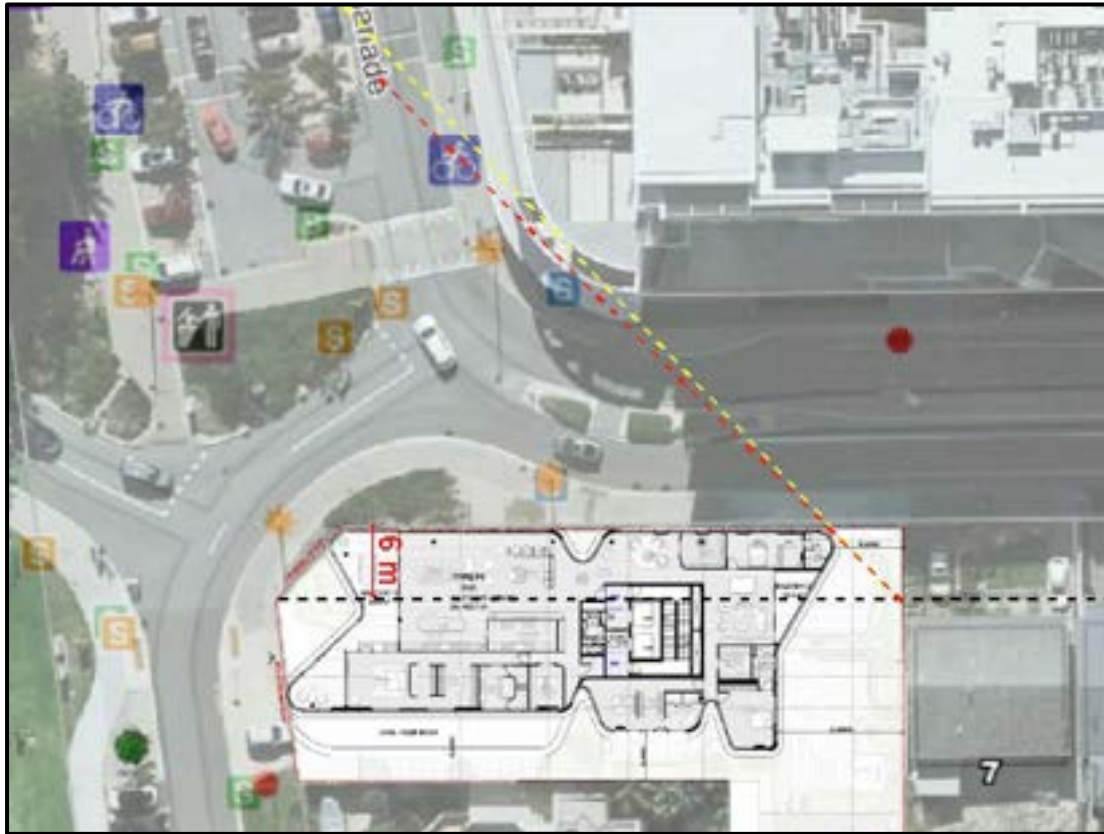


Figure 7: City's mark-up demonstrating a 45 degree angle of view from HN 7 Brighton Road towards the north-west (yellow), as compared to the angle of view (red) which will result from the proposed building envelope.

The reduced setback to The Esplanade has little to no impact to future development on these lots as any development facing west from The Esplanade have uninterrupted views over the Brighton Beach Reserve. The frontage on The Esplanade is minimal and at most the development would impact oblique views to the northwest only.

The tower plate dimensions are 19.5m by 48m. The design and materiality of the tower is of high quality as concluded by the City's DRP. The DRP's advice states that the development is attractive, well-sited and will complement the emerging streetscape and skyline in the locality, and serves to ameliorate potential detrimental impacts in terms of view corridors and building bulk.

The development site does not directly abut any existing Multiple Dwelling development. The Mixed Use development to the north is separated by the 20m wide Brighton Road road reserve and the next Multiple Dwelling/Mixed Use development on this block is over 150m to the south of the development site. The proposed southern setbacks are between 2.7m to 24.5m (or 6m to the balance of the development) to the southern boundary which allows solar access, ventilation and privacy to the existing adjacent southern property, whilst providing a sufficient setback for any future development on the adjacent property.

The adjacent southern property has outdoor living areas facing north, east and south, ensuring that there is sufficient opportunity for external pursuits and views of significance to be maintained. The development is setback from the adjacent property and does not block the western aspect for the adjacent property.

In terms of the eastern property, given the orientation and rear location of the existing outdoor living area on the ground floor, this outdoor living area will not be further constrained in terms of views of significance than at present. Furthermore, based on the 7.6m street setback of the existing dwelling, there would not be any access to views of significance to be achieved past the development even if the proposed development achieved a compliant street setback.

In relation to visual privacy, there are no specific requirements for visual privacy within the Scarborough DG. However, visual privacy provisions are built into the provisions for lot boundary setbacks. The impact of the reduced setbacks to the southern boundary are considered below.

- Levels 02 – 11: 6m southern setback (living) – minimum 10m side/rear setback required.
- Levels 02 – 11: 4.25m southern setback (bed) – minimum 10m side/rear setback required.
- Levels 02 – 11: 2.7m southern setback (living) – minimum 10m side/rear setback required.

The reduced lot boundary setbacks to the southern boundary result in overlooking into the adjacent property of Lot 800, House Number 198, The Esplanade. However, Level 01 of the proposed development is screened by way of the 1.6m high wall on the perimeter of the Level 01 (Podium Level), which ensures that visual privacy implications are only present from Level 02 and above. The additional height impacts the vertical cone of vision, as the increased height reduces the ability to look directly down into the adjacent property, which is two-storey.

In relation to the 6m southern setback, this portion of the development overlooks the front balcony of the adjacent property of Lot 800, House Number 198, The Esplanade. This existing outdoor living area, which faces the views of significance to the west, is visible from the street and as such currently has a reduced level of visual privacy in comparison to an outdoor living area which is not visible from the street. As demonstrated by Figure 8, the vertical cone of vision from Level 02 impacts less than 50% of the outdoor living area, which provides opportunities for this outdoor living area to be used without concerns of overlooking in relation to the proposed development. In addition, the north-facing window of Lot 800, House Number 198, The Esplanade which is impacted by this overlooking is to a non-habitable room of the dwelling, as confirmed by a review of the existing building plans. Additionally, at Level 03 and above, the vertical cone of vision falls on the roof of the adjacent property and no longer has views into this outdoor living area and associated areas. As such, this proposed visual privacy incursion is able to be supported.

In relation to the 4.25m setback to the southern boundary, at Level 02 this section of built form largely looks over the roof of the adjacent property and is unable to glimpse views to the pool on the northern boundary of the adjacent property. Although a portion of the proposed openings may have glimpsed views towards the grassed outdoor living area of the adjacent properties, this room is the Walk in Wardrobe (WIR), which is not habitable and therefore does not result in overlooking concerns, as demonstrated by Figure 9. As such, this minor visual privacy incursion is able to be supported.

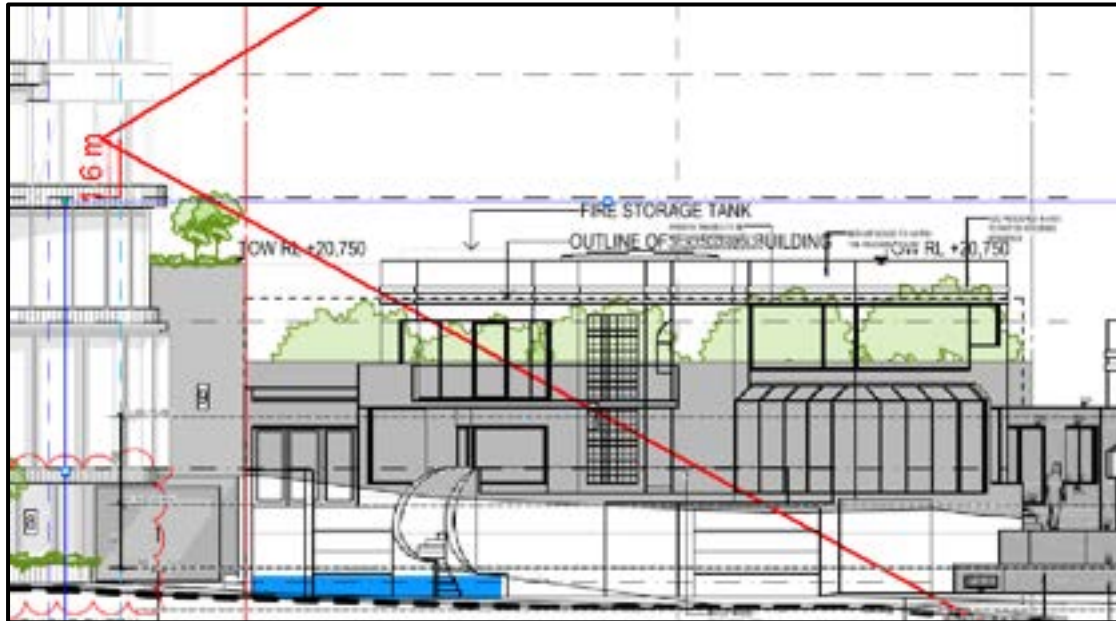


Figure 8: City's annotation demonstrating a vertical cone of vision from Level 02 of the proposed development and where it impacts the adjacent property of HN 198 The Esplanade, as viewed from the northern elevation, with the adjacent pool location marked in blue.

In relation to the portion of wall setback at 2.7m to the southern boundary, although higher than the adjacent outdoor living area, this does result in an uninterrupted view to the rear of the adjacent property including the defined outdoor living area, which is not visible from the street with full privacy. Conversely, the 2.7m portion of building (which contains living rooms and bedrooms in different level floor plans), has major openings to the east, south and west. This view down the rear corridor of the adjacent property will result in significant direct overlooking of this outdoor living area and therefore is unable to be supported in its current form. As such, a condition has been recommended which requires the southern-facing Living window on Apartments 202 and 302 is to be screened to 1.6m above finished floor level to prevent direct overlooking onto the adjacent outdoor living area. Screening has not been placed to higher levels as the height of these levels ensures that the vertical cone of vision does not impact the adjacent outdoor living area. As such, this proposed visual privacy incursion is supported subject to a condition requiring appropriate screening to be provided.



Figure 9: City's annotation showing the cone of vision from a 6m side setback overlaid with an aerial diagram of the adjacent property.

Levels above Level 03 of the development will have a significantly decreased view over Lot 800, House Number 198, The Esplanade. This is due to the height of these levels, as their views will be over the adjacent dwelling and will not be able to look directly into the adjacent property, as per Figure 8.

In relation to the tower floor plate variation, the development site is irregular in shape, noting the site consists of two lots with different orientation (one to the north and the other to the west) that together generally combine into a 'L' shape. The tower responds to the site constraints by being long and thin, as represented by the floor plate. Although the Scarborough DG requires a maximum floor plate of 30m x 35m, these plate dimensions are not achievable on the development site. The development site proposes a generally equivalent floor plate area, with 1,050m² resulting from 30m x 35m floor plate where the proposal provides for floor plate dimensions of 19.5m by 48m result in a floor plate of 936m². The floor plate area of 936m² is based on the largest dimensions of the development on Level 02, with the floor plate generally achieving an area of 661m². As such, the actual floor plates proposed by the development's tower levels are up to one-third smaller than the permitted floor plates, despite exceeding the permitted floor plate dimension in one direction.

The development's curved edges and large portions of glass softens the built form and reduces overall bulk. As outlined earlier in this report, the development has been designed to minimise impacts of views of significance to adjoining properties, with these maintained by the development.

There is only one tower proposed on the site, and no adjacent towers. The proposed lot boundary setbacks will ensure sufficient separation between future towers.

On the basis of the above, the development satisfies the Design Intent of Clause 4.3 – Towers of the Scarborough DG, subject to a recommended condition for appropriate screening to be provided.

2c) 7.2.2 Open Space (Esplanade Outer)

The Development Standards of Clause 7.2.2 Esplanade Outer of the Scarborough DG provides that the maximum site coverage is to be 80%. The development proposes 85.9% site coverage in lieu of 80%.

As the development does not achieve the recommended open space, consideration is required against the Design Intent of Clause 7.2.2 – Esplanade Outer, which is as follows:

- Buildings will reinforce Scarborough's sense of place by responding to the urban coastal character with contemporary, innovative design. New development will have a distinct local feel and provide an increase in residential accommodation that will assist in the achievement of a critical mass within the precinct.
- A positive contribution will be made to the public realm through improved interaction between public and private spaces, weather protection over adjacent footpaths and balconies and terraces at upper levels providing opportunities for passive surveillance. Street frontages will be activated with fine-grain urban streetfront development with engaging, active uses.
- Together, the Beachside and Esplanade Precincts form a strong north-south axis that reflects the axis of ocean edge. Despite being partitioned in two different Precincts, each side of The Esplanade should consider the relationship created in the space between the eastern and western sides of The Esplanade and the two precincts.
- It is envisaged that the area south of Brighton Road and north of Manning Street will be predominantly residential in nature, with a mix of permanent residential apartments and short stay accommodation, which may be supported by small commercial uses.

The proposed development has been designed to respond to and fit within the unique design and character of the locality, which is reflected in the built form and materiality. Having regard to the advice provided by the DRP, which considers the built form to be modern, attractive and high-quality, the City is satisfied that this development achieves Design Excellence.

The development proposes nil street setbacks to the podium level, with incursions provided to achieve landscaping and articulation. A rear landscaping strip provides deep soil area and a communal open space is provided on Level 01, with planting on structure. Additionally, further landscaping is provided within the road reserve, which will positively contribute to the amenity of the development and the streetscape.

The podium component of the development addresses the street with nil setbacks and awnings and an open frontage with a high level of glazing proposed, and communal areas which will facilitate interaction and passive surveillance to the street. The open

space and deep soil areas have been designed around the permitted built form controls.

The additional site cover does not impact the overall ability of the development to provide an appropriate and complementary streetscape and setbacks, and is consistent with the overall design intent of the Scarborough DG and the Esplanade Outer precinct.

The development is entirely residential in nature, which is consistent with the envisaged outcome for the area south of Brighton Road.

On the basis of the above, the development satisfies the Design Intent of Clause 7.2.2 – Esplanade Outer of the Scarborough DG.

2d) Clause 4.2 Podiums – Scarborough DG

The Development Standards of Clause 4.2 Podiums of the Scarborough DG identify that podiums greater than 25m long must incorporate a break in the façade with a minimum 4m x 4m landscaped setback area. The podium is 49m in length with a 1.2m by 5.5m break in the façade.

As the development does not achieve the recommended articulations, consideration is required against the Design Intent of Clause 4.2 – Amenity of the Scarborough DG, which is as follows:

- Development will generally take the form of podiums with upper floors above that are setback from all boundaries in order to moderate perceived height and bulk. The podium design will facilitate the breaking up of the visual presence of the upper floors while providing a human scale to the streetscape and an appropriate built form response to the street context.

The podium level features a curved design, which is most prominent at the corner of the site. The Brighton Road frontage, which is the longer frontage of the two streets, incorporates a range of materials and colours, from the timber battens screening the car parking area to the large panels of glass framed with copper. The use of glass primarily to the podium level reduces the overall level of bulk at street level.

The curved design of the built form, particularly at podium level, reduces the perceived bulk of the development. The podium break located in the lobby does not meet the specific dimensions as required as the DG, but it does satisfy the intent of breaking up the overall bulk of the podium, particularly as this design feature is mirrored directly above with the same break found in the tower component. The podium is at human scale, and slopes with the grade of the development site to provide pedestrian access on both streetscapes.

The setback of the upper floors are supported, as discussed earlier in this report.

On the basis of the above, the development satisfies the Design Intent of Clause 4.2 – Podiums of the Scarborough DG.

3. Affordable and Diverse Housing

3a) Scarborough Development Policy 9 – Affordable and Diverse Housing

Scarborough Development Policy 9 – Affordable and Diverse Housing includes provisions for the delivery of affordable and diverse housing in residential and mixed use developments. Development applications are to demonstrate the proposal meets the performance standards and objectives of the policy.

The proposed development, which provides for 21 Multiple Dwellings, does not satisfy the following Diverse Housing and Affordable Housing Performance Standards:

- A minimum of 20% of dwellings to be studio or single bedroom dwellings. The proposed development provides for nil studio or single bedroom dwellings in lieu of four.
- A minimum of 10% of dwellings to be three or more bedroom dwellings and have a maximum floor area of 110m² each. The proposed development provides for minimum floor areas of 230m² in lieu of a maximum 110m².
- Any Multiple Dwelling, Grouped Dwelling or Mixed Use development with 20 or more dwellings shall provide a minimum of 12% dwellings as affordable housing for either social housing or affordable owner occupier housing. The proposed development does not include any affordable or social housing.

As the proposed development does not satisfy the performance standards of the Scarborough Development Policy 9 – Affordable and Diverse Housing, consideration is required against the Objectives which is provided below:

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

As outlined earlier in this report, in July 2014 Development WA, formerly the Metropolitan Redevelopment Authority, assumed planning control of the Scarborough Redevelopment Area. This process included the adoption of a redevelopment scheme, design guidelines and development policies, including Scarborough Development Policy 9 – Affordable and Diverse Housing which was adopted on 17 September 2016.

Since DevelopmentWA assumed planning control of the Scarborough Redevelopment Area in July 2014 and the return of the Scarborough Redevelopment Area to the City on 9 August 2023, 131 affordable dwellings have a valid approval or have been constructed, from a total of 1,054 dwellings. This demonstrates the precinct is on target to achieve the aim of 10% - 15% affordable housing, with 12.43% affordable dwellings approved or completed.

In consideration of the above, though the development does not provide for any affordable housing, the provision of an affordable housing component applies to developments with 20 or more dwellings. With 21 Multiple Dwellings proposed, the development does qualify for the provision of affordable housing, however this equates to two dwellings. If the affordable housing requirement is waived for this development, the precinct will remain on track with its desired proportion of affordable housing units target. Additionally, the development provides for dwellings with three to four

bedrooms which is a housing option not readily available in the locality as outlined in the Applicant's justification (refer Attachment 6i).

The development proposes 21 Multiple Dwellings which vary in configuration between three- and four-bedroom dwellings with floor areas in excess of 230m² per dwelling. The large size and configuration of the Multiple Dwellings presents opportunities for a range of family types that can be accommodated, noting each dwelling provides more than one living area. Although the development does not provide for studio, single bedroom or two bedroom dwellings, broadly the proposed development provides for a diversity in housing options within Scarborough. The Applicant's justification (Attachment 6i) identifies that three and four bedroom Multiple Dwellings are underrepresented in terms of existing housing stock and approved dwellings within Scarborough. As such, the proposed development will fill a gap in the current housing market and provides for an alternative housing typology in the area.

Whilst the development does not provide for affordable housing, the provision of large three and four bedroom Multiple Dwellings does provide for downsizing opportunities which vacates dwellings elsewhere in the Perth metropolitan area. Housing stress is not localised to Scarborough as identified by the Real Estate Institute of Western Australia (REIWA) which lists vacancy rates within Perth as being 0.7% in January 2024 compared to 2.5% in September 2019. REIWA states between 2.5% to 3.5% is considered a balanced level of vacancy. Perth has been experiencing housing stress for several years which has been widely attributed to factors surrounding the COVID-19 pandemic in 2020. During this time, the Department of Planning, Lands and Heritage undertook major initiatives to facilitate the construction of new dwellings, including the State of Emergency provisions. However, the long-term impacts are still being felt in the building industry, with the Corelogic Cordell Construction Cost Index reporting in late 2023 that the cumulative increases in construction costs since the onset of the COVID-19 pandemic have risen by 24.5%.

The impact of construction costs is apparent on review of the status of substantial developments within the Scarborough Redevelopment Area which identify that of the 24 substantial developments approved only 12 of these developments are completed or under construction. The impact of construction costs detrimentally impacts the implementation of development approvals and provision of new dwellings to address housing stress. As such, the provision of affordable housing in this instance, which equates to two dwellings, is considered to potentially impact the feasibility of the development and the delivery of 21 new dwellings within area.

As outlined above, given the scale of the development and negligible number of affordable dwellings to be provided, the absence of an affordable housing component in this instance can be waived particularly with the precinct on target to achieve 10% - 15% affordable housing (12.43%). The proposed development also provides for a diverse and alternative housing typology in the area which is currently not available.

On the basis of the above, the development satisfies the Objectives of the Scarborough Development Policy 9 – Affordable and Diverse Housing.

4. Landscaping

4a) Clause 4.10 Landscaping – Scarborough DG

The following provisions of the Scarborough Design Guidelines and SPP7.3 apply to the proposed development:

- Two mature trees required – three are proposed. Compliant.
- 128m² of deep soil area for the two large trees - 81.3m² provided. Discretion sought.
- Minimum planting dimensions of 6m – 2.7m provided. Discretion sought.
- On-site Trees to be retained wherever possible – four trees removed. Discretion sought.

As the development does not achieve the recommended landscaping provisions, consideration is required against the Design Intent of Clause 4.10 – Landscaping of the Scarborough DG, and the Element Objectives of SPP7.3 Element 3.3:

The Design Intent of Clause 4.10 is as follows:

- Landscape design contributes to the streetscape character and amenity of a space, providing shade and shelter and a permeable and attractive delineation between the public and private realm, as well as assisting in reducing water use and ambient temperatures in the urban area.
- All open space within privately owned land shall incorporate high quality landscaping which responds to the architecture of the building as well as the local climate and native landscape.

The Element Objectives of Element 3.3 Tree Canopy and Deep Soil Areas of The R-Codes are as follows:

- O3.3.1 Site planning maximises retention of existing healthy and appropriate trees and protects the viability of adjoining trees.
- O3.3.2 Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.
- O3.3.3 Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth.

The development includes nil podium setbacks to the street, as per the Scarborough DG. This provides limited opportunities for landscaping forward of the building. The development proposes soft landscaping between the building and street boundary, and further landscaping is proposed within the road reserve, as discussed in this report. The landscaping forward of the development, including the verge, softens the built form and provides an attractive frontage to the streetscape. Due to the nil street setbacks, there is no opportunity to provide large trees in this space, but small to medium trees and awnings are provided for shade, shelter, and for the transition between the public and private land.

The large trees required as per the Scarborough DG have been provided on the ground level, along the southwestern boundary of the site. This is the only section of the development which is capable of providing deep soil area at ground level, based on the design of the development. This landscaping strip is proposed to contain three large trees and three medium trees, which exceeds the requirement for two large trees as per the Scarborough DG.

Although this landscaping area is restricted by way of the 2.7m width, the length of this area at 22m ensures there is sufficient opportunity for trees to establish and grow. The exact tree species, which has not yet been determined, will be chosen to ensure an appropriate tree species that will thrive in the area.

Additionally, the location of these trees provides additional screening for the adjacent property on the southern boundary, which has an outdoor living area directly adjacent to the proposed deep soil area. The open nature of the adjacent property may provide additional deep soil area to support the growth of the trees.

The development proposes a landscaped communal open space on the podium, with planting on structure. The additional trees and landscaping on structure provide opportunity to provide green space to benefit residents and the amenity of the building, whilst providing opportunity for increased canopy cover and useable outdoor areas.

The four trees being removed along the southern boundary are large and located close to the centre of the site. The location of the existing trees and the size of the canopy would be impacted by the proposed development, and even if a setback was provided from the basement the canopy of the existing trees would require a significant pruning to permit an adjacent built form. The existing trees would be unlikely to survive an extensive pruning. The location of these trees would significantly impact the proposed development, if they were retained, including the viability of the building envelope.

In total, three large trees, 10 medium trees and 13 small trees are proposed over the development site. As such, the proposed tree planting significantly exceeds the existing site conditions in terms of tree planting and canopy cover.

On the basis of the above, the development satisfies the Design Intent of Clause 4.10 Landscaping and Element Objectives of Element 3.3 Tree Canopy and Deep Soil Areas.

5. Verge Works

5a) Works within the Verge

The development proposes landscaping, street furniture (benches) and paving treatments within the road reserve of Brighton Road and The Esplanade. The use of the verge area and landscaping design is critical to the development achieving Design Excellence from the City and DRP. As such, the landscaping and verge treatments are required to be installed and maintained by the owner at their cost in perpetuity. The formalised arrangements between the City and the owner relating to ongoing maintenance, will need to be discussed further between the parties as part of the review and approval of the detailed design.

The specific materiality of the street furniture and paving are ultimately subject to the City's approval as the City must ensure the pavers and street furniture used are easily replaceable in the future if required, and is suitable for the environment and weather, given the proximity to the coast.

The City has recommended appropriate condition setting reflecting these matters around the materiality and maintenance of the proposed landscaping and verge works within the road reserve.

6. Car Parking and Access

6a) Clause 3.1 Streetscape – Scarborough DG

The proposed development does not satisfy the following development standards of Clause 3.1 Streetscape of the Scarborough DG:

- Width of garages visible from any street frontage shall be no greater than 6 metres or half the width of the lot, whichever is the lesser;
- Garages shall not encroach within setback areas; and
- Crossovers are to be a maximum of 4m wide.

The garage structure on Brighton Road is 17.5m in width. Additionally, the crossover on Brighton Road is 6.4m in width.

As the development does not achieve the recommended provisions, consideration is required against the Design Intent of Clause 3.1 – Streetscape of the Scarborough DG, which is as follows:

- High quality building design will make a lasting contribution to the quality of the public realm with an interesting, stimulating and effective network of high quality streets and other public spaces in Scarborough which are safe, universally accessible, sustainable, attractive to visitors and contribute to wayfinding and orientation.

The garage and garage access facing Brighton Road, which is setback in alignment with the podium of the development, is incorporated into the overall design of the façade and streetscape interface. The cladding wraps around the ground floor of the development and continues around the vehicle access, concealing the garage from the street. Through use of materiality and design, the garage is incorporated into the overall design of the development.



Figure 10: The Brighton Road elevation of the podium, with the garage structure annotated.

Additionally, the garage door component is setback 4.8m from the Brighton Road lot boundary and is 6m in width, which is considerably less than the actual width of the garage. The garage is screened by way of cladding on the façade of the development, and the garage door and associated fence also screens the garage. These factors ensure the garage is generally concealed from the street, which reduces detrimental impacts on the streetscape.

In relation to the driveway and crossover width of 6.4m, this width is required to allow for two way access. The additional width provides for sufficient clearance for access and egress without resulting in queuing in the road reserve. The additional width also provides clearance for the two visitor bays to access Brighton Road.

On the basis of the above, the development satisfies the Design Intent of Clause 3.1.

6b) Clause 5.1 Site Access – Scarborough DG

The proposed development does not satisfy the following development standards of Clause 5.1 – Site Access of the Scarborough DG:

- Only one vehicle access point is permitted for each lot;
- Crossovers are to have a maximum width of 4m (or 6m where required); and
- Vehicle access from a primary street shall only be permitted where there is no alternative access.

The development proposes two vehicle access points, one crossover at 6.4m and vehicular access on the primary street (Brighton Road).

As the development does not achieve the recommended provisions, consideration is required against the Design Intent of Clause 5.1 – Site Access, which is as follows:

The Design Intent of Clause 5.1 is as follows:

- The number and visual impact of vehicle access points to sites will be minimised to reduce the potential conflict between pedestrians and vehicles and avoid inactive areas within a street. Safe and accessible pedestrian movement will be prioritised.

The development site encompasses two lots, being Lot 3, House Number 194, The Esplanade and Lot 4, House Number 5, Brighton Road, will be amalgamated into a single lot as a result of the subject development. The site has two frontages, with one crossover proposed onto each frontage.

Although two crossovers are proposed, they are both located on different street frontages. As such, there will not be a detrimental impact on the amenity of the streetscape. The development has been designed to minimise the impact of vehicle access points on the street, with the wider crossover on Brighton Road which is on the longer frontage with the narrower crossover on The Esplanade on the shorter frontage.

The site has a crossfall of over 5m with a crossover provided on each frontage to provide access to the car parking provided at the ground level and lower ground level. The provision of internal ramps would take up a significant amount of space for both the ramp infrastructure and manoeuvring areas, and given the site has restricted dimensions this would detrimentally impact the provision of car parking onsite, as well as limit the communal open space which sleeves the car parking areas from the street. As such, the design allows the development to provide sufficient car parking whilst reducing the detrimental impacts of vehicle access on the streetscape.

As previously noted, the 6.4m crossover to Brighton Road is required for two-way access and manoeuvring for the two visitor bays which abut the entrance to the development. A reduced crossover width is likely to result in manoeuvring occurring on the footpath, which results in potential safety risks in relation to pedestrian, cyclists and other vehicles.

Pedestrian access is provided around the entirety of the development, and the clearly delineated crossovers and spacing of the vehicle access across the two frontages ensures there is not a proliferation of vehicle access whilst providing safe and clearly defined vehicle and pedestrian areas.

On the basis of the above, the development satisfies the Design Intent of Clause 5.1.

6c) Element 3.8 Vehicle Access – State Planning Policy 7.3 Volume 2 – Apartments

The proposed development does not satisfy the following development standards of Acceptable Outcomes of Clause 3.8 Vehicle Access of SPP7.3:

- Walls, fences and other structures are to be truncated or reduced to no higher than 0.75m within 1.5m of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street and where two streets intersect.

The southern side of the crossover on The Esplanade is within 0.7m of a solid wall in excess of 0.75m in height on the adjacent property.

As the development does not achieve the recommended provisions, consideration is required against the Element Objectives of Element 3.8 – Vehicle Access, which is as follows:

As the development does not achieve the recommended truncations, consideration is required against the Element Objectives of Element 3.8 – Vehicle Access of State Planning Policy 7.3 Volume 2 – Apartments which is as follows:

- 3.8.1 Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles.
- 3.8.2 Vehicle access points are designed and located to reduce visual impact on the streetscape.

The driveway proposed to The Esplanade is 3.33m in width and is provided with a passing bay within the site to allow for two-way access. The Esplanade is classified as a Local Road as per the City's Functional Road Hierarchy, and currently services a cul-de-sac for approximately 150m in length, with a small number of dwellings accessing this portion of the road. However, there is embayed car parking provided in this section of The Esplanade. Despite the embayed car parking, the road's length and the small number of dwellings which access this portion of road indicates a low level of traffic and pedestrian access past the subject site, reducing potential safety issues.

Additionally, the footpath is provided on the opposite side of The Esplanade and does not continue down adjacent lot frontages from the development site, which reduces the potential for foot traffic which may otherwise be concealed by the solid wall on the adjacent property.

As vehicles entering the site will have full visibility of the northern and southern sides of the crossover, the proposed variation to sightlines is only for vehicles exiting from this driveway. As the driveway proposed is wider than 3m, vehicles have the opportunity to align themselves more centrally to the crossover, which will provide a greater clearance to the southern front fence, this will improve sightlines for vehicles exiting the site onto The Esplanade. The City has reviewed and accepts the Applicant's Traffic Impact Assessment (Attachment 6k).

As the site is located within the Scarborough Redevelopment area, there is a potential that in the future the adjacent site of Lot 800, House Number 198, The Esplanade will redevelop in the future. In that instance, it is likely the City would require a truncation for any development proposed within the sightlines area of the proposed driveway,

which will provide for an improved outcome, noting the proposed development provides for sufficient sightlines.

On the basis of the above, the development satisfies the Element Objectives of Clause 3.8 – Vehicle Access of SPP7.3.

6d) Clause 5.2 Car Parking – Scarborough DG

The proposal has been assessed against the provisions of Clause 5.2 – Car Parking of the Scarborough DG. The table below provides a summary of the City's car parking assessment:

Scarborough DG			
Parking Type	Development Standards Rate	Proposed Dwellings	Bays Required / Permitted
Permanent Residential	Minimum 0.75 bays per dwelling	21	Minimum 16 resident bays *
	Maximum (average) 1.5 bays per dwelling		Maximum 32 resident bays *
Visitors	Minimum 0.25 bays per dwelling	21	Minimum five (5) visitor bays *
	No Maximum		No Maximum visitor bays
Development Standards Total Required (Minimum):			16 resident bays and 5 visitor bays
Development Standards Total Permitted (Maximum):			32 resident bays and no maximum visitor bays
Total Provided:			Residents: 42 bays Visitors: 13 bays
Development Standards Total Required Surplus / Shortfall:			Residents: 10 bays over the maximum

*The number of car bays is rounded up to the nearest whole number.

The proposed development does not satisfy the Development Standards of Clause 5.2 – Car Parking as the maximum car parking spaces for permanent residential vehicles is exceeded. Additionally, Clause 5.2 requires that vehicle parking is sleeved by active uses from primary street frontages, where the proposed car parking area is not sleeved to Brighton Road. As such, an assessment against the Design Intent is required.

The Design Intent of Clause 5.2 of the Scarborough DG is as follows:

- Sufficient car parking shall be provided to accommodate the anticipated requirements of the development, whilst encouraging alternate means of transport.
- Parking areas shall be located and designed not to impact upon the amenity of the public realm.

The proposed car parking exceeds the maximum car parking provisions for permanent residential dwellings. The car parking ratios do not make reference to the quantity of rooms or dwelling size and are a flat rate per dwelling. However, the proposed Multiple

Dwellings are significant in size, being three-bedroom and four-bedroom dwellings with large floor areas of over 200m². As such, these Multiple Dwellings may have a greater yield of residents and therefore require additional car parking bays. The provision of additional parking bays does not significantly impact the provision of alternative means of transport. The development provides bicycle parking and has pedestrian access to the public transport routes in the locality. Additionally, given the existing car parking issues in Scarborough, the provision of additional car parking on-site is considered appropriate.

The car parking areas are screened from the street and contained within the basement and ground floor of the dwelling, with the ground floor portion sleeved by way of communal open spaces. The additional car parking bays do not negatively impact the visual appearance of the car parking area on the streetscape and allow the development to effectively use the space available onsite.

On the basis of the above, the development satisfies the Design Intent of Clause 5.2 – Car Parking of the Scarborough DG.

7. Planning and Design Considerations

7a) Clause 4.4 Building Layout and Orientation – Scarborough DG

The Development Standards of Clause 4.4 Building Layout and Orientation of the Scarborough DG identify that the common internal corridors shall have access to natural light and natural ventilation. Common internal corridors to the dwellings are not provided with windows and are entirely artificially lit.

As the development does not achieve the recommended layout and ventilation provisions, consideration is required against the Design Intent of Clause 4.4 – Building Layout and Orientation of the Scarborough DG, which is as follows:

- Buildings will be oriented and internal spaces arranged, to maximise access to natural light and ventilation. The impact of overshadowing from development on the public realm and adjacent development will be minimised. Spaces in a building must also be functional and suitable for their intended purpose or a range of uses.

The development is entirely compromised of triple-aspect dwellings which exceed the requirements in relation to natural light and ventilation to all habitable areas of the dwellings. However, the lift lobby on all levels of the tower is entirely contained by way of built form and is not provided with any windows, skylights or light snorkel.

However, the internal corridors in this instance are lift landings only, which service one to two dwellings per level and have a maximum area of 15.6m². The residents will only be in the lift lobby for a brief period, due to the proximity of the dwelling front doors.

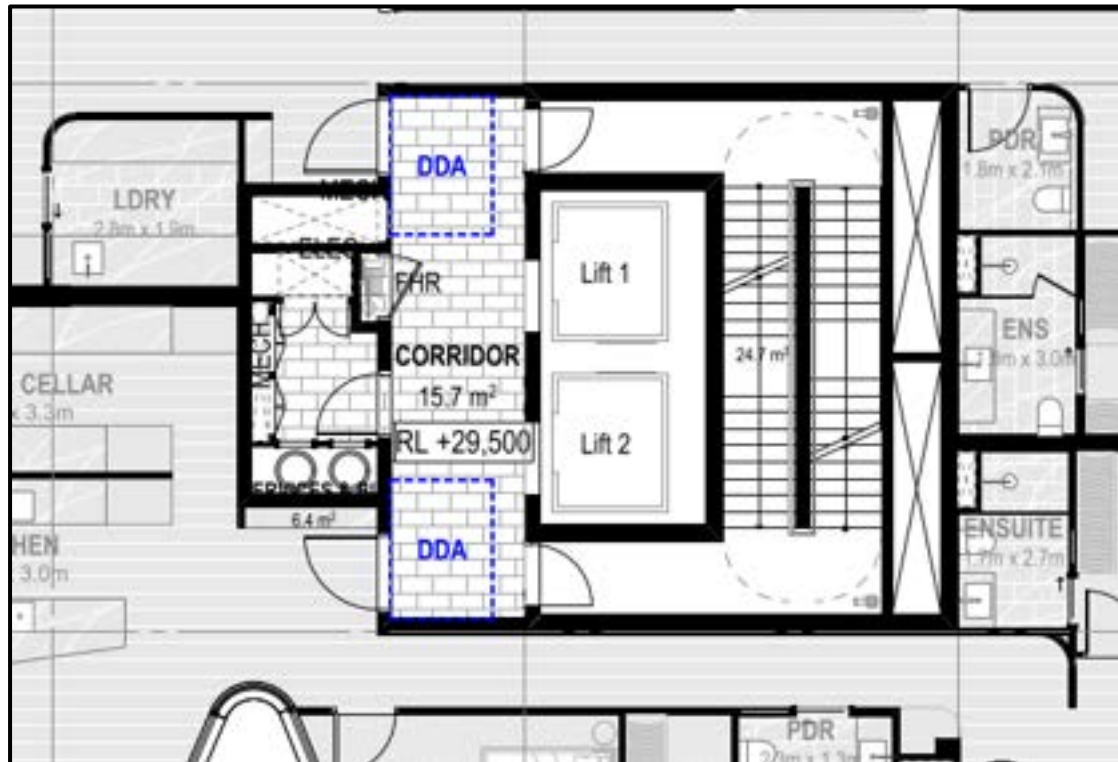


Figure 11: Level 04 lift lobby of the development.

Although these hallways do not have natural light and ventilation, they are logically located central to the floor plate and modifying the internal layouts to providing an exterior window to the hallways would detrimentally impact both the design and amenity of the dwellings themselves, for minimal benefit to an area which will be infrequently used.

Additionally, the lift lobby provides access to the waste chute and mechanical plants. Considering the room is occupied for only brief periods of time and provides services, the lighting and ventilation is appropriate.

On the basis of the above, the development satisfies the Design Intent of Clause 4.4 – Building Layout and Orientation of the Scarborough DG.

7b) Clause 4.5 Roof – Scarborough DG

The Development Standards of Clause 4.5 Roof of the Scarborough DG identify that the awning should be a minimum of 2.7m and a maximum of 3.5m above footpath level. The awning is a maximum of 5.4m above the footpath level.

As the development does not achieve the recommended awning height, consideration is required against the Design Intent of Clause 4.5 – Roof of the Scarborough DG, which is as follows:

- Roofs of buildings, podiums and awnings are designed to contribute to the attractiveness of the precinct and mitigate any potential negative impact on the public realm and surrounding sites.

The awning's height above natural ground level varies from 2.7m to 5.4m in height, which responds to the slope of the site, with a fall of 5.37m from east to west. The

podium level is two-storey, and the awning wraps around the ground floor level. Due to the slope of the site, if the awning was located on the lower ground level, this would horizontally bisect the street level of the development. This would create a confusing and visually unappealing streetscape. Although the awning is above the footpath level, pedestrian access is provided on both levels and the awning responds to, and is integrated into the overall built form to ensure a cohesive, attractive and logical streetscape.

On the basis of the above, the development satisfies the Design Intent of Clause 4.5 – Roof of the Scarborough DG.

8. Utility, External Impacts and Development Contributions

8a) Clause 5.4 Storage – Scarborough DG

The Development Standards of Clause 5.4 Storage of the Scarborough DG identifies that stores are to be designed and located to be readily accessible and not require the movement of parked vehicles for access purposes. Of the 21 proposed stores, 11 stores are located behind a visitor parking bay.

As the development does not achieve the recommended storage locations, consideration is required against the Design Intent of Clause 5.4 – Storage of the Scarborough DG, which is as follows:

- All dwellings shall be provided with useable, easily accessible and lockable, externally accessed storage to enhance liveability and functionality of residential development.

All the store rooms for the proposed development are proposed to be co-located with the car parking, being the ground and lower ground levels, and are contained stores with lockable roller doors. These store rooms vary minimally in size, with the minimum floor area being 11.3m², and the maximum being 13m². Given the requirements are for a 4m² store, the provided store rooms are nearly triple the required store area.

The layout of the car parking area has allocated car parking bays adjacent to the store for the associated unit. The store rooms are provided in a parallel arrangement with a visitor car parking bay. As stated in the Applicant's justification, the visitor parking bays have been grouped with the residential car parking in order to create a sense that the bays are allocated to the various dwellings, rather than a block of visitor parking bays which is shared across the whole complex. There is no restriction which prevents visitor car parking from being spread throughout the site.

By co-locating store rooms with visitor parking, this does not provide the resident with control over the bay if occupied by a visitor. Notwithstanding the Applicant's intent to 'allocate' bays, there are less visitor car parking bays than there are dwellings. As such there is no guarantee that these bays will be unoccupied when residents wish to access their stores. In order to ensure the stores are functional, the doors must open out onto the residential car parking bays. As an excess of residential car parking is provided, there is some opportunity for residents to move their cars around onsite to provide access to stores, if required. Alternatively, if the stores are reduced in width to provide a 1m walkway in front of the store, then the store is provided with access, regardless of vehicles parked in the visitor car parking bays.



Figure 12: City's annotation of Ground Level plans to demonstrate two options for the store rooms: facing the doors towards the residential bay (Unit 1) or providing a 1m setback from the store door to the visitor bay (Unit 2).

On the basis of the above, the development satisfies the Design Intent of Clause 5.4 – Storage of the Scarborough DG with appropriate condition setting.

8b) Clause 5.5 Bin Collection – Scarborough DG

The Development Standards of Clause 5.5 Bin Collection of the Scarborough DG identifies that provision should be made for refuse collection to occur onsite wherever possible. Bin collection is proposed from the verge.

As the development does not achieve the recommended bin collection location, consideration is required against the Design Intent of Clause 4.5 – Bin Collection of the Scarborough DG, which is as follows:

- Waste management will be planned and co-ordinated as an integral component of the design and development process.
- Sustainable waste management shall be achieved through the combined strategies of waste reduction, reuse and recycling, waste awareness and performance monitoring. Both buildings and the public realm contribute to this reduction.

As addressed earlier in this report, the subject site is fairly constrained in terms of both the dimensions and the crossfall of the site at just over 5m. The development addresses this by having two car parking levels accessed from two crossovers. Due to the head height and limited width of the site, it would not be possible for one of the City's waste vehicles enter the car parking area, nor would it be possible for the vehicle to turn around within the car parking area to exit the street in forward gear.

Due to the permitted nil street setbacks for the podium level and limited verge area, it is not possible to provide an embayed bin pick up area on the Brighton Road or The Esplanade road frontage.

The bin collection is proposed on The Esplanade, a local road, and given only 21 multiple dwellings are proposed with a maximum of six mobile garbage bins picked up from the road reserve on any one service, the time required to service the site has been minimised.

The waste vehicle is required to stop on the intersection of The Esplanade and Brighton Road to service the proposed bins. The City has safety concerns regarding the impacts of this manoeuvre in terms of visibility for the vehicles on the road around the waste vehicle during this servicing. As such, the City will require an independent Road Safety Audit to ensure that this is able to occur safely. This has been requested previously however was not provided. As such, this has been recommended as a condition of approval.

The Waste Management Plan submitted (Attachment 6l) has been reviewed by the City and is found to be acceptable.

On the basis of the above, the development satisfies the Design Intent of Clause 5.5 of the Scarborough DG.

8c) State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP3.7)

The subject site is partially within a Bushfire Prone Area due to its location adjacent to Brighton Beach Reserve to the west of the development site, and as such requires assessment against SPP3.7.

In support of the proposed development, the Applicant has submitted a Bushfire Attack Level (BAL) Assessment Report prepared by Western Environmental (Attachment 6m). The report, which was prepared by an accredited practitioner (level 3), identifies the BAL rating applicable to the proposed works as BAL-12.5.

As per the Guidelines for Planning in Bushfire Prone Areas, a Bushfire Management Plan (BMP) is required to accompany strategic planning proposals, subdivision and development applications in areas above BAL-Low or areas with a bushfire hazard level above BAL-Low. Generally, this should be submitted as part of the development application, however in this instance the City considers it is appropriate to require a BMP as a condition of approval for the following reasons:

- The BAL is a lower rating, being BAL-12.5.
- The development site has had prior approval by Development WA for a Mixed Use development originally approved in November 2017 and an amendment issued in March 2020, in the absence of a Bushfire Management Plan.
- The Bushfire Prone Area falls on a minor portion of the site.

- The Applicant's accredited practitioner has advised that the development will comply with all relevant Bushfire Protection Criteria in the Guidelines for Planning in Bushfire Prone Areas and will not require modifications to the built form.

As such, the provision of a BMP is not considered to be required prior to the determination of the development application, but rather as a condition of development approval. In discussion with the Applicant, the City has recommended condition setting with a Bushfire Management Plan to be submitted prior to the submission of the Building Permit to ensure in the event any modifications to the built form are required, these have been appropriately considered.

The City notes the application was not referred to Department of Fire and Emergency Services for comment due to the BAL rating of BAL-12.5 and as the proposal does not constitute a vulnerable land use.

On the basis of the above, the City is satisfied SPP3.7 has been addressed, subject to the recommended condition setting.

8d) State Planning Policy 5.4 – Road and Rail Noise (SPP5.4)

The subject site is within proximity to West Coast Highway which is identified as 'Other significant freight / traffic route' in accordance with SPP 5.4. As the subject proposal includes noise sensitive land uses, the proposed development requires assessment against SPP5.4.

In support of the proposed development, the Applicant has submitted an Environmental Acoustic Report - State Planning Policy 5.4 prepared by Gabriels Hearne Farrell (Attachment 6f). The Applicant's Acoustic Report provides for noise mitigation measures to be incorporated into the development, including indoor and outdoor living areas.

The Applicant's submitted Acoustic Report has been reviewed, with the methodology and recommended measures supported by the City.

As such, SPP5.4 is satisfied, and compliance can be enforced via appropriate condition setting.

8e) Scarborough Development Contribution Plan

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

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

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

- the approval of any subdivision of the owner's land within the Development Contribution Area.

No person shall commence or carry out any subdivision or development the subject of a subdivision approval or a development approval until the owner's cost contribution (approximated at as \$102,208.80) in respect of the land has been paid in full, or other arrangements for payment have been made to the satisfaction of the Local Government.

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

9. City of Stirling Design Review Panel (DRP)

The proposed development was reviewed by the City's DRP twice as part of the pre-lodgement process on 11 May 2023 and 22 June 2023, and a further two times as part of the development application on 26 October 2023 and 1 February 2024. The DRP Reports are contained in Attachment 7.

At the fourth DRP meeting on 1 February 2024, the DRP provided a summary in response to the design of the proposed development, which is contained in Attachment 7d.

In summary, the final plans submitted by the Applicant was determined by the DRP to achieve Design Excellence.

Summary of Final DRP Comments against Design Principles of SPP7.0	
Principle	DRP Comment
1. Context and Character	1a. The Panel is satisfied that the proposal meets the criteria for the Context and Character Principle. 1b. The Panel had previously sought clarification in regard to the impact of the building on view corridors from neighbouring sites. The Panel was satisfied that only minimal impacts were made following information provided by the Applicant. 1c. The Panel had previously commented on the need for the interface of the building at the Esplanade and Brighton Road intersection to be further developed to respond to the unique qualities of this beachfront location and enhance the public realm. The Panel support the current proposal and suggest the extension of public seating to be integrated into the planer design on The Esplanade to enhance the amenity offered to the public and respond to the desirable views. 1d. Comment was made the public realm and the way the building lands has been simplified which is positive.
2. Landscape Quality	2a. The Panel is satisfied with the improvements made to the landscape in response to comments made in the previous DRP.

Summary of Final DRP Comments against Design Principles of SPP7.0	
Principle	DRP Comment
	2b. Comment was made by the Panel the landscape plays a significant role in working between the built form and the public realm. It emphasized the importance of obtaining approval from the city's officers as several structures, in addition to proposed banded paving patterns are located within the verge. 2c. The Panel reiterated artificial turf is not supported and the specification of this product would fall short of achieving design excellence. On this basis an alternative material has been specified.
3. Built Form and Scale	3a. The Panel commented the built form, scale, bulk and height are supported. 3b. The Panel has previously commented that they do not support the specification of glass balustrading on the roof of the service deck. As the deck is not universally accessible it does not seem necessary as it is not proposed as a usable space. If the balustrading is sought for safe access for maintenance this should be set back from the perimeter of the roof deck edge so that it is not visible from the public realm.
4. Functionality and Build Quality	4a. The Panel support the improvements made to the lift lobby, the specification of high-quality materials and the developing design language that has resulted from the articulation of these. 4b. The Panel emphasized support for the project and the capacity for it to be considered to meet the criteria for excellence is contingent on the continued specification of high-quality materials. These need to be maintained through the development of the project to delivery. These include, but are not limited to, the curved glass and off form concrete as depicted in the renders. 4c. The Panel commented on the materials being used in the landscape response, noting that those in the public domain should respond to the Scarborough Beach Design Guidelines in consultation with the City. 4d. Comment was made by the Panel, clarifying the responsibility for maintenance of design elements within the public realm is important to long term viability of the proposal. 4e. Applicant is encouraged to explore an expanded, high-quality palette in the communal open space area on the Podium Deck. 4f. The Panel stated the interface between the private balcony on the podium deck and facilities of the

Summary of Final DRP Comments against Design Principles of SPP7.0	
Principle	DRP Comment
	communal open space requires further refinement to ensure a high quality outcome that is integrated into the design language of the building.
5. Sustainability	5a. The Panel stated they are supportive of the sustainability approach being proposed on the basis that it can be assessed by a qualified specialist. The support of the Panel is separate from the support, or otherwise, by the City, noting that the assessment and support by the City is essential to the additional height being sought.
6. Amenity	6a. The Panel is satisfied with the improvements made to the overall amenity of this proposal as the design has continued to be refined in response to comments made in the previous DRP. 6b. The Panel support the addition of accessible toilets on the ground plane and first floor communal areas.
7. Legibility	7a. The Panel support the ground floor lobby, and the legibility of the entry from Brighton Road that has resulted from continued refinement.
8. Safety	8a. This principle is supported. 8b. The Panel commented on the need to consider potential safety issues that may result from the relationship of the private balcony and communal open space when designing the proposed screen.
9. Community	9a. It was noted by the Panel the Applicant has elected not to respond to the bonus criteria associates with provision of affordable housing. Dual key apartments do not meet this criteria. 9b. The Panel do not consider sufficient information has been provided in relation to Public Art to determine design excellence. The Panel request further detail in relation to the public artwork and the way that this is, or is not integrated into the design. The Panel suggested, that the location of the public artwork within the broader Scarborough Beach Development Area may warrant consideration if this could be entertained by the City.
10. Aesthetics	10a. The Panel support the aesthetics of the project and the manner in which high quality materials have been articulated to create such a considered and well composed building.

The amended plans were reviewed by the DRP on 1 February 2024 and were supported by the DRP, as per the above schedule. No amendments have been made to the plans following this review.

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

SPP7.0 applies to all development in Western Australia. The purpose of SPP7.0 is to inform and guide landowners, proponents, designers, reviewers, and decision-makers to achieve good design outcomes in the built environment.

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

SPP7.0 – Design of the Built Environment	
Design Principle	Officer Comment
1.Context and Character <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>	The proposed development is adjacent to established two-storey residential properties on the east and south lot boundaries. To the north across Brighton Road is an established eight storey Mixed Use development. The proposed 12 storey height is higher than the predominant existing built form in the locality, however it is consistent with the adopted building height as per the Scarborough DG, which is emerging in the surrounding locality. The colour and material palette of the Multiple Dwelling development is sympathetic to the existing palette and materiality of the existing built form within the locality, whilst being appropriately modern for the scale and design of the proposed development.
2. Landscape Quality <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>	The development proposes landscaping onsite, with a deep soil area provided to the rear of the site, providing a buffer between the subject site and adjacent property. The development proposes the removal of four established trees on-site, and in total provides for three large trees, 10 medium trees and 13 small trees are proposed over the development site. The quantity and location of new trees exceed the trees removed, and the trees are spread out over deep soil area and planting on structure. The proposed landscaping provides opportunity for active uses, with areas on structure within the communal open space, and for passive use, such as the

SPP7.0 – Design of the Built Environment	
Design Principle	Officer Comment
	planter beds to the front and rear of the site. Additionally, the landscaping within the verge will provide for shade and an attractive treatment within the setting whilst softening the overall development.
3. Built form and scale <i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>	The development is generally consistent with the built form outcomes prescribed as per the Scarborough DG, including the bonus heights permitted for the locality. The building is 12 storeys in height, with a permitted base height of eight stories and a bonus total height of 12 storeys permitted. The overall building height minimally exceeds the permitted height, however this additional height of 2.6m is negligible and does not result in any adverse impacts to the surrounding or wider properties in the locality. The development proposes a nil podium street setback as prescribed by the Scarborough DG, however it proposes a reduced tower setback which is supported as the reduced street setback responds to the site constraints, loads the built form away from the adjacent residential properties, and will not restrict future development. The development is appropriate and consistent in terms of existing and future built form, and the overall building bulk is consistent with the desired outcomes for the area. The high quality design, materiality and landscaping provided will result in a development that is consistent with the future intended character of the locality, as envisaged under the Scarborough DG.
4. Functionality and build quality <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well</i>	The proposed development has been designed to provide high-quality, well designed Multiple Dwellings which are able to accommodate a variety of family typologies. The communal areas are

SPP7.0 – Design of the Built Environment	
Design Principle	Officer Comment
<i>and deliver optimum benefit over the full life cycle.</i>	practical and provide for a range of uses, such as the lounge area facing Brighton Road. Vehicle access is provided from both the Brighton Road and The Esplanade frontages, with sufficient space for access and egress provided. Pedestrian access to the site is provided via an existing pedestrian footpath running along the Brighton Road and The Esplanade boundaries of the development site. In relation to the internal design of the apartments, the proposed apartments generally address the provisions of the Scarborough DG and SPP7.3. They are large in size and provide a high level of amenity, and are supported.
5. Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>	The proposal incorporates sustainability measures through a range of measures as outlined in the Applicant's Sustainable Design Assessment Report (Attachment 6c). Specifically, key features include a 25kilowatt Peak Output Solar Array, verified indoor air quality and envelope performance at completion, water reduction features and EV chargers in the basement. As the development requires a 5 Star Green Star rating to qualify for bonus height provisions, condition setting will be placed relating to sustainability measures, as outlined in the Applicant's sustainable Design Report.
6. Amenity <i>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.</i>	The proposal is for a residential land use which is surrounded by residential properties to the north, east and south. Although the typologies of housing adjacent vary from older single houses and grouped dwelling to a new multiple dwelling development, the provision of a multiple dwelling development is appropriate and consistent in the locality, and abuts properties which are permitted to develop to the same provisions as the subject development.

SPP7.0 – Design of the Built Environment	
Design Principle	Officer Comment
	The submitted Environmental Acoustic Assessment confirms the proposal will address the requirements of the <i>Environmental Protection (Noise) Regulations 1997</i> , in terms of acoustic considerations.
7. Legibility <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>	A clearly defined pedestrian access is provided from Brighton Road, with a secondary pedestrian access from The Esplanade. The development provides two crossovers, with one on each frontage, and the car parking area is contained within the building to facilitate safe pedestrian and vehicular movement to and from the proposed development.
8. Safety <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>	The proposed development provides a high level of glazing at all levels of the development, including from common areas on the ground floor which will provide passive surveillance to the locality. The car parking areas are sufficiently designed and gated, ensuring that parking areas are secure. The development does not provide areas for concealment due to the nil setbacks and curved built form. The submitted Waste Management Plan is generally accepted, however additional addition is required from the Applicant to ensure there are no safety implications. The waste vehicle is required to stop on the intersection of The Esplanade and Brighton Road to service the proposed bins. The City has safety concerns regarding the impacts of this manoeuvre in terms of visibility for the vehicles on the road around the waste vehicle during this servicing. As such, the City will require an independent Road Safety Audit to ensure that this is able to occur safely. As such, this has

SPP7.0 – Design of the Built Environment	
Design Principle	Officer Comment
	been recommended as a condition of approval.
9. Community <i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>	The residential proposal includes a large communal open space area with a range of facilities provided. These facilities are useable by a range of residents and will provide opportunities for social interaction. The street furniture provided in the road reserve will provide opportunity for the local community to interact with, and benefit from, the development.
10. Aesthetics <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>	The proposed development features a large proportion of glazing, including curved glass, which breaks up the bulk of the built form. The materiality is of high quality and design and provides alternating colours and materials for interest and aesthetics. The development is considered to achieve design excellence as determined by the City and the DRP, including the design and materiality. The communal open space is predominantly unroofed, which create a sense of openness. The built form design is modern and is complimentary to the emerging streetscape.

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

An assessment against Schedule 2, Part 9, Clause 67 of the *Planning and Development (Local Planning Schemes) Regulations 2015* has been undertaken.

The City's response to each point requiring consideration is outlined in the table below.

Clause 67 – Matters to be Considered	
Provision	Officer Comment
(a) The aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area.	The proposed Residential Apartment (Multiple Development) is consistent with the Objectives of the Esplanade – Outer precinct and with the intent of the locality as it is a Preferred Land Use.
(b) The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving.	The City's assessment concludes that the development is consistent with LPS3, the Scarborough DG and the relevant SPPs and LPPs. Although the City has prepared Draft LPS4, the final form of LPS4 is not imminent nor certain at this time, noting the draft Scheme has not been advertised. Accordingly, no weight should be given to Draft LPS4 when determining this application.
(c) Any approved State planning policy.	The development is consistent with SPP7.0. This assessment is contained earlier in this report. The development is impacted by State Planning Policy 3.7 Planning in Bushfire Prone Areas and State Planning Policy 5.4 Road and Rail Noise. Condition setting related to the policies has been recommended.
(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 property to the north of the site is a Multiple Dwelling. To the east and south of the site are single and two storey Grouped Dwellings. These sites are zoned 'Development' and are within the Esplanade – Outer precinct as per LPS3. The proposed development is compatible with the intended future setting of the locality setting as the bulk, scale and appearance of the development is consistent with Scarborough DG objectives. Although not consistent with the existing built form, the area is in transition and the setbacks and built form are design to mitigate direct detrimental impacts on the adjacent properties.
(n) The amenity of the locality including the following:	The proposed development will not have an adverse impact on the character of the locality as the built form is in keeping with

Clause 67 – Matters to be Considered	
Provision	Officer Comment
(i) environmental impacts of the development; (ii) the character of the locality; and (iii) social impacts of the development.	the emerging character of the locality, as intended by the Scarborough DG, due to the articulated design with a variety of quality colours and materials, articulated setbacks to the adjacent property, and landscaping designed to compliment the development's amenity. As a result, the design of the proposed development is considered to be sufficiently sited in its context and character.
(p) Whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.	The proposed development exceeds the required proportion of landscaping and trees onsite. The City has recommended appropriate condition setting ensuring that sufficient planting and trees are provided onsite, including requiring final approval of planting species.
(s) The adequacy of – (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles.	The development proposes two vehicle access points on the two different site frontages, with access and egress from both levels. The two access points reduces traffic impacts on both streets by splitting the number of vehicle movements per day. Notwithstanding the above, the submitted TIS has been assessed by the City and is supported.
(t) The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety.	The City has reviewed the TIS provided by the Applicant. The development is not considered to have an unacceptable impact on the surrounding road network.
(u) The availability and adequacy for the development of the following: (i) public transport services; (ii) public utility services; (iii) storage, management and collection of waste; (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); (v) access by older people and people with disability.	The proposed development is accessible via high frequency public transport bus routes on Scarborough Beach Road, with the closest bus stop located within 500m from the front boundary of the subject property. The development provides bicycle parking bays in accordance with the R-Codes Volume 2. The submitted Waste Management Plan is generally accepted, however additional addition is required to address safety concerns in relation to the servicing of the

Clause 67 – Matters to be Considered	
Provision	Officer Comment
	proposed bins. This has been recommended as a condition of approval. Universal access has been provided as part of the development.
(y) Any submission received on the application.	The application has been formally advertised in accordance with Schedule 2, Part 9, Clause 67(2) (y) of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> , with the submissions received addressed earlier in the report.

Conclusion:

The proposed development seeks approval for a 12 storey Multiple Dwelling Development comprising 21 Multiple Dwellings.

The proposed Multiple Dwellings are all significant in size, with floor areas of over 230m², and provide a high level of amenity and adaptability for a variety of family types. The provision of large, high quality Multiple Dwellings provide downsizing opportunities and contribute to the housing stock in the locality. Although not directly providing affordable housing, the additional dwellings will mitigate housing stress in the locality.

The proposed development is generally consistent with the Scarborough DG in terms of built form, with setbacks to the street and lot boundaries proposed. The development will maintain existing and future view corridors for adjacent properties due to the siting and design of the built form.

The 12 storey building height is satisfied due to the development achieving bonus criteria, including Design Excellence, as determined by the City and the DRP. The qualification of Design Excellence ensures that the development is high quality and the attractive design, which features curved glass and contrast materials, will complement the emerging built form in the locality.

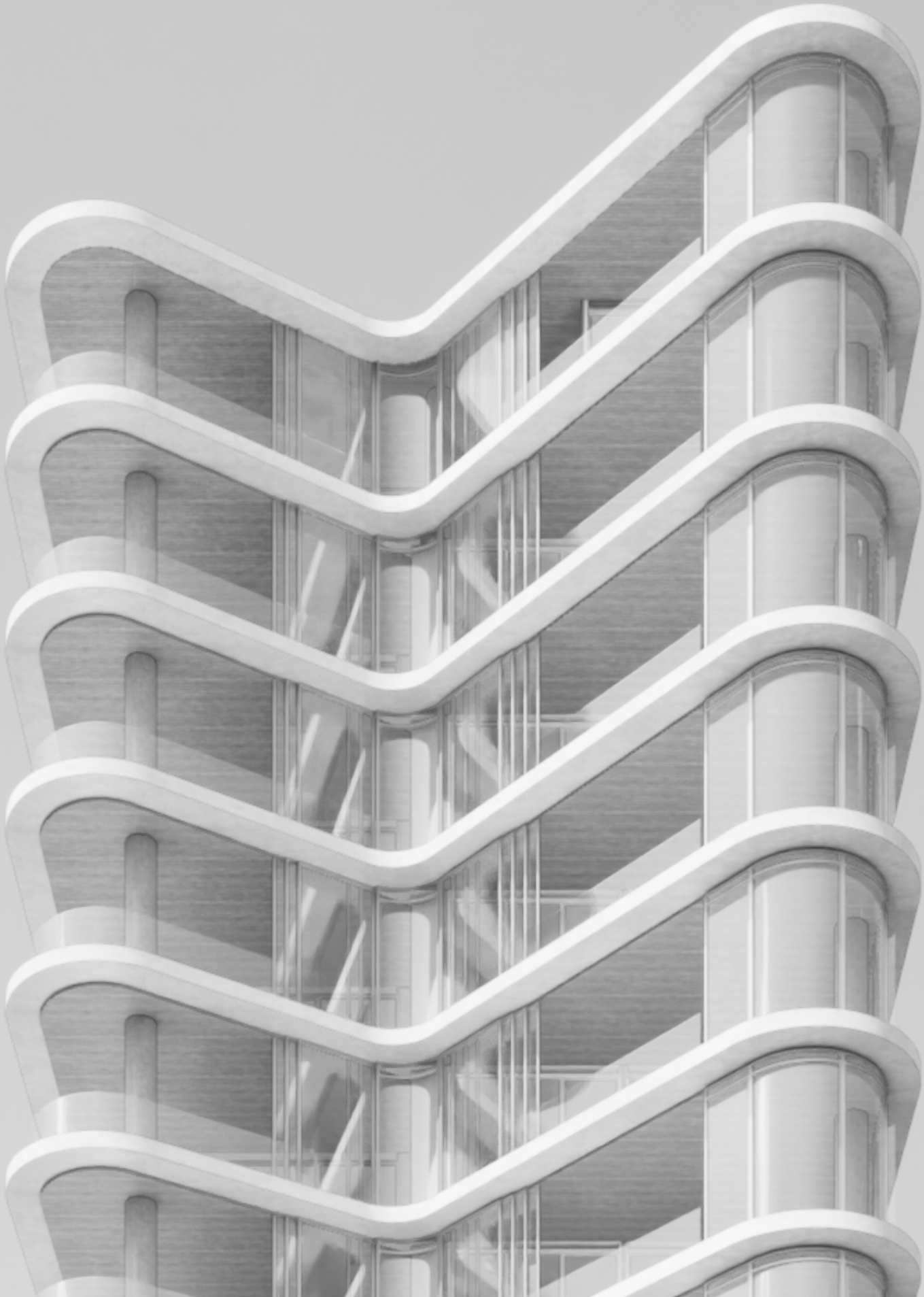
Accordingly, the application is recommended for approval, subject to the recommended conditions, with the reasons as outlined in the RAR.

194 The Esplanade Scarborough

DEVELOPMENT APPLICATION

23/01/2024

PREPARED FOR:
CITY OF STIRLING



| Drawing List - Architectural Drawings

DA Drawing List - Architectural Drawing				
	Drawing No.	Drawing Name	Rev	Summary of Change
DA0 Cover Pages	DA000	Cover Page	D	
	DA001	Drawing List - Design Report	D	Updated as required
	DA002	Drawing List - Architectural Drawings	E	Updated as required
DA2 Plans	DA200	Demolition Plan	C	
	DA201	Site Plan	D	Updated Landscape background
	DA202	Lower Ground Floor Plan	E	Updated Landscape background
	DA203	Ground Floor Plan	E	Updated Landscape background
	DA204	Level 1 Plan	D	
	DA205	Level 2-3 Plan - Typical Plate A	C	
	DA206	Level 4-5 Plan - Typical Plate B	C	
	DA207	Level 6-7 Plan - Typical Plate C	C	
	DA208	Level 8-10 Plan - Typical Plate D	C	
	DA209	Level 11 Plan - Penthouse	C	
	DA210	Roof Services Deck Plan	C	
	DA211	Roof Deck Plan	C	
DA3 Elevations & Sections	DA300	North Elevation	D	Updated Landscape background
	DA301	West Elevation	D	Updated Landscape background
	DA302	South Elevation	D	Updated Landscape background
	DA303	East Elevation	C	
	DA304	Section	D	Updated Landscape background
	DA305	Section	C	



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Rev	Date	By	Chk	Description
E	23/01/2024	CP	CP	DA Landscape Update
D	27/11/2023	LH	DC	Development Application RFI Issue
C	21/11/2023	LH	CP	Development Application RFI Issue
B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name

Project Number

Date

Scale

194 The Esplanade

00012991

23/01/2024

@A3

Drawing Name

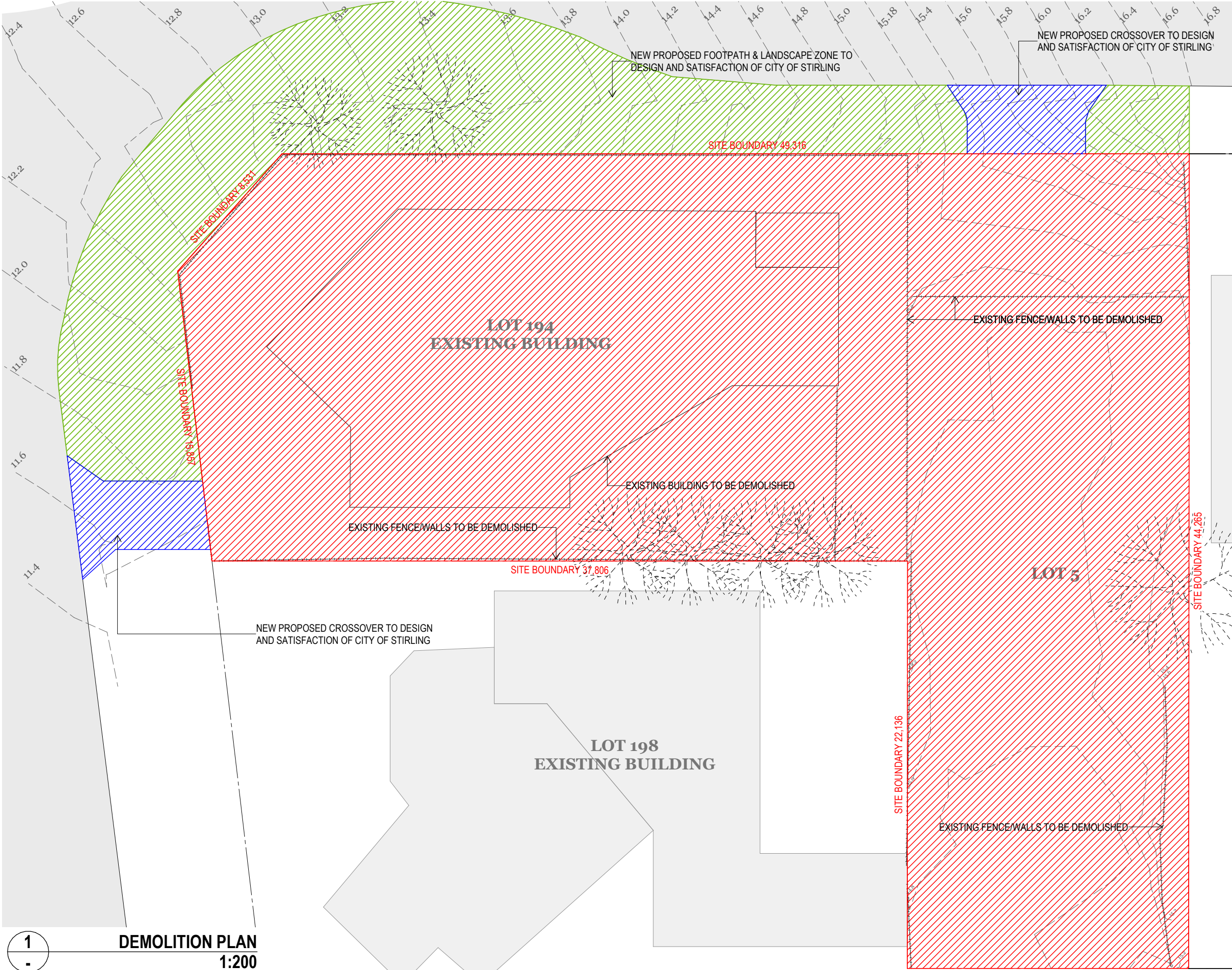
Drawing Number

Revision

Drawing List - Architectural Drawings

DA002

E



KEY

TO BE DEMOLISHED

NEW PROPOSED CROSSEVERS

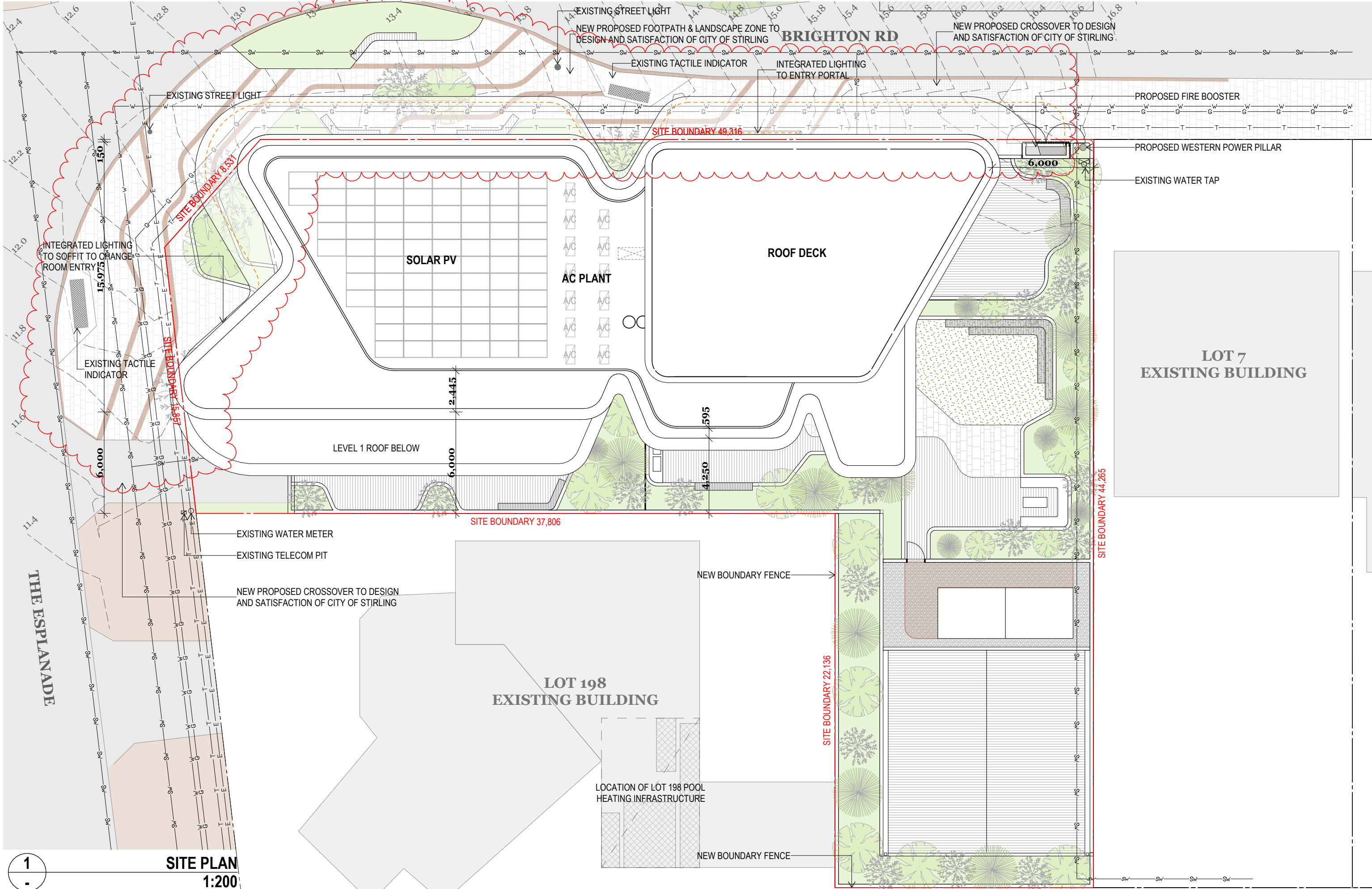
NEW PROPOSED FOOTPATH & LANDSCAPE ZONE

EXISTING SITE TREES TO BE REMOVED SUBJECT TO CITY OF STIRLING APPROVAL

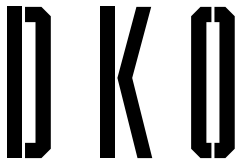
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DEMOLITION PLAN

1:200



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SITE PLAN
1:200



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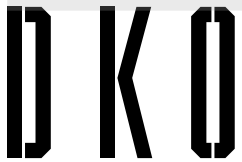
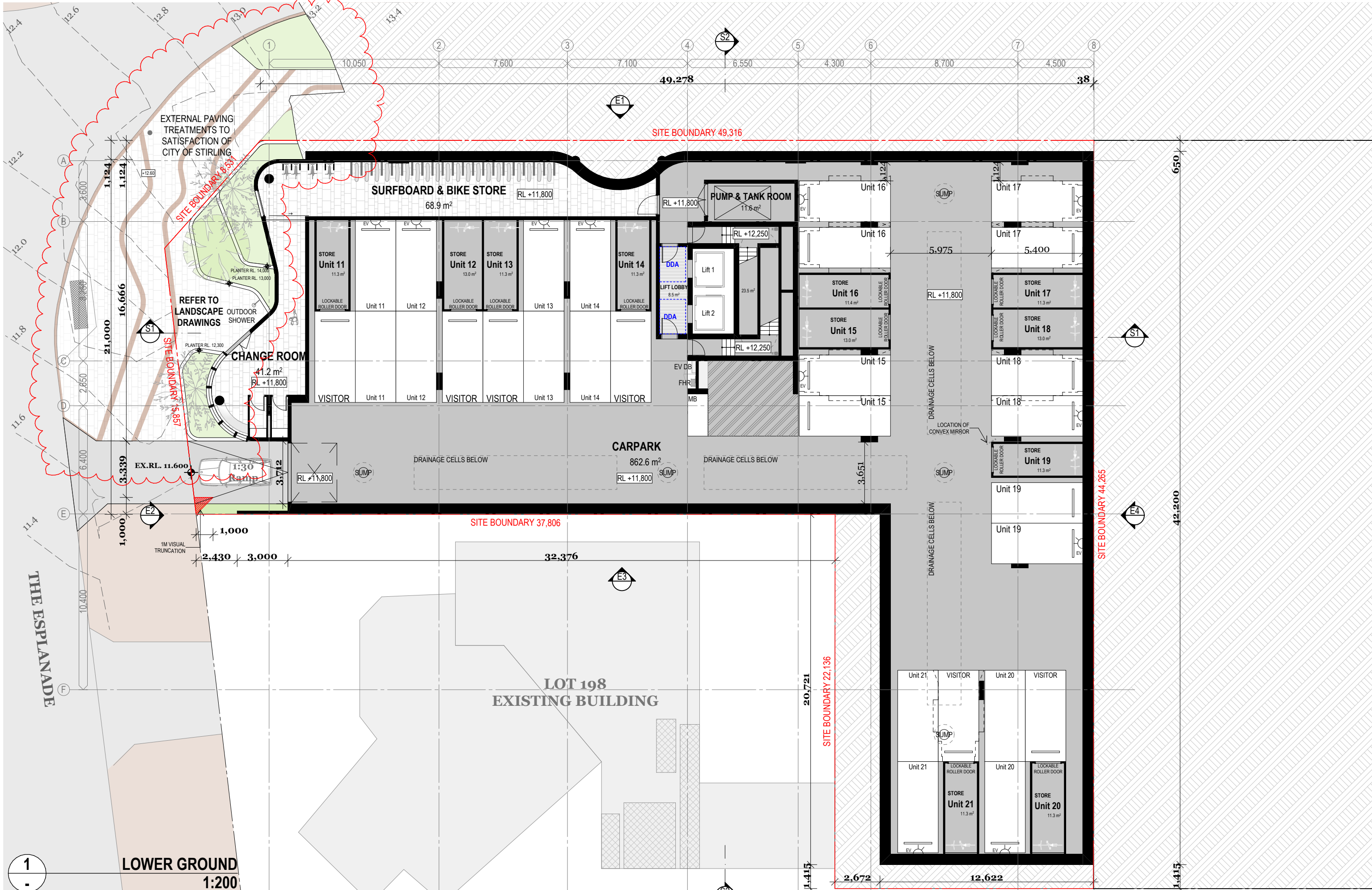
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Rev	Date	By	Chk	Description
D	23/01/2024	CP	CP	DA Landscape Update
C	21/11/2023	LH	CP	Development Application RFI Issue
B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application



Project Name	194 The Esplanade
Project Number	00012991
Date	23/01/2024
Scale	1:200@A3

Drawing Name	Site Plan
Drawing Number	DA201
Revision	D



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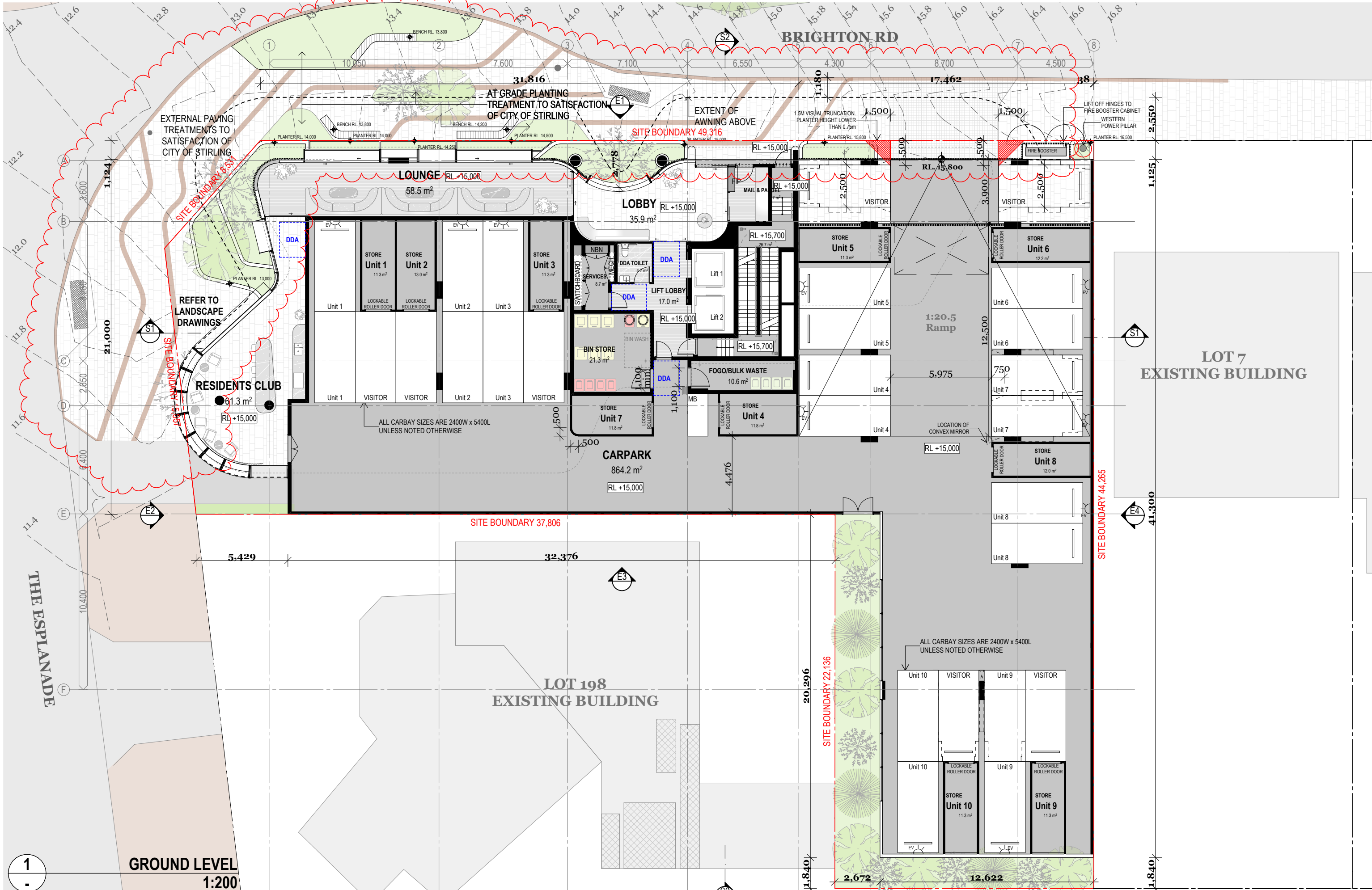
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Rev	Date	By	Chk	Description
E	23/01/2024	CP	CP	DA Landscape Update
D	27/11/2023	LH	DC	Development Application RFI Issue
C	21/11/2023	LH	CP	Development Application RFI Issue
B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name 194 The Esplanade
Project Number 00012991
Date 23/01/2024
Scale 1:200@A3

Drawing Name Lower Ground Floor Plan
Drawing Number DA202
Revision E



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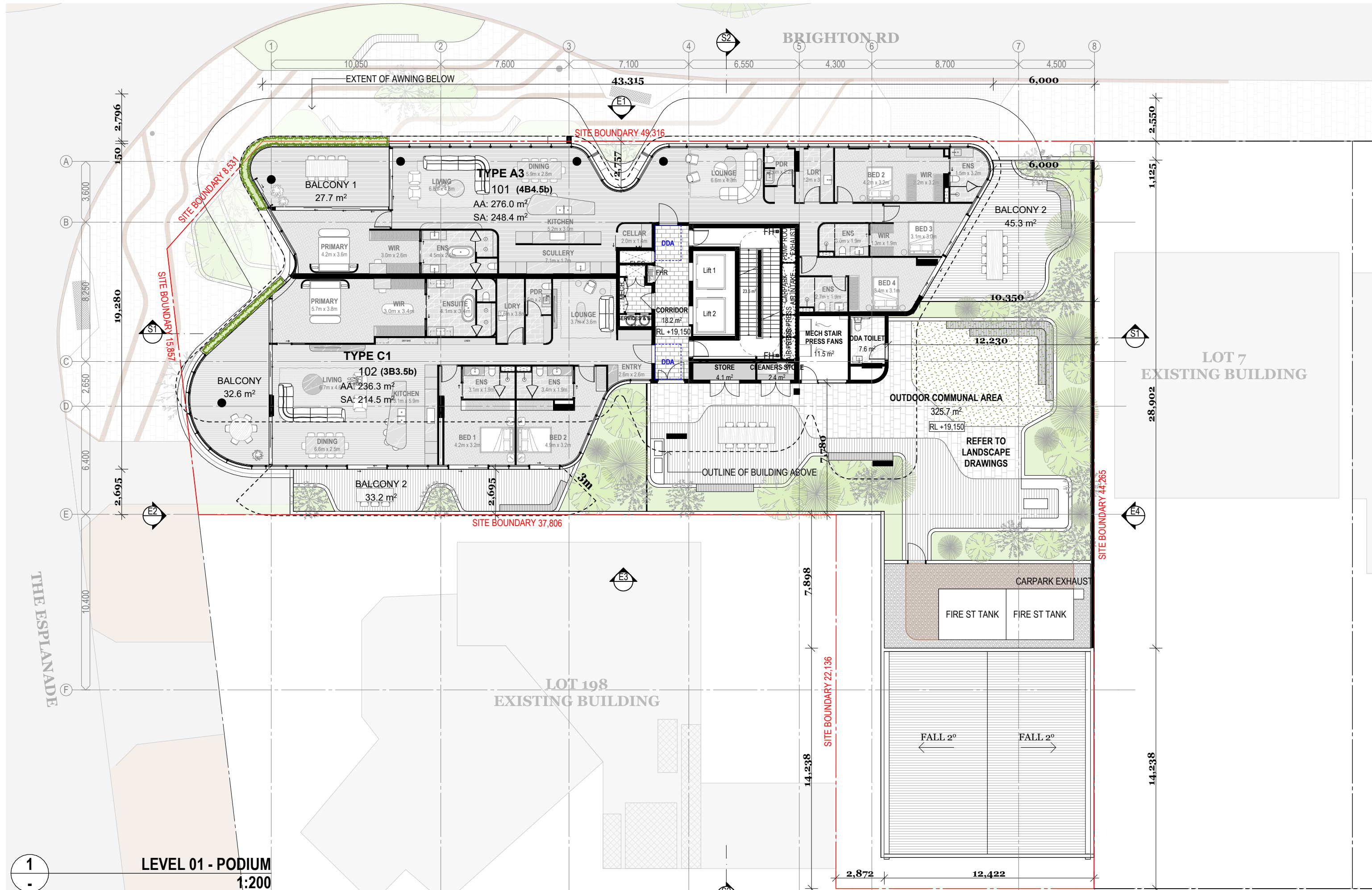
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D	27/11/2023	LH	DC	Development Application RFI Issue
C	21/11/2023	LH	CP	Development Application RFI Issue
B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name 194 The Esplanade
Project Number 00012991
Date 23/01/2024
Scale 1:200@A3

Drawing Name Ground Floor Plan
Drawing Number DA203
Revision E



1
-
LEVEL 01 - PODIUM
1:200

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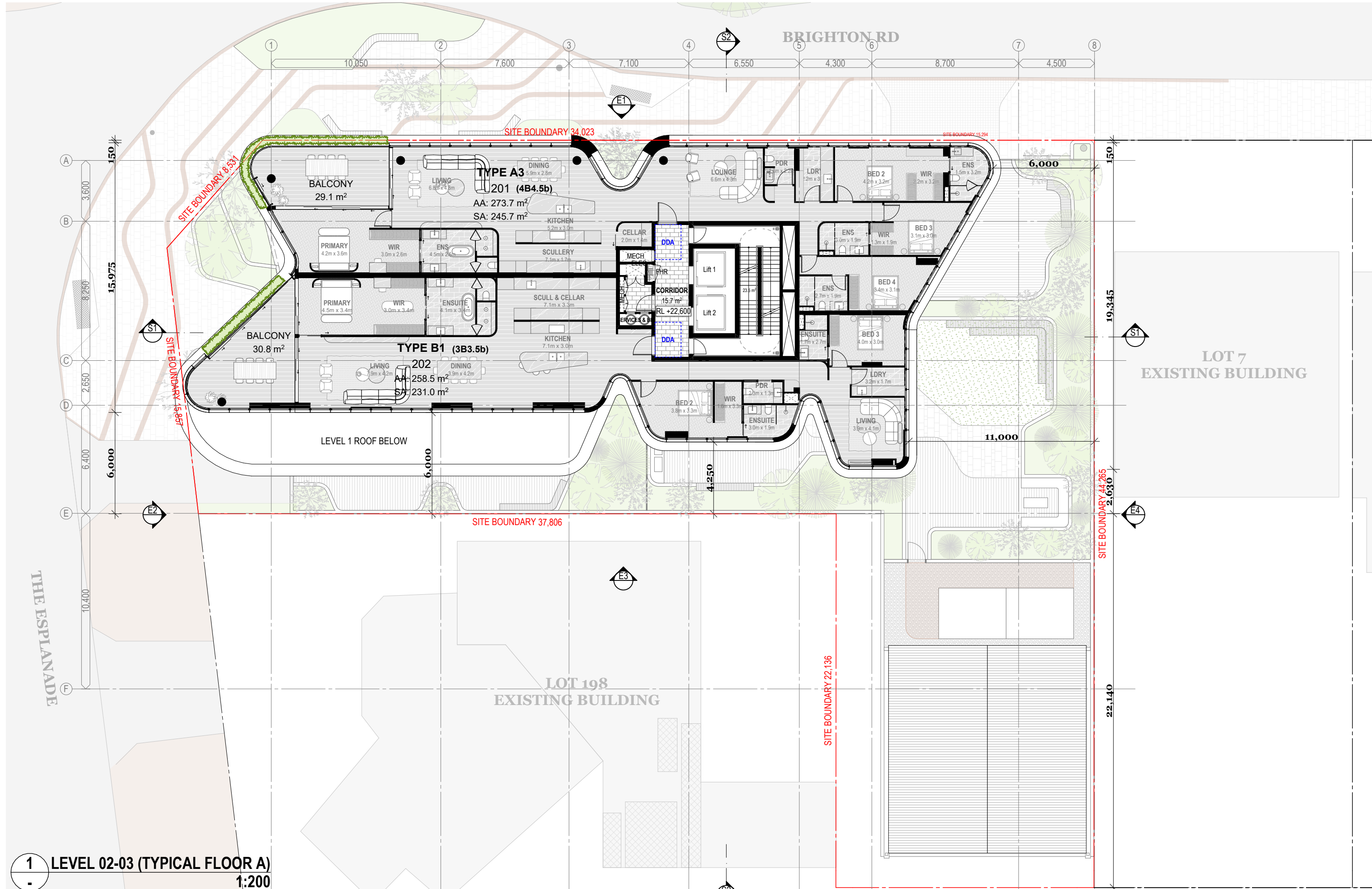
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D	27/11/2023	LH	DC	Development Application RFI Issue
C	21/11/2023	LH	CP	Development Application RFI Issue
B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name	194 The Esplanade
Project Number	00012991
Date	23/01/2024
Scale	1:200@A3

Drawing Name	Level 1 Plan
Drawing Number	DA204
Revision	D



1 LEVEL 02-03 (TYPICAL FLOOR A)
1:200



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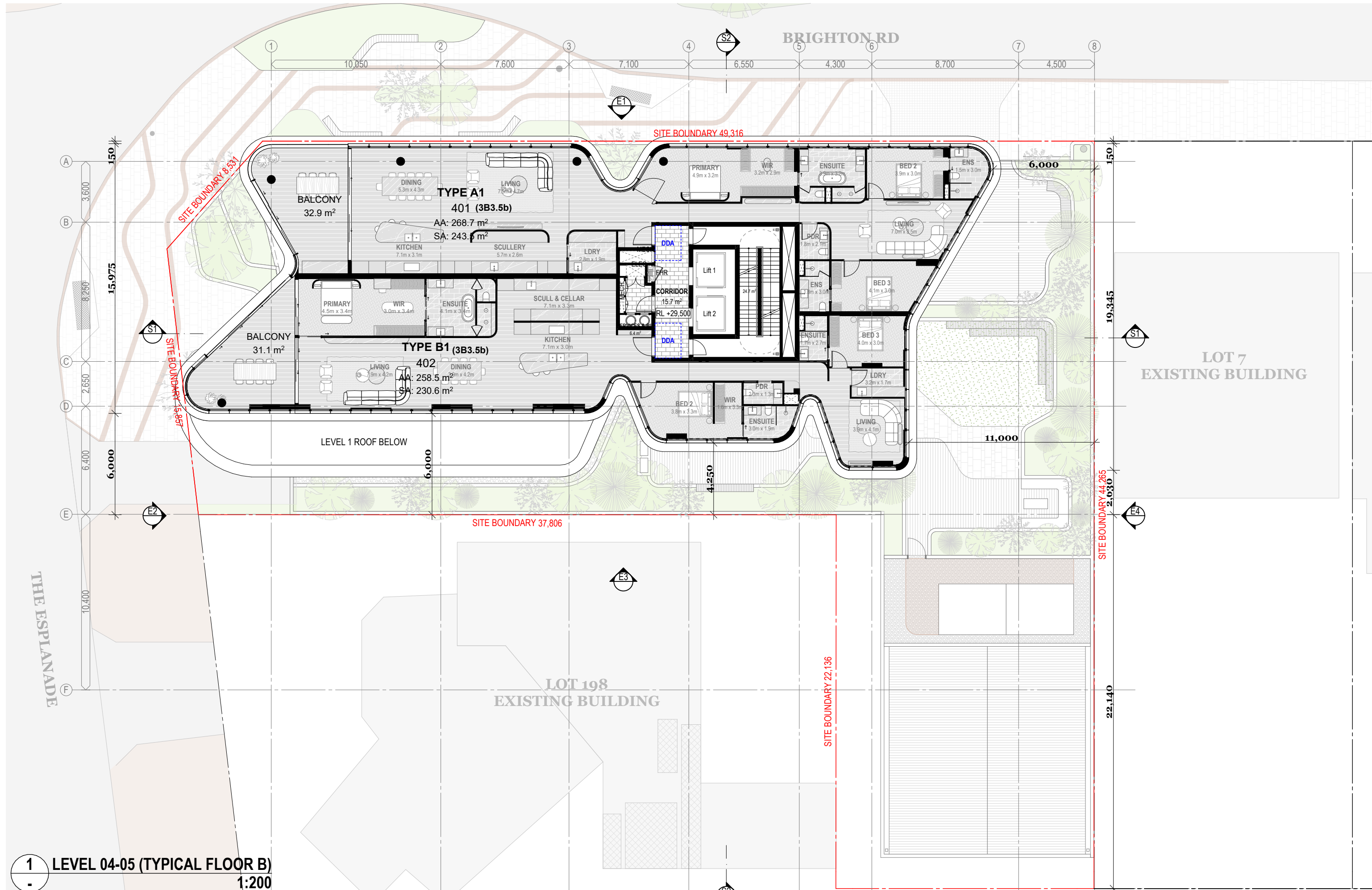
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B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name	194 The Esplanade
Project Number	00012991
Date	23/01/2024
Scale	1:200@A3

Drawing Name	Level 2-3 Plan - Typical Plate A
Drawing Number	DA205
Revision	C



1 LEVEL 04-05 (TYPICAL FLOOR B)
1:200



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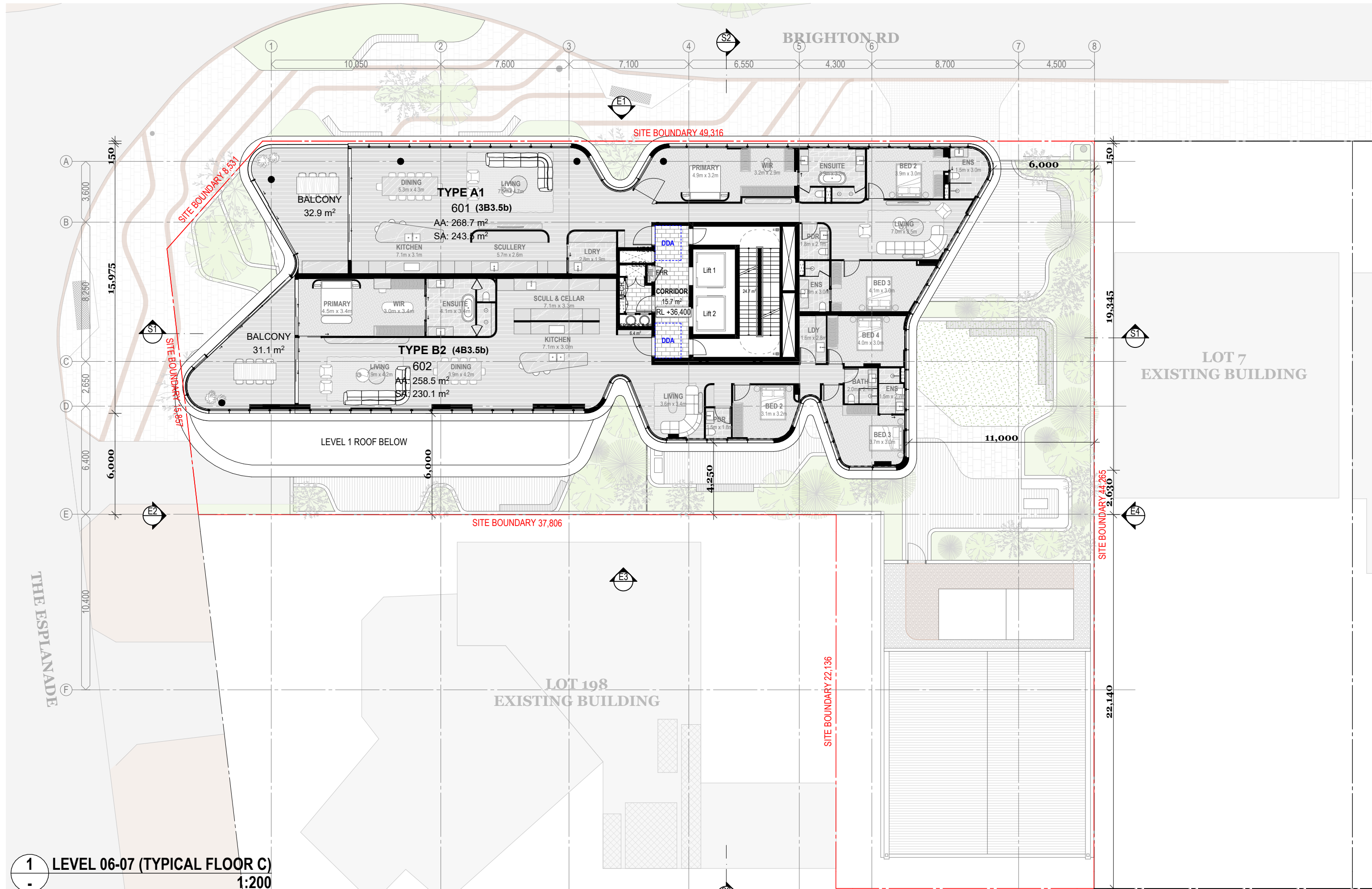
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B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name	194 The Esplanade
Project Number	00012991
Date	23/01/2024
Scale	1:200@A3

Drawing Name	Level 4-5 Plan - Typical Plate B
Drawing Number	DA206
Revision	C



1 LEVEL 06-07 (TYPICAL FLOOR C)
1:200



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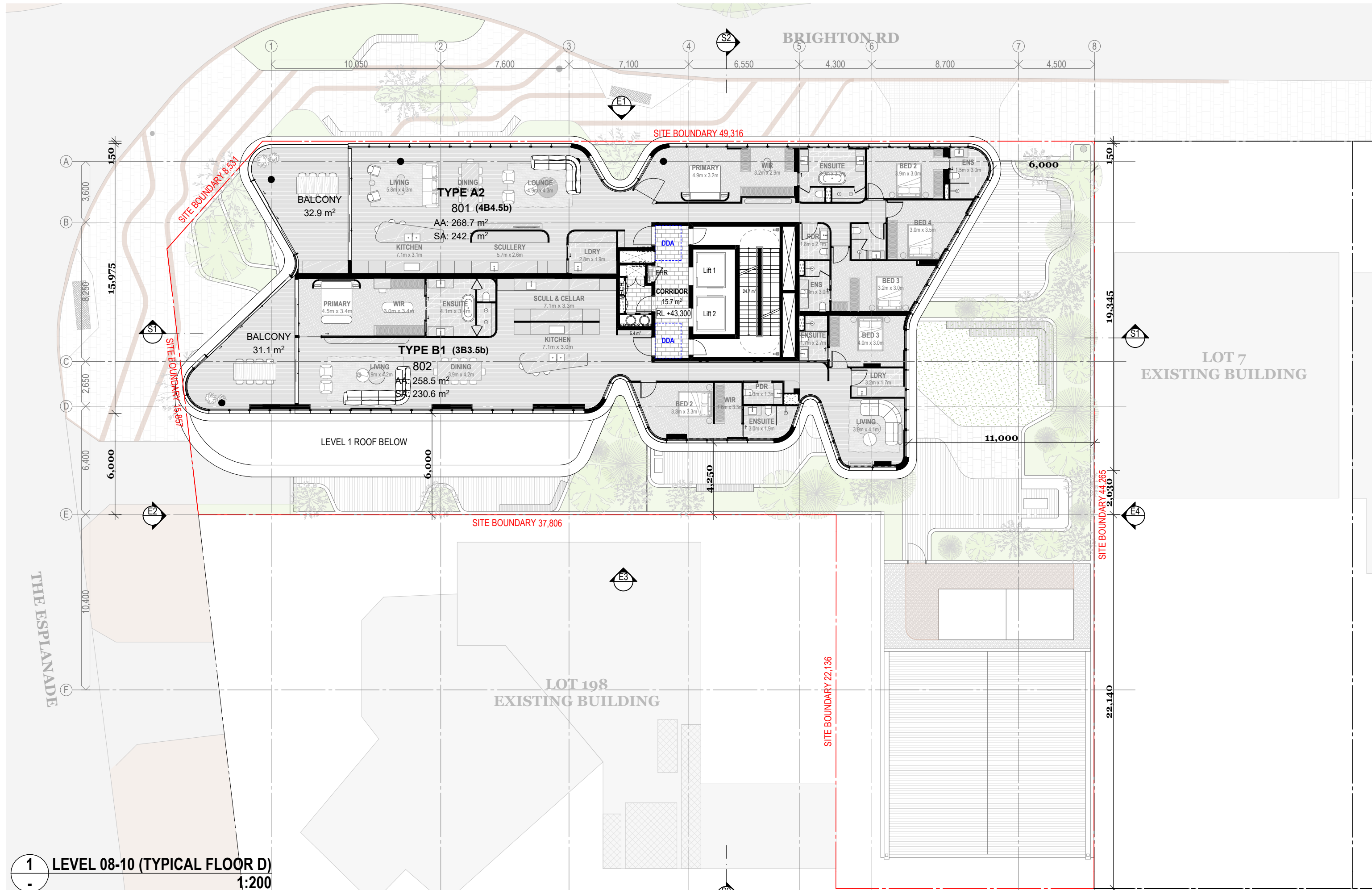
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B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
23/01/2024
1:200@A3

Drawing Name
Drawing Number
Revision

Level 6-7 Plan - Typical Plate C
DA207
C



1 LEVEL 08-10 (TYPICAL FLOOR D)
1:200



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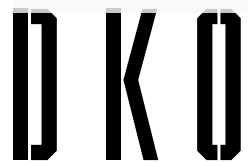
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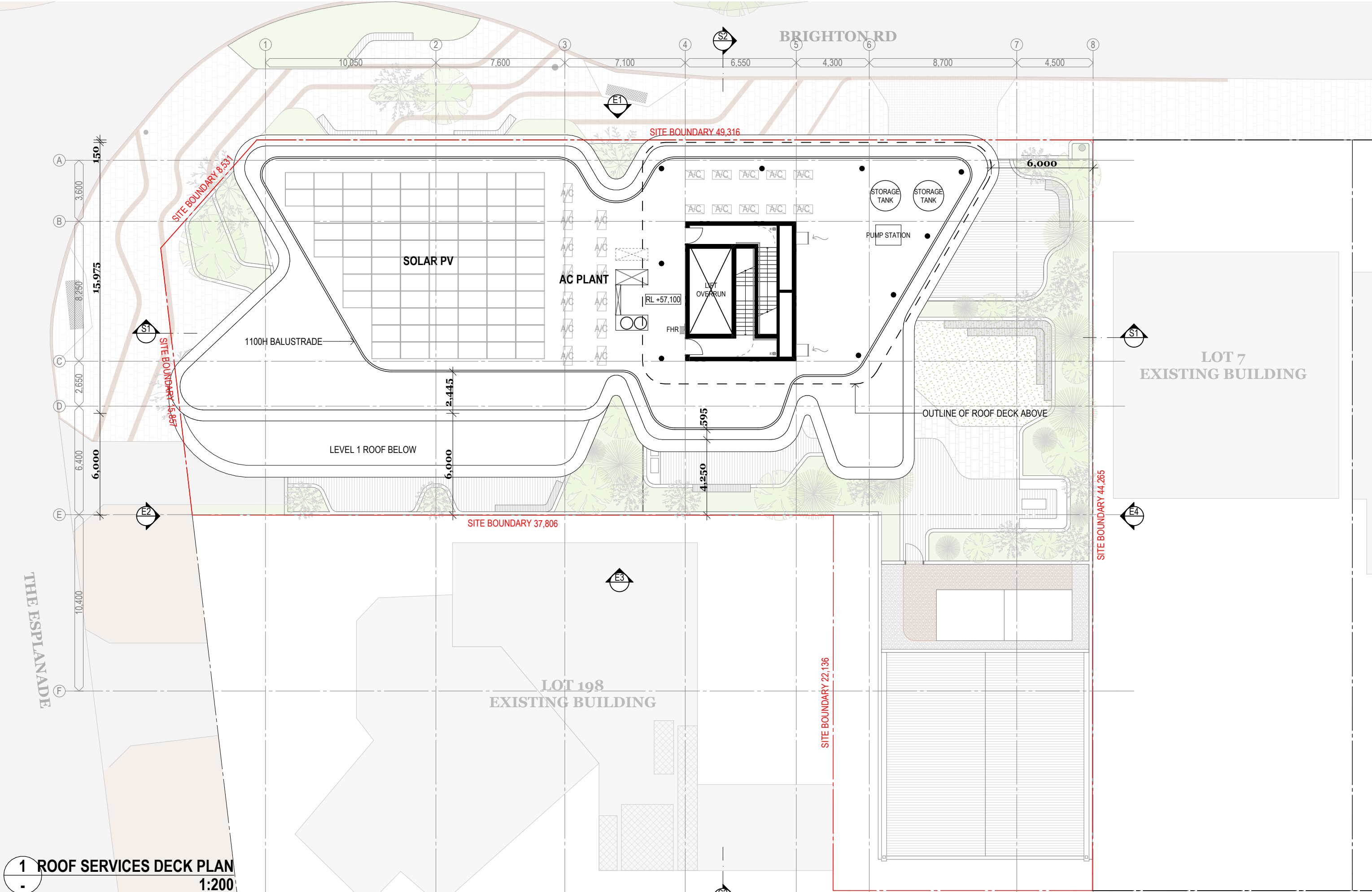
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B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name	194 The Esplanade
Project Number	00012991
Date	23/01/2024
Scale	1:200@A3

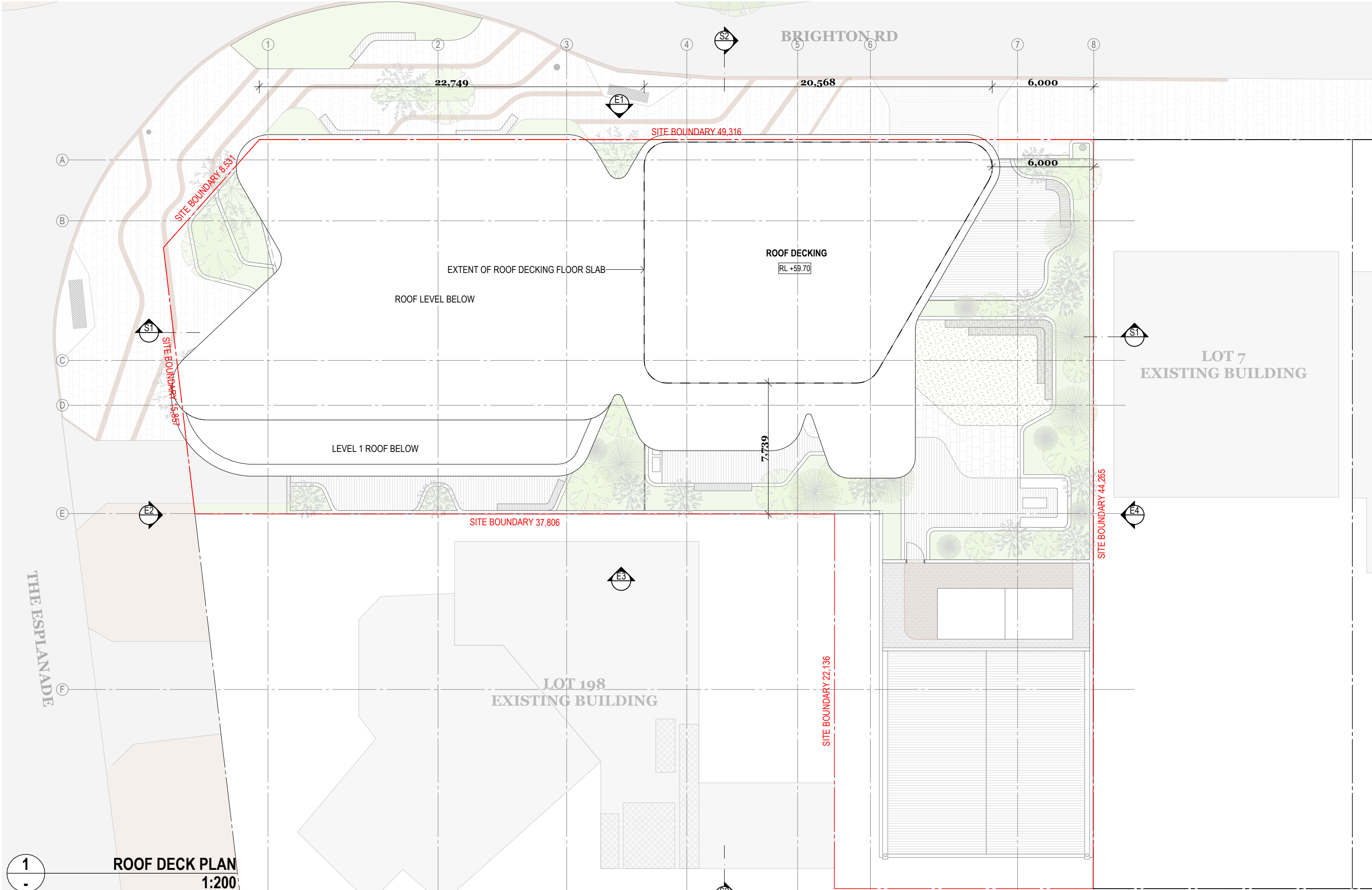
Drawing Name	Level 8-10 Plan - Typical Plate D
Drawing Number	DA208
Revision	C



Drawing Name	Level 11 Plan - Penthouse
Drawing Number	DA209
Revision	C



1 ROOF SERVICES DECK PLAN
1:200



1
-
ROOF DECK PLAN
1:200



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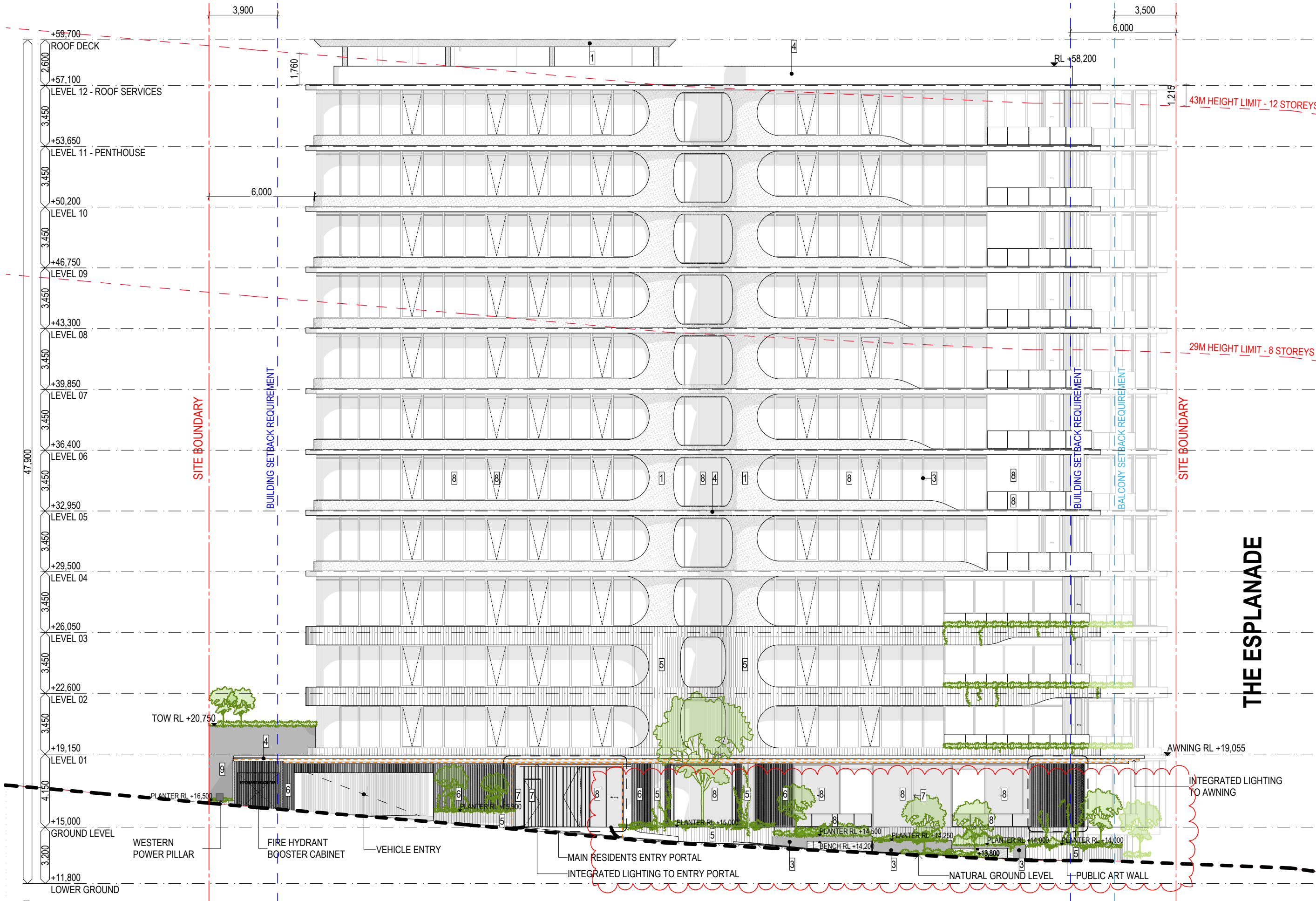
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B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name	194 The Esplanade
Project Number	00012991
Date	23/01/2024
Scale	1:200@A3

Drawing Name	Roof Deck Plan
Drawing Number	DA211
Revision	C



1 NORTH ELEVATION
1:200



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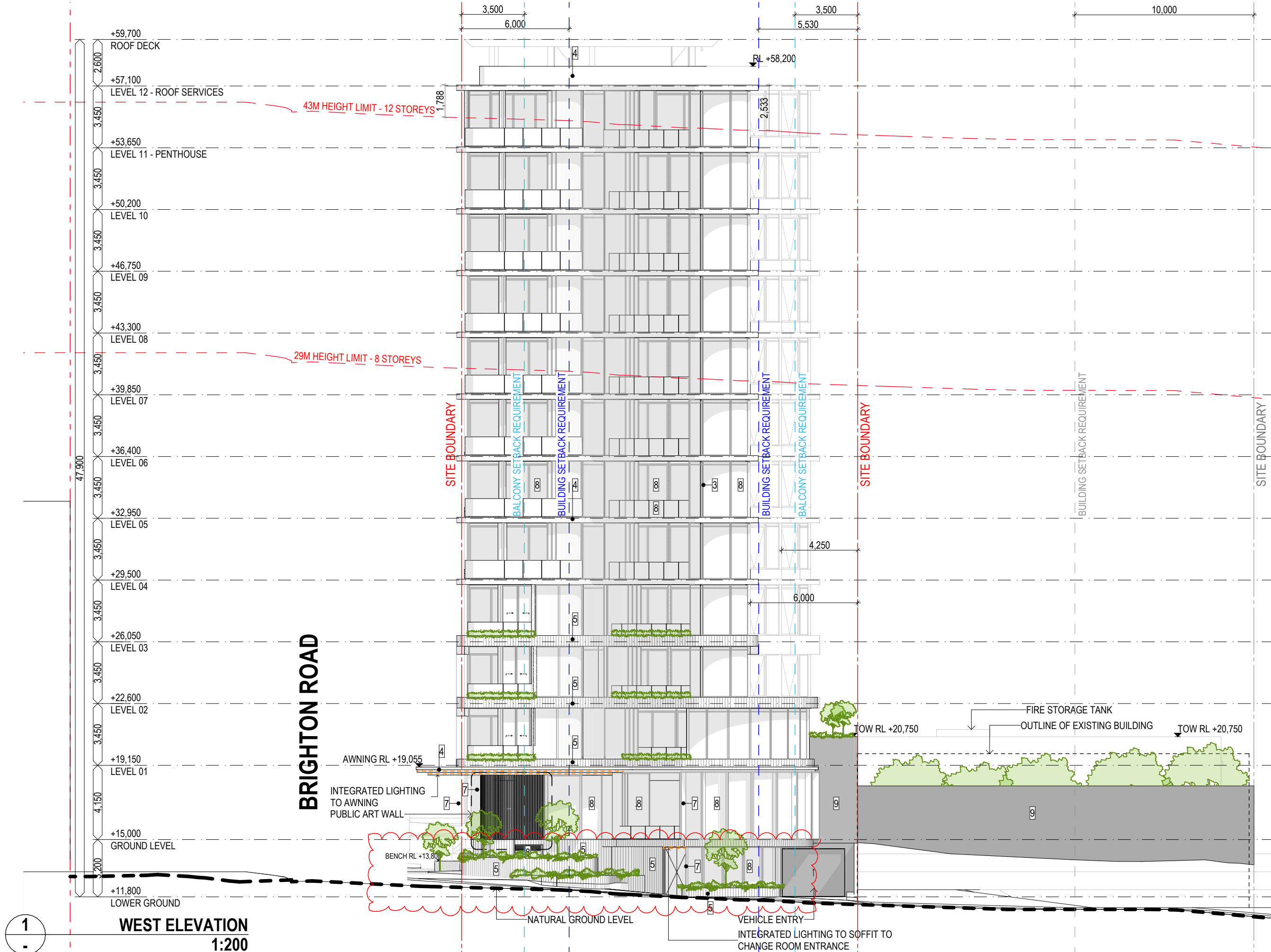
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D	23/01/2024	CP	CP	DA Landscape Update
C	21/11/2023	LH	CP	Development Application RFI Issue
B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name	194 The Esplanade
Project Number	00012991
Date	23/01/2024
Scale	1:200@A3

Drawing Name	North Elevation
Drawing Number	DA300
Revision	D



- 1. WARM TEXTURED RENDER
- 2. TIMBER / COMPOSITE SOFFIT
- 3. CHAMPAGNE POWDERCOAT
- 4. WHITE CONCRETE
- 5. TEXTURED RIBBED CONCRETE
- 6. TIMBER / COMPOSITE BATTENS
- 7. BRUSHED COPPER
- 8. TINTED GLASS
- 9. GREY RENDER

1

WEST ELEVATION
1:200

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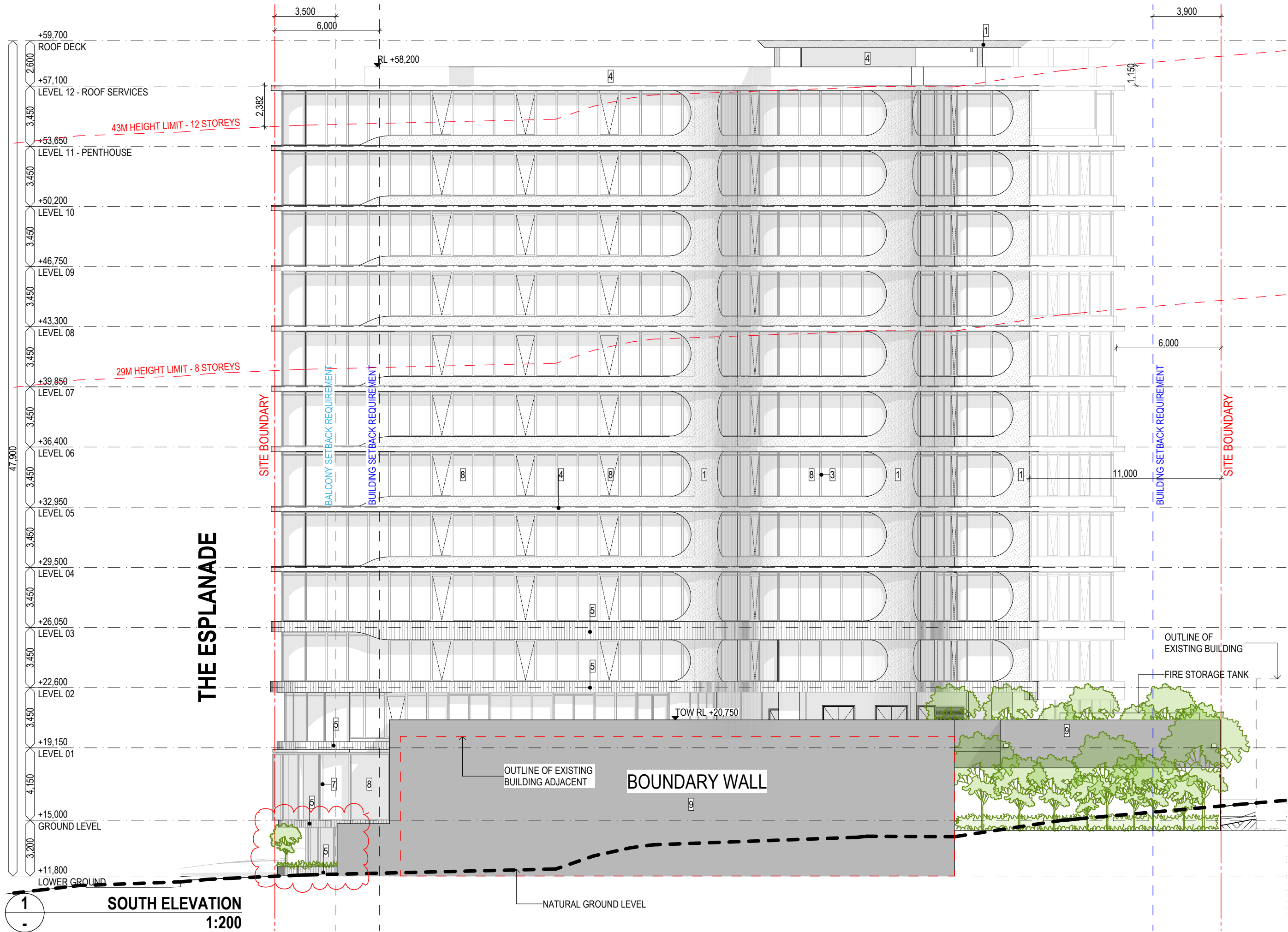
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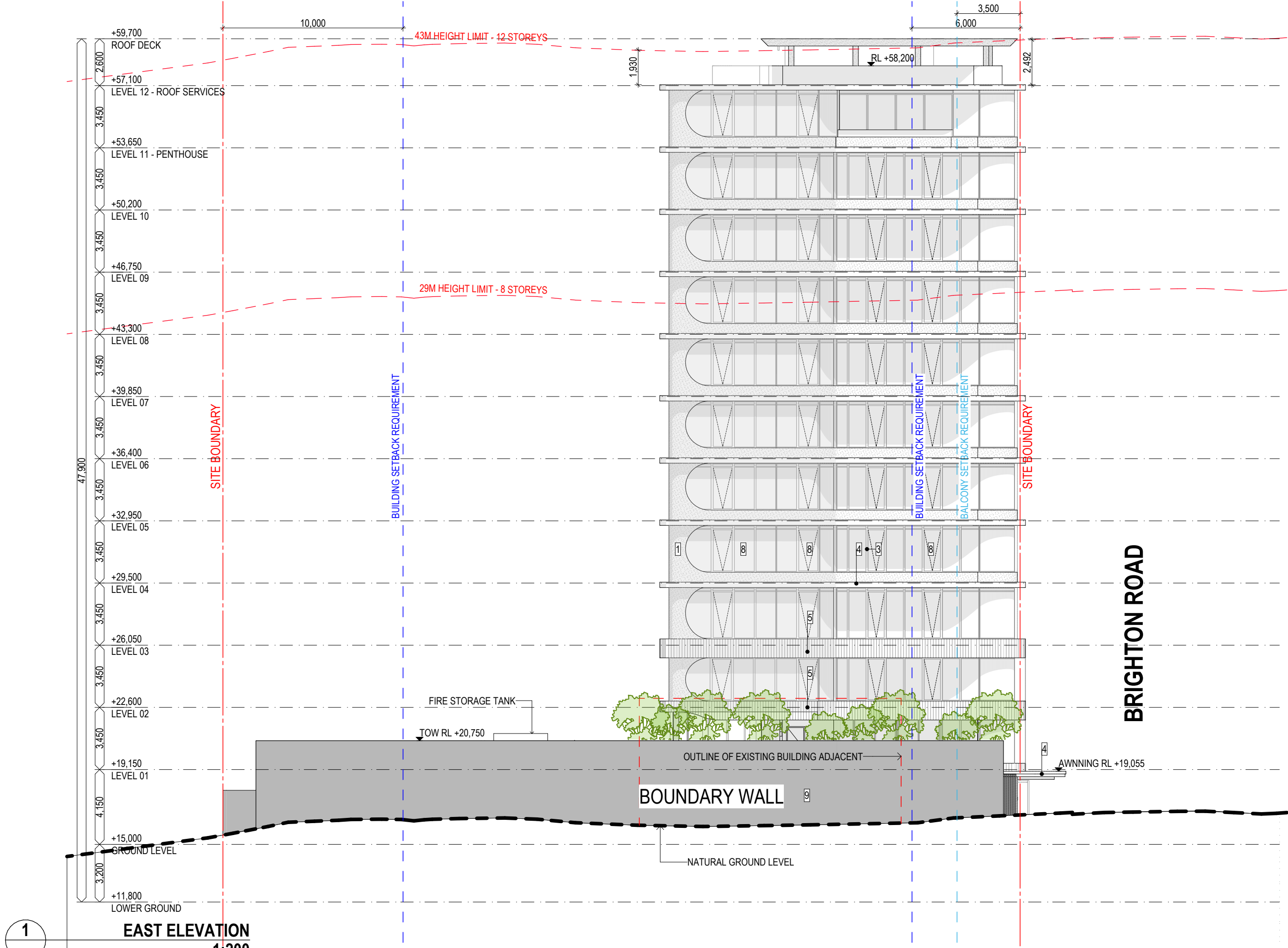
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C	21/11/2023	LH	CP	Development Application RFI Issue
B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name	194 The Esplanade
Project Number	00012991
Date	23/01/2024
Scale	1:200@A3

Drawing Name	West Elevation
Drawing Number	DA301
Revision	D



- 1. WARM TEXTURED RENDER
- 2. TIMBER / COMPOSITE SOFFIT
- 3. CHAMPAGNE POWDERCOAT
- 4. WHITE CONCRETE
- 5. TEXTURED RIBBED CONCRETE
- 6. TIMBER / COMPOSITE BATTENS
- 7. BRUSHED COPPER
- 8. TINTED GLASS
- 9. GREY RENDER



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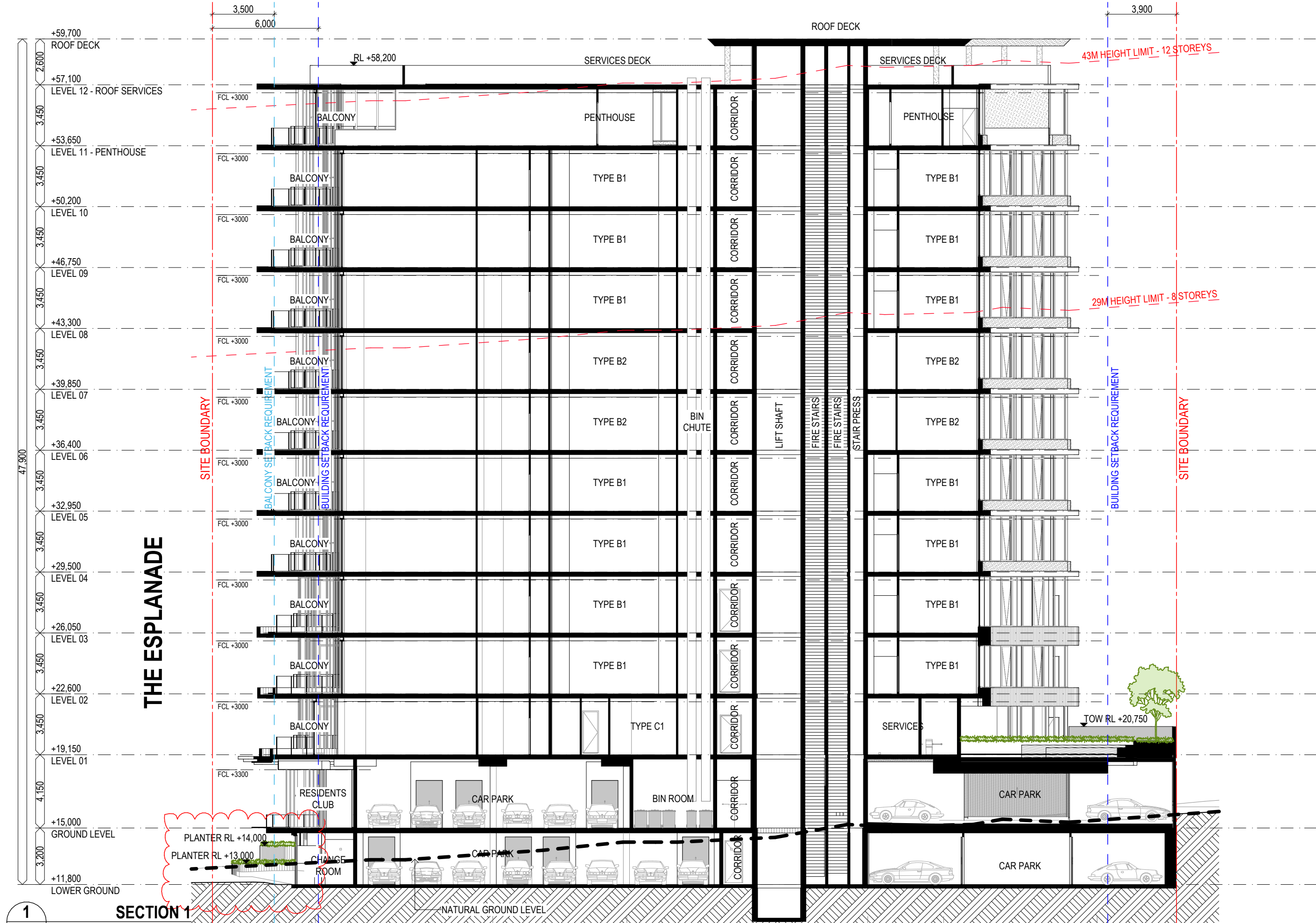
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C	21/11/2023	LH	CP	Development Application RFI Issue
B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name 194 The Esplanade
Project Number 00012991
Date 23/01/2024
Scale 1:200@A3

Drawing Name East Elevation
Drawing Number DA303
Revision C



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**SECTION 1
1:200**

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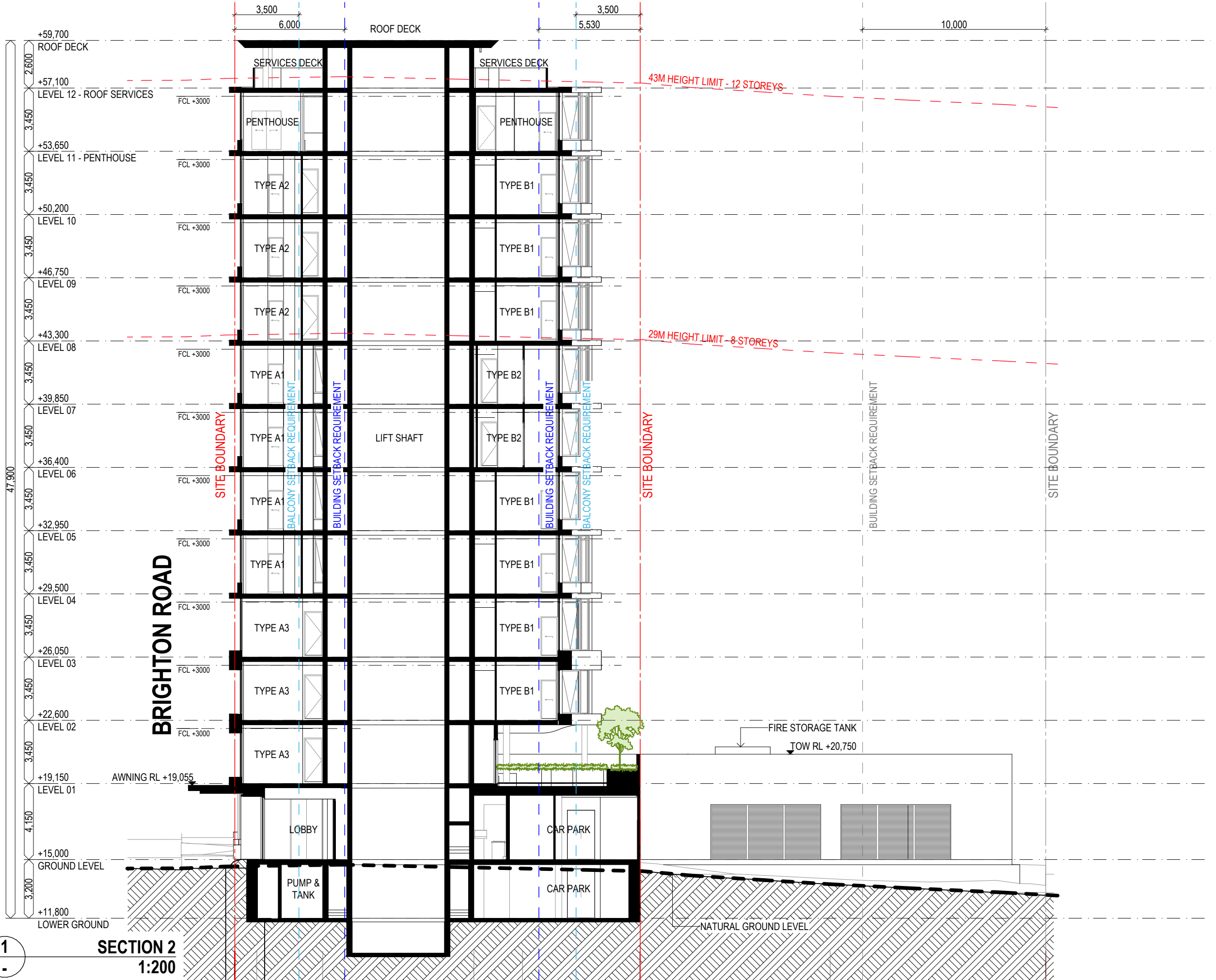
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C	21/11/2023	LH	CP	Development Application RFI Issue
B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name 194 The Esplanade
Project Number 00012991
Date 23/01/2024
Scale 1:200@A3

Drawing Name Section
Drawing Number **DA304**
Revision **D**



1
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SECTION 2
1:200

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Rev	Date	By	Chk	Description
C	21/11/2023	LH	CP	Development Application RFI Issue
B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
23/01/2024
1:200@A3

Drawing Name
Drawing Number
Revision

Section
DA305
C

| Artists Impression



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B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

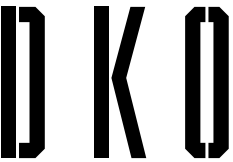
Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
25/01/2024
@A3

Drawing Name
Drawing Number
Revision

Artists Impression
DA515
C

| Artists Impression



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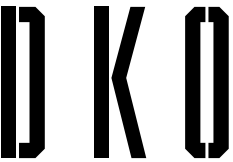
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B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name 194 The Esplanade
Project Number 00012991
Date 25/01/2024
Scale @A3

Drawing Name Artists Impression
Drawing Number DA518
Revision C

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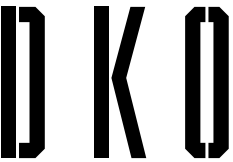
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B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name 194 The Esplanade
Project Number 00012991
Date 25/01/2024
Scale @A3

Drawing Name Artists Impression
Drawing Number DA520
Revision C

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A	25/01/2024	CP/GK	CP	DA Landscape Update

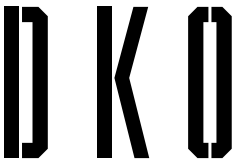
Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
25/01/2024
@A3

Drawing Name
Drawing Number
Revision

Artists Impression
DA521
A

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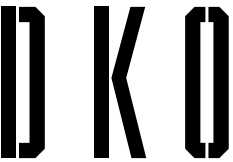
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C	25/01/2024	CP/GK	CP	DA Landscape Update
B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name	194 The Esplanade
Project Number	00012991
Date	25/01/2024
Scale	@A3

Drawing Name	Artists Impression
Drawing Number	DA522
Revision	C



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Rev	Date	By	Chk	Description
A	25/01/2024	CP/GK	CP	DA Landscape Update

Project Name	194 The Esplanade
Project Number	00012991
Date	25/01/2024
Scale	@A3

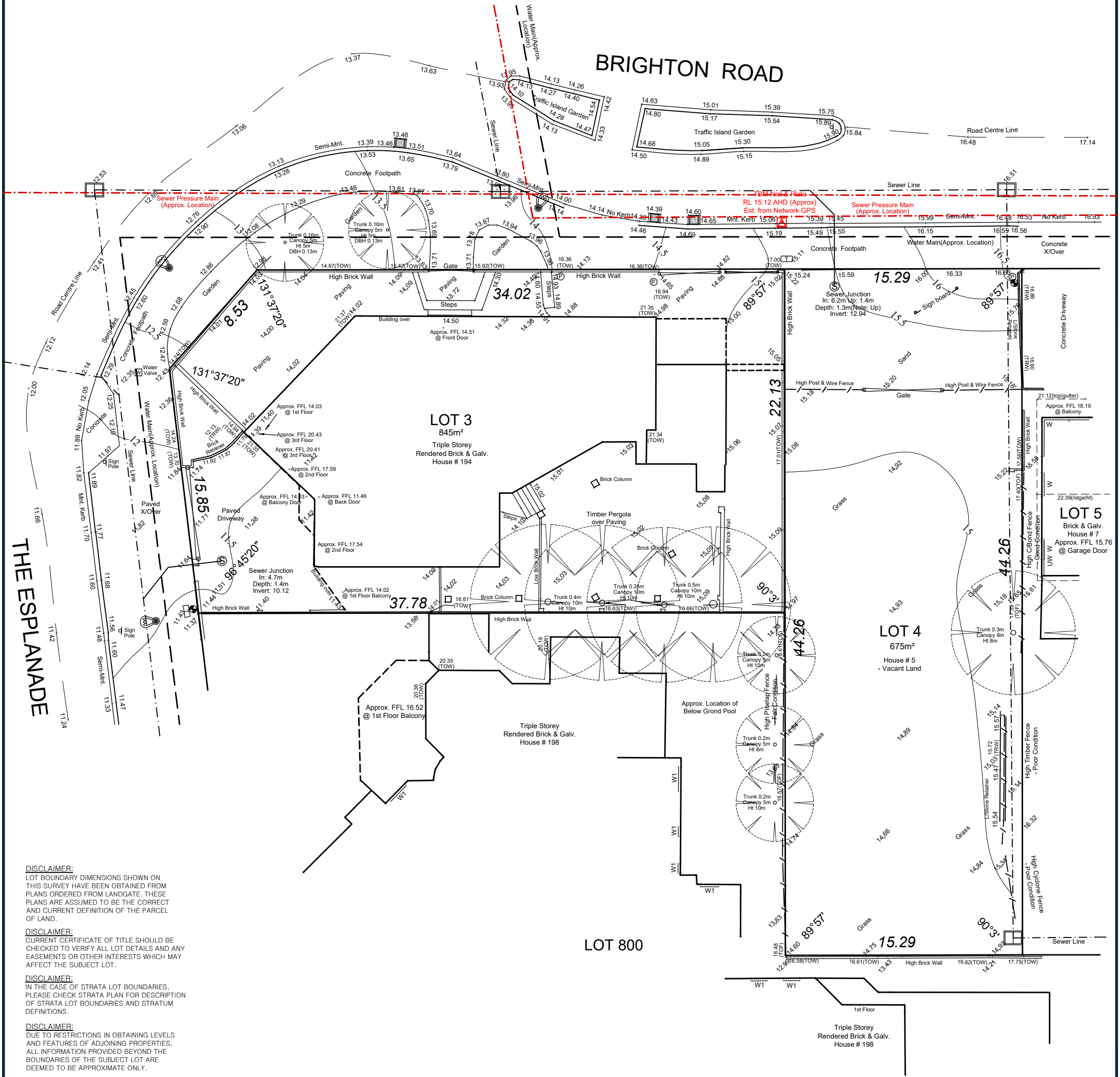
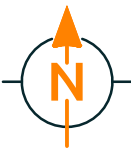
Drawing Name	Artists Impression
Drawing Number	DA523
Revision	A



SYMBOL LEGEND:

- WATER METER SEWER AC TELSTRA PIT POWER DOME TREE (TO SCALE) LIGHT POLE
TEMP. BENCHMARK D DOOR W WINDOW W1 1ST FLOOR WINDOW UW UNDERCROFT WINDOW

SURVEY CO-ORDINATES: ARBITRARY
SURVEY DATUM: AHD (APPROX.)



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CONSULTING
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SCARBOROUGH
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See Plan
LOT AREA:
Check MRA
R CODE:
D9589
PLAN:
1770/610
1668/656
TITLE:

VS009587
JOB NUMBER
DRAFTED BY: SH
CHECKED BY: DS
DRAFTING DATE: 18.10.2023
SURVEY DATE: 06/10/2023
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Attachment 2 – Aerial Location Plan



Attachment 3 – Metropolitan Region Scheme Zoning Map



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



Attachment 5: Applicant's Original Planning
Report Received on 1 September 2023

City of Stirling
01 Sep 2023
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Development Application Report

Multiple Dwelling Development

Lot 3 (194) The Esplanade and Lot 4 (5) Brighton Road, Scarborough



Prepared for
Gary Dempsey Developments
August 2023

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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of Gary Dempsey Developments, the landowner and proponent of the proposed residential development on Lot 3 (194) The Esplanade and Lot 4 (5) Brighton Road, Scarborough (**subject site**).

Planning Solutions has prepared the following report in support of an Application for Development Approval for a 12-storey multiple residential development on the subject site. This report will address various issues pertinent to the proposal, including:

- Background
- Site details
- Proposed development
- Town planning considerations

The proposed application seeks approval for the removal of all existing buildings and structures on the subject site, and the subsequent development of a 12-storey residential development comprising 21 multiple dwellings, as well as associated landscaping, parking, amenities, and vehicle access.

The development is located within the evolving Scarborough locality and will provide high-quality housing within an area close to public transit, amenities and the Scarborough activity centre.

The boutique, mid-rise development is designed in a contextual and site-responsive manner, referencing the coastal character and emerging contemporary character of Scarborough. The architecture of the development is emphasised by a built form and materiality that responds to neighbouring patterns of development and the surrounding environment, whilst providing contemporary, sustainable, and liveable residences.

With a highly engaging and active streetscape response comprising substantial glazing treatments, landscaping and communal residential areas, the ground floor frontages to The Esplanade and Brighton Road create an integrated link between the public and private realms.

Overall, the proposed development comprises an exceptional design product, with strong sustainability outcomes and amenities. The development is demonstrated to meet all relevant environmental noise, acoustic, and waste management requirements.

Accordingly, it is respectfully requested that the Metro Inner-North Joint Development Assessment Panel consider the application on its merits and approve the development.

2 BACKGROUND

2.1 Planning Framework Normalisation

The subject site was most recently within the boundaries of the Scarborough Redevelopment Area (**Redevelopment Area**). The Redevelopment Area was subject to the provisions of the Scarborough Redevelopment Scheme No. 1 (**SRS1**) and associated planning controls.

Under the provisions of the *Metropolitan Redevelopment Authority Act 2011* (**MRA Act**), DevWA was the responsible authority for planning and development control within the redevelopment area and the provisions of the Metropolitan Region Scheme and the City's Local Planning Scheme No. 1 (**LPS1**) were not applicable.

On 9 August 2023, DevWA revoked SRS1 in accordance with Section 58 of the MRA Act, transferring planning control for the subject site back to the City. Amendment No. 124 to the City's LPS1 was gazetted on the same day, normalising the provisions of SRS1, as well as the various applicable design guidelines and policies, into the City's local planning framework.

2.2 Pre-Lodgement Engagement

Consultation and pre-lodgement engagement has previously occurred with DevelopmentWA (**DevWA**) with respect to the proposed development since mid-2022. This included multiple pre-lodgement meetings with planning officers from DevWA.

Owing to the normalisation process been undertaken by DevWA to reinstate planning control of the Redevelopment Area back to the City of Stirling (**City**), pre-lodgement meetings were also held with City's senior planning officers.

2.2.1 City of Stirling

On 22 March 2023 and 24 July 2023, representatives of the project team (Gary Dempsey Developments, DKO Architects and Planning Solutions) attended meetings with the City's senior planning officers. This engagement sought to seek preliminary feedback for the proposed development.

During preliminary engagement meetings, several key matters were discussed with respect to the proposal and relevant planning considerations, particularly in relation to:

- Normalisation process and reinstatement of planning control to the City;
- Design review and design excellence requirements of the DevWA planning framework;
- Specific built form controls and potential discretionary considerations; and
- Housing diversity and affordability.

Preliminary feedback received from the City has been considered in the finalisation of the development plans and application submission.

2.2.2 Design Review

Given the significant progression of the normalisation process the project team determined that the proposed development was most appropriately reviewed by City's Design Review Panel (**DRP**).

The City's DRP has considered the proposed development on two occasions; 11 May 2023 and 25 June 2023. At both meetings, the DRP provided general support for the design intent of the development and provided feedback on several key design considerations.

Design Review 1

The first meeting with the City's DRP was held on 11 May 2023 where early engagement with Panel was acknowledged. The DRP provided comments with respect to the Design Principles of State Planning Policy 7 (SPP7), with the following key comments:

- Massing of bulk and scale to the corner of The Esplanade and Brighton Road.
- Ground level street activation and legibility of the building entry.
- Landscaping outcomes to the communal areas and street interface.
- View corridors from the eastern property.
- Opportunities for greater sun protection and implantation of shading devices.
- Resolution of affordable housing provision.

In the summary design report recommendations, the Panel stated:

Notwithstanding the range of recommendations by the panel which will help evolve the proposal generally, in its current form the proposal is heading in a positive direction towards obtaining the Panel's support.

Refer **Appendix 1**, DRP DR1 meeting minutes.

Design Review 2

A refined proposal was reviewed by the DRP on 25 June 2023. The panel acknowledged improvements to elements of the design scheme and provided commentary around design considerations still requiring further refinement.

The DRP recommendations address all design principles of SPP7, but recommendations provided focus on the following key areas of the design in the DRP's design advice:

- Impacts of view corridors from built form on the southern side of the building.
- Refinement of ground level landscaping along Brighton Road to create improved interface outcomes with the public realm.
- Resolution of internal and external resident communal areas to create high amenity outcomes for residents.
- Affordable housing provision.
- Podium language to achieve an improved human scale response.

The comments and recommendations of the DRP DR2 have been taken into consideration in the final design outcome and are integrated into the development plans.

Refer **Appendix 1**, DRP meeting minutes.

Refer **Appendix 2** Architectural Design Report, detailing the architect's response to feedback received from the DRP.

2.3 Previous Development Approval

On 20 November 2017, the Metropolitan Redevelopment Authority (now known as DevelopmentWA) granted approval for a 12-storey mixed use development on the subject site. The development comprised two commercial tenancies, 37 residential dwellings, and associated parking (68 bays), access, landscaping, and amenities. This approval lapsed on 20 November 2019.

Refer **Figure 1** below for a render of the previously approved development.



Figure 1 – Previous development perspective, as viewed from The Esplanade.

In the period following the approval, several designs for the site were investigated, including a 17 - 19 storey scheme that went through several design reviews but was ultimately not progressed.

3 SITE DETAILS

3.1 Land Description

The subject site comprises two freehold lots identified as Lot 3 (194) The Esplanade and Lot 4 (5) Brighton Road, Scarborough.

Refer **Table 1** below for a description of the subject site.

Table 1 – Lot Details

Lot	Deposited Plan	Volume	Folio	Area (m²)
3	9589	1688	656	845
4		1770	610	677
Total:				1,522

The Certificate of Title relevant to both lots comprising the subject site does not list any encumbrances.

Refer **Appendix 3**, Certificates of Title and Deposited Plan applicable to the subject site.

3.2 Site Context and Analysis

3.2.1 Existing Development and Site Conditions

The subject site currently comprises a three storey single residential dwelling with associated landscaping, access, and parking at 194 The Esplanade, and a vacant lot at 5 Brighton Road which was historically utilised for residential purposes.

All existing buildings and improvements will be removed as part of the application.

The site slopes from a high of 16.14 AHD on the north eastern corner to a low of 11.48 AHD on the south western corner.

Refer **Appendix 4**, development plans, containing the site feature survey and **Appendix 13**, Dial Before You Dig Servicing Mapping.

3.2.2 Context

The subject site is situated within the municipality of the City of Stirling, within the established and evolving neighbourhood of Scarborough. The subject site is located approximately 11.7 kilometres north west of the Perth city centre and 3.6km west of the Stirling city centre.

The subject site is immediately bounded by The Esplanade to the west, Brighton Road to the north, and residential development to the south and east. Scarborough and Brighton Beach is situated on the opposite side of the Esplanade with the Scarborough Beach mixed commercial and civic precinct situated on the opposite side of Brighton Road.

Brighton Road connects the subject site to West Coast Highway and Scarborough Beach Road, which provide arterial connections to the broader metropolitan region.

Broadly, the subject site is surrounded by a diverse mix of civic, residential, and commercial developments and activities of varying typologies, including various emerging medium to high density residential development.

The site is also surrounded by the following key land uses and attractions:

- Brighton Reserve Public Open Space, opposite the site.
- Scarborough Beach Pool, approximately 220m north.
- Luna Shopping Centre, approximately 350m north.
- Rendezvous Scarborough Hotel, approximately 360m north.
- Scarborough Primary School, approximately 900m east.
- Herdsman Lake, approximately 4.3km south east.

The subject site is accessible by public transport with high frequency bus services provided from the Scarborough Beach Bus Station, situated approximately 420m north. The subject site is accessible by foot or bike, achieving a walk score of 60¹.

Refer **Figure 1**, Aerial photograph of the subject site and surrounds.



Figure 2 – Aerial photograph

¹ <https://www.walkscore.com/score/194-the-esplanade-scarborough-wa-australia>

4 PROPOSED DEVELOPMENT

This application seeks approval for the removal of all existing buildings and subsequent development of a 12-storey residential development comprising 21 multiple dwellings, as well as associated landscaping, parking, amenities, and access.

Renders of the proposed development are provided in **Figures 3-8** below.



Figure 3 - Development perspective, as viewed from Brighton Reserve.



Figure 4 - Development perspective, as viewed from The Esplanade.



Figure 5 - Development perspective, as viewed from The Esplanade.



Figure 6 - Development perspective, ground floor plane as viewed from The Esplanade.



Figure 7 - Development perspective, ground floor plane as viewed from Brighton Road.



Figure 8 - Development perspective, ground floor plane as viewed from Brighton Road.

4.1 Development Summary

A detailed summary of the proposed development is provided in **Table 2** and **3** below.

Table 2 - Development Summary

Particulars	Proposed
Height:	12 storeys / 44.9 metres to the roof deck.
Minimum Setbacks:	Primary Street (The Esplanade): 1.1m to the lower ground, nil from the ground to the roof Secondary Street (Brighton Road): 1.1m to the lower ground, nil from the ground to the roof Side (east): Nil to the ground, 6m from the first floor to the roof Side (south): Nil to the ground, 2.6m from the first floor to the roof
Car Bays:	55 bays
Bicycle Bays:	35 bays
Landscaping:	26 trees, 153m ² deep soil areas, 210m ² on-structure planting
Land Use:	Multiple Dwellings

Table 3 - Development Particulars

Level	Summary
Lower-Ground Floor	- Residential lift lobby, two lifts, stairs, and surfboard and bike store. - Change room space and two enclosed cubicles. - Landscaped terrace, including seating areas and outdoor shower. 4.3m crossover to The Esplanade, providing access to the internal parking area via ramp. 22 residential parking bays. - Six allocated visitor parking bays. 11 residential storerooms, each with an area of 13m². - Car wash station. - Pump and tank room.
Ground Floor	- Residential lobby, comprising lounge, accessible toilet, mailroom, two lifts, and stairs. - Separate residents lounge and residents club. - Landscaped terrace, including seating areas and shower. 6.4m crossover to Brighton Road, providing access to the internal parking area via ramp. 20 residential parking bays. - Five allocated visitor bays. - Two shared visitor bays. 10 residential storerooms, each with a site area of 13m². - Two bin stores, providing general waste/recycling and FOGO/bulk waste storage, respectively. - Building services zones. - Deep soil zones.
1st Floor	- Two apartments comprising: - Three bedroom dwelling (214.5m² floor area with 32.6m² balcony). - Four bedroom dwelling (145.5m² floor area with 29.1m² and 45.3m² balconies). - Internal corridor, lift, stairs, and bin room. 204.5m² outdoor communal area, comprising dining, seating, and landscaped areas. - Services and bin stores.
2nd – 3rd Floor	- Two apartments per floor comprising: - Three bedroom dwelling (233.6m² floor area with 30.8m² balcony). - Four bedroom dwelling (245.3m² floor area with 29.1m² balcony). - Internal corridor, lift, stairs, and bin room. - On-structure planters.

Level	Summary
4 th – 5 th Floor	- Two apartments per floor, each comprising three bedroom dwelling (243m² and 233m² floor area with 32.9m² and 31.1m² balcony, respectively). - Internal corridor, lift, stairs, and bin room. - Services and bin stores.
6 th – 7 th Floor	- Two apartments per floor comprising: - Three bedroom dwelling (243m² floor area with 32.9m² balcony). - Four bedroom dwelling (233m² floor area with 31.1m² balcony). - Internal corridor, lift, stairs, and bin room. - Services and bin stores.
8 th – 10 th Floor	- Two apartments per floor comprising: - Three bedroom dwelling (233m² floor area with 31.1m² balcony). - Four bedroom dwelling (243m² floor area with 32.9m² balcony). - Internal corridor, lift, stairs, and bin room. - Services and bin stores.
11 th Floor	- A single four-bedroom dwelling (470m² floor area with 64.9m² and 10m² balconies). - Internal corridor, lift, stairs, and bin room. - Services and bin stores.
Roof	- Solar PV cells, air conditioning and hot water units. - Lift overrun and stairs.

Refer **Appendix 4**, Development Plans.

4.2 Built Form

The development is designed in a site-responsive and contextual manner, referencing the prevailing coastal context and contemporary character of the locality. This is achieved through inclusion of curved building forms, placement of building mass, materiality, and significant landscape response.

Figure 9 below shows the built form outcome based on the planning framework (left) vs the proposed built form outcome (right).

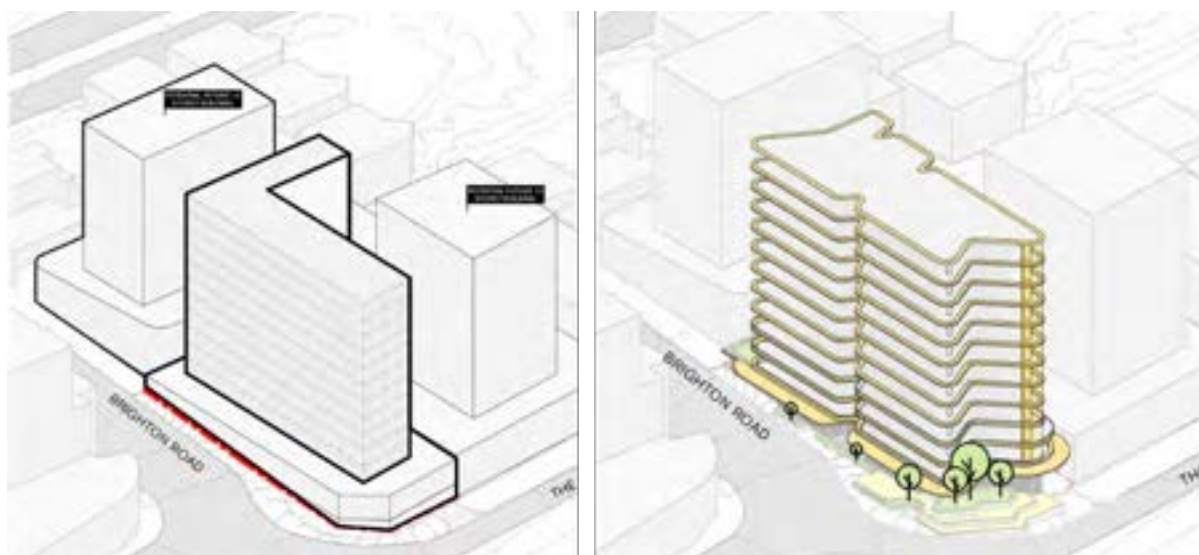


Figure 9 – Compliant built form development outcome vs proposed built form development outcome

As per **Figure 9**, due to the irregular shape of the subject site, a compliant development (left image above) would deliver a building form that provides a sub-optimal design outcome and may diminish the amenity of future development of the adjoining Brighton Road site.

By shifting the building mass to the corner, the development acts as a 'bookend' at The Esplanade and Brighton Road street corner and sits within an area proposed for mid to high-rise development. Setbacks of building form to the south and east ensures the proposed development respects existing neighbouring developments. Separation of building form creates transition to adjoining sites and will allow greater building separation when adjoining sites seek to redevelop in the future.

The proposed development as shown in **Figure 9** (right) above demonstrates a development that responds to the constraints of the subject site, that will create a distinctive architectural form within the precinct and will allow a transition from the higher-intensity mixed use developments to the north of the site to the lower intensity development to the south and east.

Overall, the mid-rise development will provide a lasting contribution to the Scarborough precinct and The Esplanade streetscape, with a well-considered building which sets a precedent for high-quality design and sustainability excellence in the locality.

Specifically, the development has the following key design and architectural attributes:

- The development has been designed to reference surrounding coastal textures and patterns, as well as the emerging built form of the locality. The includes the curved building form, articulated mass, and use of warm tones and materials. Textured concrete, timber cladding, glazing, and copper finishes complement the Scarborough architectural identity.
- The building mass has been shifted to The Esplanade and Brighton Road corner, creating a prominent landmark feature, whilst providing greater separation between the interface to neighbouring properties. Building location and articulation reduces bulk and scale and provides opportunities for landscaping to soften the building edges directly adjoining existing residential properties to the south and east.
- The position and architectural form of the tower has been designed so minimise impact on potential view corridors from adjoining residential properties, as well as to reduce overshadowing to Brighton Reserve. The development proposes 1,294m² less shadow than a compliant development.
- The ground floor plane responds to the topography of the site, incorporating an active and engaging frontage. Extensive landscaping and seating within the public realm, and outward facing internal communal areas, ensures passive surveillance and activation to the street.
- Both parking levels are positioned within the lower floors of the site and are sleeved from public view. Two crossovers are required to achieve access to each level due to the topography of the site, however, their widths have been minimised to improve street conditions.
- Significant deep soil zones and on-structure planting softens the built form, whilst providing a strong biophilic response. Species have been selected to ensure survival in a coastal setting and to complement the architectural form. Landscaping zones are concentrated along the street setback areas and lot boundaries with residential properties to support the developments interface with the public realm and adjoining properties.
- A high level of residential amenity is proposed for residents and visitors, including both indoor and outdoor communal areas. These spaces encompass internal lounges, a podium communal terrace, residents club, and passive recreation spaces. In total, the development provides 316m² of communal amenity space for residents to enjoy.

Refer **Appendix 2**, Design Report, **Appendix 5**, SPP7 Design Response

4.3 Sustainability

The proponent has a strong track record of constructing highly sustainable developments. Full Circle Design Services has been engaged as the project sustainability consultant, with the lead consultant a Green Star Accredited Professional.

The proposed development is targeting Australian Excellence in sustainability design outcomes, aiming to achieve a 5 Star Green Star rating through the Green Star Buildings rating system.

The proponent is committed to achieving a sustainable design outcome, with key sustainability measures including:

- Solar photovoltaic system with 25kW peak output solar array
- EV charging facilities for all units
- Reduction of fossil fuel usage
- Building performance and operation management
- High efficiency appliances and high-performance building envelope
- External and internal shading measures and 100% of apartments with natural ventilation.

Refer **Appendix 6**, Sustainability Assessment.

4.4 Landscaping

The development proposes 363m² of soft landscaping treatments on site, including provision of 153m² of deep soil areas and 210m² on-structure planting. Combined, the landscaping creates a significant greenscape response for the development, enhancing both the public realm and internal residential amenity.

The development is setback along the southern boundary to create substantial deep soil zones along the residential interface. This assists in integrating the development into its setting with a green frame and soft edges. On-structure planting will provide opportunity for cascading greenery, softening the development and enhancing the amenity and aesthetic of the buildings prominent corner.

In addition to the soft landscaping, the development proposes significant hard landscaping areas, including podium roof communal areas and upgraded ground floor plane. The podium roof communal space has been designed to function as three distinct zones, including an alfresco space (including BBQ, pizza oven and dining areas), common green space (including an open turf area, movie screen, and yoga space), as well as a relaxation space (including lounge and fire pit).

Additional landscaped verge treatments are proposed as an upgrade to existing landscaping treatments within road reserve, including provision of a high-quality parklet space wrapping around the prominent street corner. This space includes tiered retained landscaping treatments, integrated seating and an outdoor shower on The Esplanade frontage.

Proposed external landscaping treatments have been discussed with the City's Verge Control Coordinator, who advised in principle support for the verge works, subject to provision of further detail. The Landscape Plan provided with the development application includes detail on proposed verge treatments including heights of retaining planters, external paving and proposed soft plantings.

Overall, proposed landscaping comprises:

- 153m² deep soil zones within the front setback area and along rear boundary lines.
- 210m² on-structure planting, including on the balustrades and the podium roof.
- 26 trees over the site and building.

The landscaping plan includes a species list and planting that is appropriate to the coastal context and conditions, providing a variety of textures and bright contrast colours that complement the building material palette and design.

Refer **Appendix 7**, Landscaping Plan.

4.5 Parking, Traffic, and Access

Pedestrian access is proposed via two dedicated entrances with access from The Esplanade (secondary access) and Brighton Road (formal lobby), as well as from the internal car parking area. The lobby provides access to internal stairs and lifts for residents on the upper floors.

Vehicle access is proposed via the following two crossovers:

- 3.65m crossover to The Esplanade, providing access to the lower ground parking area.
- 6.3m crossover to Brighton Road, providing access to the ground parking area.

A total of 55 car parking bays are proposed on the lower ground and ground floors, allocated as follows:

- 42 residential bays (two per dwelling).
- 11 allocated visitor bays.
- 2 shared visitor bays (to be shared by the remaining 10 dwellings).

21 of the vehicle parking bays will include EV charging facilities.

Two motorcycle bays and a carwash bay are proposed on site.

A dedicated bicycle storage area is provided within the lower ground floor store. This provides space for 14 bikes. Additional bike storage is provided via each dwelling's respective storage space.

Refer **Appendix 8**, Transport Impact Statement.

4.6 Environmental Noise

An Environmental Noise Assessment (**Acoustic Report**) was prepared in accordance with the *Environmental Protection (Noise) Regulations 1997* (**Noise Regulations**), DevWA's Development Policy 3 (**DP3**), and State Planning Policy 5.4 (**SPP5.4**). The Acoustic Report confirms that as the proposed development is only at the development application stage much of the detailed design process is yet to occur. The Acoustic Report addresses acoustic considerations in relation to noise emissions, noise separation, and noise intrusion.

As detailed within the Acoustic Report, the proposed development will ensure compliance with the requirements of the Noise Regulations. Compliance may be resolved through inclusion of mitigations measures, where applicable. Potential mitigation measures are detailed within the Acoustic Report and will be addressed as part of detailed design.

It is noted that the site is in proximity to West Coast Highway and is subject to consideration with SPP5.4. As per the Acoustic Report, a full assessment in accordance with the SPP 5.4 requirements will be undertaken in the following detailed design stages of the project, where detail on glazing treatments and mitigation requirements will be confirmed. All requirements of SPP5.4 will be adhered to, where reasonable and practical to do so.

Refer **Appendix 9**, Environmental Noise Assessment.

4.7 Waste Management

A Waste Management Plan (WMP) has been prepared by Talis Consultants in support of the proposed development. The WMP considers estimation of general waste volumes and recommendations for appropriate collection, storage, handling and management of waste and recycling for the development in accordance with the requirements of the City's *Waste Guidelines for New Developments* and engagement with the City's Waste department.

The development proposes two dedicated bin stores within the ground floor level comprising a 21.1m² waste and recycling store and a separate 10.7m² FOGO and bulk waste store.

Residents will have access to a dedicated bin storage area on each level of the development, with general waste and recycling chutes provided for residents' to conveniently dispose of waste to the main bin store. Both waste areas will be managed by building maintenance to ensure bin cycling and collection.

Waste collected in both bin stores will be transported twice weekly to dedicated bin presentation area along The Esplanade for collection by the City. This arrangement has been reviewed and confirmed to be acceptable by the City's waste services department.

The WMP concludes that proposed bin storage areas and bin collection arrangements are adequate to service the proposed development.

Refer **Appendix 10**, Waste Management Plan.

4.8 Bushfire Management

A small portion of Lot 3 (194) The Esplanade, Scarborough is identified as a bushfire prone area (refer **Figure 10** below).

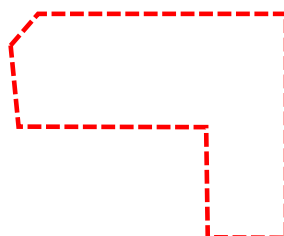


Figure 10 – Bushfire Prone Area Map

The designation of the subject site within a bushfire prone area requires the development to be considered with State Planning Policy 3.7 *Planning in Bushfire Prone Areas* (SPP 3.7) and warrants a Bushfire Attack Level (BAL) assessment to determine the severity of a buildings' potential exposure to fire risk.

A BAL assessment has been completed for the development site and is provided in **Appendix 11 (refer Figure 11)**.

The BAL for the proposed works has been determined in accordance with Clause 2.2.6 of AS 3959: 2018 *Construction of Buildings in Bushfire Prone Areas* (AS3959: 2018) and relevant data from the site assessment as shown in BAL Contour (Figure 3) of the **Appendix 11**.

The BAL assessment conducted for the subject site identifies the front portion of the subject site as BAL-12.5, with the remainder of the site BAL-Low. As the BAL rating is identified as BAL-12.5, the future construction of the subject is to be in accordance with Sections 3 and 5 of AS 3959:2018.

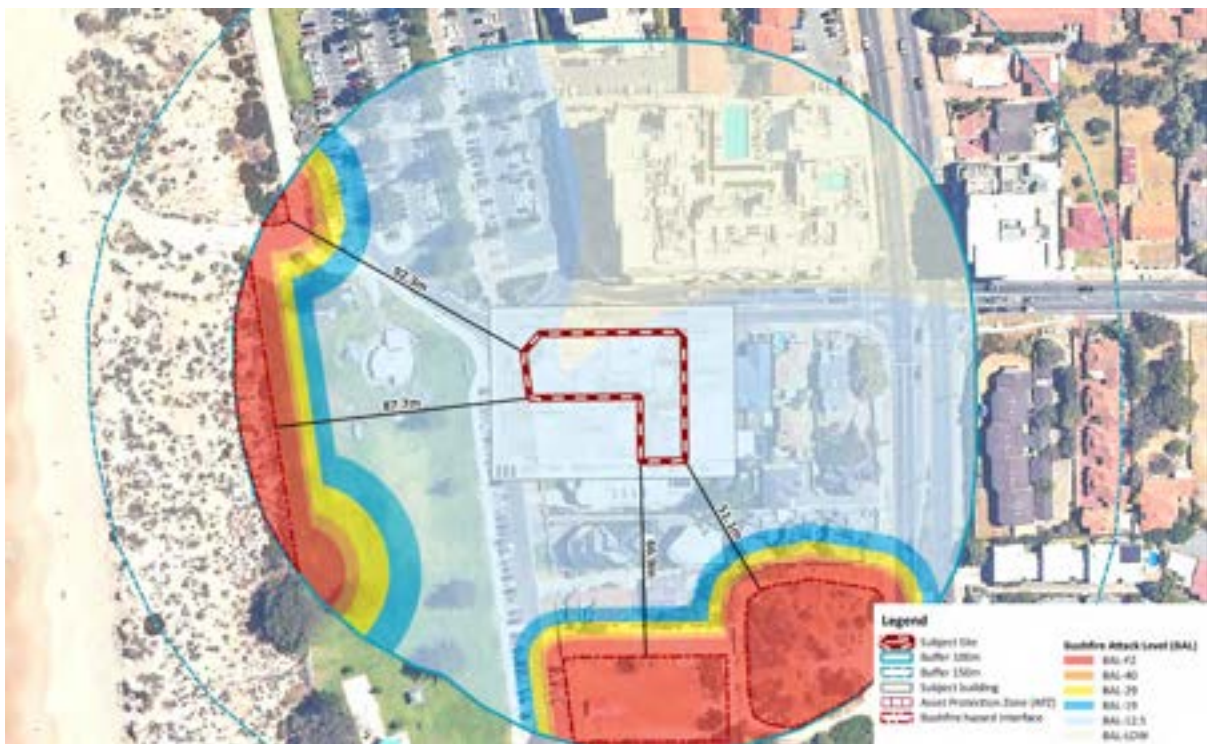


Figure 11 - BAL assessment (Western Environmental)

5 STATUTORY PLANNING FRAMEWORK

5.1 Metropolitan Region Scheme

The subject site is zoned Urban under the provisions of the Metropolitan Region Scheme (MRS).

The development is in accordance with the provisions of the MRS and warrants approval accordingly.

5.2 State Planning Policies

5.2.1 State Planning Policy 2.6 – State Coastal Planning Policy

State Planning Policy 2.6 – State Coastal Planning Policy (SPP 2.6) seeks to ensure development within a coastal area takes into account coastal processes, hazard, sea level rise, climate change, visual impacts, and other coastal considerations. As the proposed development is located within a coastal foreshore area, consideration against the objectives of SPP 2.6 is required.

SPP2.6 comprises the following objectives:

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

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

"When determining building height controls in a local planning scheme and/or structure plan, building heights should have due regard to the following planning criteria:

- (a) development is consistent with the overall visual theme identified as part of land use planning for a locality or in an appropriate planning control instrument such as a local planning strategy;*
- (b) development takes into account the built form, topography and landscape character of the surrounding area;*
- (c) the location is part of an identified coastal node;*
- (d) the amenity of the coastal foreshore is not detrimentally affected by any significant overshadowing of the foreshore; and*
- (e) there is overall visual permeability of the foreshore and ocean from nearby residential areas, roads and public spaces."*

Building height for the subject site is prescribed by the Scarborough Design Guidelines. The proposed development is consistent with the building height limits as set out within the planning framework for the site. Refer **Section 5.5** of this report for further consideration of building height.

In relation to the buildings built form and consideration of character of the surrounding area, this has been extensively considered in the architectural form and materiality of the proposed development. The development takes inspiration from the natural character and coastal elements of the surrounding locality and is in keeping with the natural and developed character of the area.

The proposed building height does not impinge on coastal amenity, with extensive studies of shadowing demonstrating there is no undue impact on the beach or the foreshore reserve with the development proposing 1,294m² less shadow than a compliant development.

The proposed development does not cause impact on the existing and future coastline. As such, the development is consistent with the objectives of SPP 2.6.

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

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

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

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

The urban form is characterised by:

Mid-rise buildings and contiguous, pedestrian friendly street frontages and public spaces that include some activation.

New development should create an attractive and coherent street frontage that has a pedestrian scale and provides passive surveillance of the street.

The proposed development comprises a mid-rise residential building comprising 21 dwellings. The development has a high-quality architectural outcome, a human scale through the podium element and highly activated street interface. The development is in accordance with the provisions of SPP 4.2 and warrants approval accordingly.

5.2.3 State Planning Policy 5.4 – Road and Rail Noise

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

The subject site is in proximity to West Coast Highway, which is identified as strategic freight and major traffic route pursuant to Schedule 1 of SPP 5.4. The preliminary Acoustic Report prepared for the development considers the provisions of SPP 5.4. The Acoustic report identifies potential noise sources and mitigations measures for the proposed development. These mitigation measures will be incorporated into the development as part of the detailed design process.

It is noted that any noise impact from West Coast Highway will be further mitigated by the future redevelopment of adjoining eastern lot. This assumption is considered reasonable noting the prescriptive controls under the local planning framework and provision of a podium form requirement and nil setbacks at lower levels.

All requirements of SPP5.4 will be achieved, where reasonable and practical to do so.

Refer **Appendix 9**, Environmental Noise Assessment.

5.2.4 State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0) is the lead policy that elevates the importance of design quality, and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP 7.0 establishes a set of ten 'Design Principles', providing a consistent framework to guide the design, review and decision-making process for planning proposals.

Refer **Appendix 2** for a detailed design statement from the project architect and **Appendix 5** for a copy of the SPP 7.0 Design Statement, comprising further assessment of the development with regard to the design principles of SPP 7.0.

Refer **section 2.1** above for a summary of the developments peer-reviewed design review process.

5.3 City of Stirling Local Planning Scheme No. 3

As discussed in this report, the planning framework applicable to the subject site was amended on 9 August 2023 to transfer planning control from DevelopmentWA to the City of Stirling. Accordingly, the City of Stirling's Local Planning Scheme No. 3 (**LPS3**) is the statutory planning instrument applicable to the subject site.

5.3.1 Zoning

Pursuant to LPS3, the subject site is zoned 'Development'. The site is also identified as being within the Scarborough Special Control Area (**SCA**) and Development Contribution Area No. 6 (**DCA6**).

Refer **Figure 12**, LPS3 zoning map.

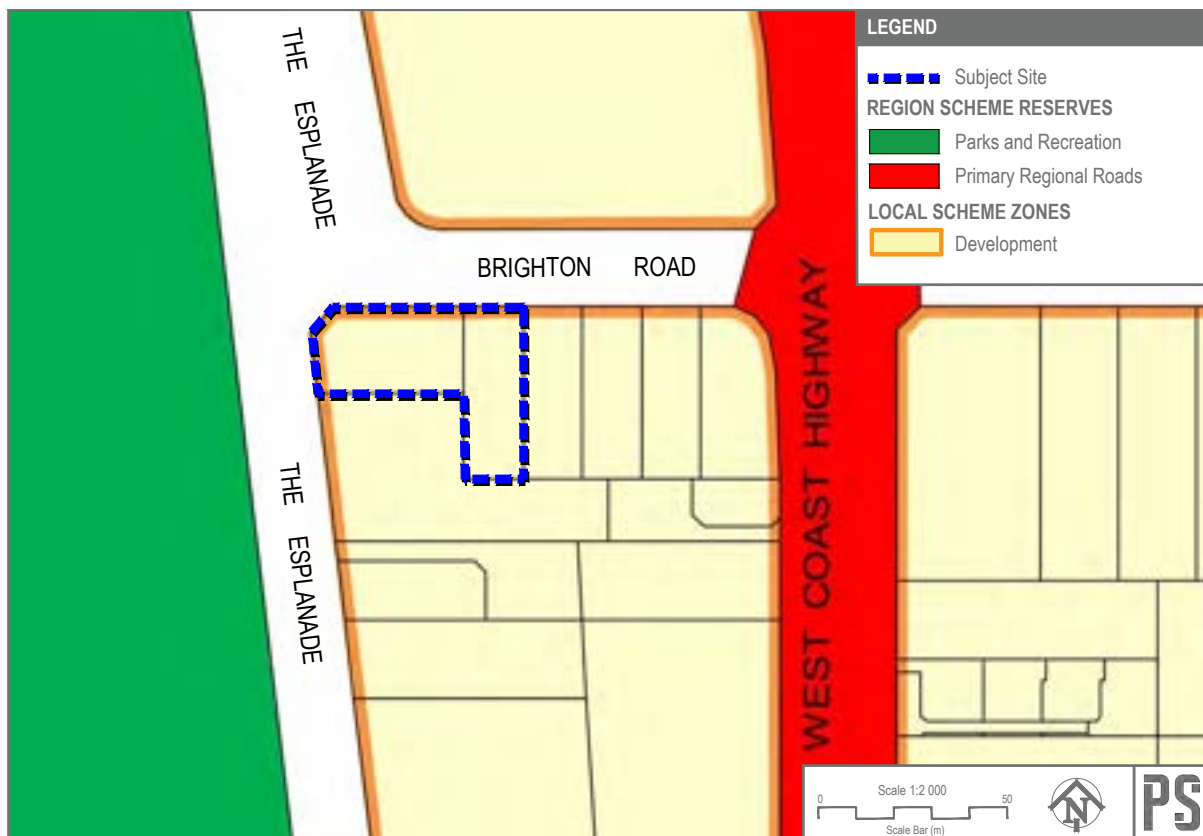


Figure 12 – LPS3 Zoning Map

Development Zone

Pursuant to LPS3, the objectives of the Development zone are:

- a) To provide for coordinated development through the application of a comprehensive structure plan to guide subdivision and development.*
- b) To avoid the development of land for purposes likely to compromise its future development for purposes, or in a manner likely to detract from the amenity or integrity of the area.*

In accordance with the Zoning Table, land use permissibility and development control are provided by the provisions of the relevant Special Control Area under Part 6 of LPS3. Refer below.

Scarborough Special Control Area

The subject site is identified as being within the Scarborough Special Control Area (**SCA**) under LPS3. The SCA normalises provisions of the previously applicable *Scarborough Redevelopment Scheme No. 1*, along with all relevant planning policies and guidelines.

Pursuant to Clause 6.9.2 of LPS3, the purpose of the SCA is:

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

Pursuant to Clause 6.9.3 the subdivision and development of land is to be in accordance with Schedule 13 of LPS3. An assessment against the provisions of Schedule 13 is provided in **Section 5.4** below.

Pursuant to Clause 6.9.4, Policies and Design Guidelines previously adopted under the *Metropolitan Redevelopment Authority Act 2011* for the Scarborough Redevelopment Scheme Area apply as if adopted under LPS3. An assessment against the provisions of any relevant policy and guideline is provided in **Section 5.5** below.

Development Contribution Area No. 6

The subject site is identified as being within Development Contribution Area No. 6 (**DCA6**) under LPS3. DCA6 normalises the previous development contribution area provisions for the Scarborough Redevelopment Scheme Area under DevWA into LPS3.

5.3.2 Development Standards

There are no further provisions contained within LPS3 that are applicable to the subject site or proposed development.

5.4 Scarborough Redevelopment Scheme No. 1

Schedule 13 of LPS3 comprises portions of SRS1 and provides the provisions for the development and use of land within the SCA.

Under the provisions of the SRS1, the subject site is identified as being within the 'Esplanade Precinct'.

Land Use Permissibility

The development comprises a 12-storey mixed-residential tower with 21 dwellings. Pursuant to Table 6.1 of the SRS1, and Table 13.1 of Schedule 13 of LPS3, the proposed 'Multiple Dwelling' land use is best classified as 'Category 5A: Permeant Residential'.

In accordance with Table 6.2 of SRS1, and Table 13.2 of Schedule 13 of LPS3, Category 5A is a 'Preferred' land use within the Esplanade Precinct. Preferred land uses are uses *which are considered to contribute to the vision and intent for a location* and cannot be refused, subject to meeting the relevant development control standards.

5.5 Scarborough Design Guidelines

Pursuant to Clause 6.9.4 of LPS3, all Policies and Design Guidelines previously adopted under the *Metropolitan Redevelopment Authority Act 2011* for the Scarborough Redevelopment Scheme Area apply, as if adopted under LPS3.

5.5.1 Scarborough Design Guidelines

The Scarborough Design Guidelines (**Guidelines**) were adopted in September 2016 under the previous SRS1. The Guidelines function as a primary development control instrument that establishes requirements for land use and development within the SCA.

The Guidelines are prepared to ensure delivery of the vision for the area to create a contemporary urban-coastal experience. It is intended that the urban renewal of Scarborough will:

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

Key 'sense of place' themes are incorporated into the controls of the guidelines based on:

- *Environmental integration – the land-sea relationship.*
- *Social harmony, expressed in the three stages of meeting – welcome, inclusiveness, coexistence.*
- *The representation of the lifecycle in three stages of recreation – safe, edgy, wild / child, youth, adult.*
- *Cultural difference – a tradition of 'edginess'.*

The Guidelines include detailed guidance for designing and assessing development proposals and include development controls for building height, setbacks, car parking, design and materials, and requirements relating to the design of the public realm.

The Guidelines are divided into 'Common Design Guidelines' and 'Precinct Specific Guidelines'. The subject site is within the Esplanade Precinct area and is subject to both common and precinct specific guidelines for the 'Esplanade Outer' precinct.

Design Guidelines Assessment

An assessment of the proposal against the relevant development standards under the guidelines is provided in **Table 4** below.

Table 4 - Design Guidelines Assessment

General Requirement	Proposed
2.1 Character	
The built response to the coastal environment and the lifestyle it offers will embrace the following interpretations of this character:	
<i>Sense of 'Edginess': youth culture, irregularity, sense of intrigue and discovery laneways and secondary spaces, casual atmosphere, surf/skate culture references, unique architecture, creativity.</i>	The development responds to the prominent landmark site with a creative design response. This is achieved with the placement of the building mass away from residential boundaries, curved building form, articulation, and warm materiality and tones. Significant coastal landscaping, including provision of a parklet, as well as residential changerooms, outdoor shower and surfboard storage provide a unique outcome not typical of residential developments. The ground floor plane provides significant visual interest and activity to surrounding pedestrians.

General Requirement	Proposed
<i>Curved forms that respond to the Inter War Art Deco / Functionalist architectural styles dating from Scarborough's early development, such as the Kool Korner Café (fmr, now the Sandbar Tavern), the Scarborough Hotel and original Surf Lifesaving Club rooms (both no longer extant).</i>	The development proposes a curved form, with articulated and indented building elements that reference the prevailing coastal character.
<i>Light architecture expressed through light coloured and Lightweight materials: timber, limestone, transparent or textured/mottled glass and slender skillion or butterfly roofs.</i>	Textured concrete, timber cladding, glazing, and copper finishes complement the Scarborough architectural identity.
<i>Shade devices: awnings, fixed or moveable screens, operable balcony/verandah screening, retractable shade devices, pergolas.</i>	Balconies on the western façade of the building incorporate screening measures to protect from strong coastal winds and awnings providing protection from the sun.
<i>Use of deep screens that allow for breezes but provide shade. These include concrete breezeblocks, operable or fixed louvres (especially horizontal, glazed), grates and screens (especially where these add to expression of art and place).</i>	
<i>Maximising views, blurring inside and outside: projecting balconies open on at least 2 sides, rooftop lookouts, large balconies for entertaining, generous separation between buildings.</i>	Each dwelling is afforded at least one generous and deep balcony, providing space for entertaining and leisure. All west facing balconies have uninterrupted views of the beach and surrounding locality. Bringing the tower of the building to the corner maximises opportunity for future building separation.
<i>Playful, holiday references: use of colour, public art, unexpected shapes and forms, casual atmosphere, 'follies', outdoor showers/board washing areas.</i>	Future public art opportunities are identified on the ground floor frontage. The topography of the site and proposed curve form of the building provides significant visual interest. An outdoor shower is proposed, along with internal surfboard storage areas for residents.
<i>Native and/or drought-resistant coastal vegetation.</i>	The development proposes endemic landscaping species which are tolerant to coastal conditions. Refer Appendix 7 , Landscaping Plan.
<i>Following the natural topography: respecting the natural coastal landscape of dunes and valleys through terracing, stepping and sloping, with minimal cut and fill.</i>	The development design responds to the significant topography of the site through the splitting of the ground floor level into two separate levels. Each floor has a unique response to the respective frontage.
<i>Facilities to support active, outdoor lifestyle: bicycle storage (and end of trip facilities), (public) pedestrian pathways through sites especially where they facilitate beach access, outdoor showers and board washing areas, children's play equipment and play spaces, basketball hoops or tennis/squash courts</i>	The development provides dedicated secure bike parking and surfboard storage area on the lower-ground floor, as well as generous sized storerooms. Changerooms and an outdoor shower are proposed on the lower ground floor. The podium communal space provides an open area for yoga improving the amenity for residents.
<i>Public art influenced by the local youth culture</i>	Public art opportunities have been identified along the ground floor frontage.
<i>Small tenancies for local, independent or start-up businesses</i>	The development does not propose a commercial element.
<i>Other interpretations of Scarborough's unique urban coastal character that can be expressed in bespoke, creative built form.</i>	Refer Appendix 2 and 5 , Design Report and SPP 7.0 architect response. These supporting materials provide additional detail on the developments design philosophy and response, respectively.

General Requirement	Proposed
2.2 Design Excellence	
<i>Building and public realm designs are to demonstrate the 'Principles of good design' as follows:</i> - Innovation and creativity. - Functionality and build quality. - Efficiency and sustainability. - Responsiveness to context.	The proposed development has been through pre-lodgement design review process with the City's DRP. Refer Section 2 of this report. The proposed design has been refined in response to the DRP's design advice to achieve a high-quality design outcome.
<i>A site analysis and design response shall be prepared at the initial stages of design, discussed at pre-lodgement meetings, and submitted with any application for new buildings or substantial changes to existing buildings.</i>	A site analysis was prepared and presented to the pre-lodgement DRP meetings and is incorporated into the Design Report (refer Appendix 2).
<i>All buildings of three or more stories are to be designed by Registered Architects.</i>	The development plans have been prepared by DKO Architects.
<i>All areas of public open space are to be designed by Registered Architects or Landscape Architects.</i>	Landscaping Plans for the verge have been prepared by Plan/E.
<i>Working drawings (for buildings of three or more storeys) are to be prepared and submitted by Registered Architects or Landscape Architects to ensure design quality is maintained from development application stage to construction stage.</i>	The development plans, including working drawings at building permit stage, will be prepared by a registered architect.
<i>Compliance with the Authority's current Design Excellence Framework.</i>	The development has been presented to two pre-lodgement DRP meetings and pre-lodgement meetings with planning officers from both DevWA and the City. The design has positively progressed following the design review process and the proposed design has been considered with comments and advice from the City's DRP.
3.1 Streetscape	
Streetscape	
<i>Streets are designed to prioritise movements of pedestrians and cyclists, incorporating traffic calming measures to ensure vehicle movements are appropriately managed while still accommodating street furniture, cycle parking and landscaping.</i>	The development proposes clear and legible pedestrian and vehicle entries to ensure a safe environment and to minimise potential points of conflict. Pedestrian movements will be prioritised at all points. Proposed ground level landscaping within the subject site and public realm is proposed to provide hard and soft landscaping treatments and street furniture.
<i>Street trees, vegetation and landscaping shall contribute to a high quality street character and provide shade and cooling.</i>	The development proposes substantial works within the subject site and verge, including deep soil zones, landscape planting, seating, and showers. An expansive awning canopy wraps around the building to provide weather protection. Landscaping will be suitable for coastal conditions and will contribute to tree canopy for natural shading.
<i>Crossovers shall be located to avoid existing street trees and provide sufficient clearance to allow for root and canopy growth. Existing mature trees on private property shall be retained wherever possible.</i>	Crossovers are proposed to be retained within existing locations. Notwithstanding, these have been reduced in width to improve street condition.
<i>Where development is at a nil setback from any street boundary, weather protection shall be provided including awnings over footpaths.</i>	The development proposes an awning that wraps around the most part of both of the street frontages adjoining the development.

General Requirement	Proposed
<i>Buildings shall be designed to minimise wind impacts in the public realm.</i>	The development is not anticipated to create any negative wind corridor on the public realm, however, awnings and the articulated building form reduce impacts from coastal winds.
<i>The design of public spaces and adjacent building façades should be considered together. Building façades at ground level shall be designed to engage with the public realm (and vice versa) by way of adding interest and permitting sight lines between indoor and outdoor environments to provide visible activity and contribute to perceptions of safety.</i>	The ground floor plane has been designed in a holistic manner with integrated landscaping and built form outcomes. Architectural language flows from ground level and podium to the tower and includes use of varying materiality and curved forms. The internal area of the ground floor has been designed to create outward passive surveillance to both street frontages.
<i>Design of public open space is informed by users to accommodate a range of uses and activities that are complementary to the location.</i>	The provision of a public parklet space with seating and landscaped areas provides substantial improvement to the existing street condition. This landscaping is located so to create connectivity between the subject site and Brighton Reserve directly adjacent to the site .
<i>Streets and public spaces are designed to be accessible to all and respond to their context, having a positive transition with the design of adjacent areas in terms of materials, features and configuration.</i>	The development is entirely accessible with step free access to all building entrances and spaces.
Buildings	
<i>Architectural design ensures variation in building plane, materials, colours and textures to reduce the overall bulk and scale of all development. High quality, innovative, imaginative and cohesive palettes of materials incorporated into the building design.</i>	The building has been designed in a contextual and site-responsive manner, including the use of a curved form, placement of building mass away from neighbouring residential properties, and use of warm tones and materials. These architectural elements reduce bulk and scale.
<i>Building façades shall be designed to express the proportion of individual elements with a strong relationship and rhythm, and to provide interest through the inclusion of complementary architectural elements and treatments.</i>	The curved building forms provides a distinct rhythm that follows the curves of the surrounding landscape patterns.
<i>Any building façade that is visible from public view shall be designed and articulated as if it were the primary frontage of the building. Secondary frontages and internal courtyard frontages may have less detail but shall still relate to the design of the primary frontages and offer adequate amenity and visual interest. Blank walls and large expanses of precast concrete are to be minimised.</i>	Both street frontages are treated as primary streets, with active and engaging ground floor planes to both the north and west elevations of the development. Outward facing internal amenity areas, provision of publicly accessible landscaping, and amenities. No blank walls are proposed, with public art opportunities identified.
<i>Boundary walls are to be designed and finished to match that of the rest of the development.</i>	Boundary walls are textured and finished in a manner consistent with the remainder of the development.
<i>The width of garages visible from any street frontage shall be no greater than 6 metres or half the width of the lot, whichever is the lesser, and shall not encroach within setback areas.</i>	The development does not propose garages.
<i>The difference between finished floor level and footpath level shall be a maximum of 0.5m. Where a site has a crossfall in excess of 1 in 7, the difference between finished floor level and the footpath may be increased to a maximum of 0.8m.</i>	The subject site comprises a significant drop of approximately 4m. As such, the ground floor has been split into two levels. Where building entrances are proposed, the ground floor is at the finished footpath level.
<i>Retaining walls within 1m of any boundary shall be no greater than 0.5m high.</i>	No freestanding retaining wall are proposed. Retaining walls are incorporated into the design of the overall building.
<i>Built form and floor levels must respond to the natural topography of the site and demonstrate a sensitivity to the street levels, stepping or terracing as necessary to ensure the buildings relate to the street and retain the coastal dune character.</i>	The development appropriately responds to the constraints and topography of the site, with two ground floor levels and significant tiered verge landscaping.

General Requirement	Proposed
3.2 Active Edges	
<i>Uses within buildings abutting streets and other public spaces will incorporate 'active' ground floor uses that promote surveillance of the street and visible indoor activity.</i>	The development proposes residential dwellings on all upper floors and residential amenities and lobbies on the lower ground floors. Each level is designed in an outward manner (including clear and operable glazing on ground levels and balconies on upper levels) to ensure an active and engaging street edge. With respect to the ground floor, the residents club has been designed to be an inviting space that is openable to the outdoors. This will provide an active edge with passive surveillance to the public realm.
<i>Primary internal living spaces, verandahs and balconies of dwellings will be oriented to the street.</i>	Each dwelling is afforded an extensive outlook allowing all primary living spaces to be oriented to the street. Generous balconies ensure overlooking and surveillance to the street.
<i>Windows and glazed areas at ground level must be clear with protection of windows from the sun or for privacy achieved through architectural devices and passive solar design.</i>	The lower ground floors comprise transparent glazing, with shading provided by awnings.
<i>Establish distinctive, well-lit and clearly visible pedestrian entries to all buildings, including multi-unit residential developments which front primary streets and the public realm.</i>	Both pedestrian entrances are legible and identifiable.
<i>Lighting shall be provided to all external areas.</i>	All external areas are provided with lighting.
<i>All buildings shall be designed to incorporate Crime Prevention Through Environmental Design (CPTED) principles to ensure good surveillance of the street and public realm.</i>	The proposed development has been carefully designed to ensure CPTED principles are adhered to in terms of safety and security, place activation, passive surveillance, and maintenance. The development includes visible open spaces, lighting and overlooking from private open spaces.
<i>Upper floors shall contribute to the creation of an active interface through incorporation of balconies and habitable room windows.</i>	Generous balconies and openings to upper floor habitable rooms ensure overlooking/passive surveillance to the street.
<i>Habitable space should be provided above garages in laneways to provide surveillance over rear or side laneways.</i>	N/A
<i>The width of garages visible from any street frontage shall be no greater than half the width of the lot.</i>	The development does not propose any garages. Crossover widths do not exceed more than half the width of the lot boundary.
<i>Crossovers shall be a maximum of 4m wide. Wider crossovers may be considered where lots are over 25m wide at the street frontage and a wider crossover is necessary to achieve appropriate traffic management and safety for multiple dwelling or mixed use developments.</i>	The development proposes two crossovers: • 3.65m crossover to The Esplanade, providing access to the lower ground parking area. • 6.3m crossover to Brighton Road, providing access to the ground parking area. Crossovers are consistent with location of existing crossovers. In response to the topography of the site, two crossovers are required.
3.3 Corners and View Corridors	
<i>A strong architectural design element shall be provided on corner sites.</i> <i>Corner emphasis may be achieved by:</i> - The orientation of the building to address corners and axis of connecting streets - The use of unique materials - Architectural features	The curved building form flows from one street frontage to the other, addressing the prominence of the corner. The placement of the building mass from the residential boundaries to the corner emphasises the development, providing a landmark statement. Refer additional design analysis in the Architectural Design Report (rerefer Appendix 2).

General Requirement	Proposed
- Height differentiation of corner element to remainder of building/podium - Variation in building massing - Prominent lighting	
Access and servicing areas or plant equipment is to be located away from areas visible at the street corners or at the termination of views	All mechanical equipment and services are provided on the roof or internal areas.
3.4 Public Art	
The Authority encourages art installations that reflect the character and local context by recording and interpreting past histories, culture and ideas. Public art will draw upon local stories and themes, and utilise materials and elements that respond to Scarborough's identity.	The development identifies a public art opportunity along the ground floor frontage. Refer Appendix 2 , Architectural Design Report for further detail. The proponent will work with the City post-development approval to progress public art treatments in accordance with the provisions of the guidelines and Development Policy 4 – Providing Public Art (DP4).
Artwork is to be designed by a professional artist and be a unique, high quality artwork.	
Artwork is to be designed specifically for the site and to be responsive to the site context, including consideration for surrounding buildings and activities, and reflecting the relevant local themes and stories.	
Artwork design should integrate with the building design and site layout and be responsive to the building materials and colours. The early involvement of the artist in a collaborative design process is the best way to achieve this.	
The Authority's Heritage inventory, which includes a Thematic History, may be used as a source of inspiration for public art, particularly where the artwork relates to a Heritage Place or the site of a building that is no longer extant.	
Artwork must be designed, constructed and installed with best practice risk and asset management. Ongoing maintenance of the artwork on private land will be the land owner's obligation (such as strata bodies).	
Compliance with the Authority's Development Policy on Providing Public Art.	
3.5 Fencing	
Compliance with the Authority's Development Policy on Additional Structures.	No fencing is proposed to the street interface or adjoining properties. Boundary walls act as a fencing measure to the adjoining residential properties to the south and east.
Front Fencing (within the front setback area): - Designed and constructed of high quality materials such as (but not limited to) limestone, brick, timber, wrought iron or weathering steel, that reflect or complement the surrounding built form (fibrous cement or chain-link fencing will not be permitted). - No taller than 1.2m above finished ground level of the adjacent footpath or road. - At least 75% visually permeable. - A section of solid wall large enough to accommodate services or a letter box may be permitted. - No reflective materials are to be used on fencing adjacent to West Coast Highway, to prevent hazards to motorists.	
Side/Rear Fencing (behind the front building façade): - Designed and constructed of high quality materials that reflect or complement the surrounding built form (fibrous cement or chain-link fencing will not be permitted).	

General Requirement	Proposed
- No taller than 1.8 metres above finished ground level of the adjacent footpath or road. - At least 75% visually permeable if adjoining a public realm area. - Limited sections of solid fencing may be considered for privacy and screening purposes, subject to careful design, high quality presentation and integration of landscaping. - Respond to level changes and incorporate low level landscaping.	
3.8 Encroachment on the Public Realm	
Where buildings or other structures encroach into Crown land from an adjoining freehold title (e.g. awnings), it may be necessary to obtain Local Government approval for the encroachment and to create suitable tenure arrangements between Department of Lands and the developer. For example, an easement may need to be registered under the Land Administration Act 1997. Applicants are advised to consult with the City of Stirling and Department of Lands for additional information on this matter.	Awnings are proposed that project into the public realm. These are a requirement of the planning framework and are necessary encroachments to address pedestrian shelter, architectural form, and solar shading measures.
4.1 Height	
Building heights shall be in accordance with the relevant Development Standards outlined in Chapter 7.	Refer Table 5 below.
Height (in storeys and metres) shall be measured from the height above natural ground level at the point directly beneath the building to which it relates.	
Where both height and storey limits are defined, developments shall comply with both limits, whichever is the lesser.	
Basements levels that are at least 50% below natural ground level by volume will not be included in the assessment of the number of storeys. Basement levels that protrude above ground level at the street interface shall be appropriately screened. Blank walls will not be accepted.	Approximately 75% of the lower ground floor sits below the natural ground level of the site (refer Development Plans in Appendix 4).
For residential uses, floor to ceiling heights shall be a minimum of 2.7 metres for habitable spaces and 2.4 metres for non-habitable spaces.	The development proposes floor to ceiling heights of 3.1m.
Requirements to achieve additional storeys above the base height are outlined in the following section:	
In order to be able to develop over the prescribed 'base height' up to a maximum of the 'additional storeys' permitted for a site, design excellence and one or more of the following must be achieved: • Achievement of the Tier 1 or Tier 2 requirements of the Authority's Development Policy on Green Buildings, as a minimum achieving 5 Star Green Star rating including: • Green Buildings Council of Australia (GBCA) Registration and 'Design Review' certification at working drawings stage, and • 'As Built' certification of the development from the GBCA at practical completion. • Delivery of a minimum 3 star hotel with at least 50 rooms. • Provision of a publicly accessible vehicle or pedestrian accessway in a location identified by the Authority (refer to the precinct specific chapters) to be protected by an easement or other legal agreement in perpetuity.	The development proposes a building height of 12 storeys, including provision of four storeys above the base height limit of 8 storeys. This will be achieved by meeting 'design excellence' as well as the proposed 5 Star Green Star rating. Refer Sections 2.2 and 5.5.2, respectively.

General Requirement	Proposed
- For properties on West Coast Highway or Scarborough Beach Road, a road or laneway widening requirement that equates to 10% or more of the total lot area. - Provision of 15% or more dwellings as Affordable Housing dwellings within the development in accordance with the requirements of the Authority's Development Policy on Affordable and Diverse Housing. - The provision of a public car parking facility with a minimum of 100 bays, in perpetuity.	
4.2 Podiums	
Podium setbacks are to be in accordance with specific development standards. All rear setbacks are to be appropriately landscaped.	The architectural form and materiality of the first three storeys of the building is different to the upper tower floors. These floors are distinctively different to the upper floors and create an architectural impression of a separation of the tower form, as follows: - A different mixture of materiality is proposed on the first three storeys comprising brushed copper, dark timber battens, textured concrete. - Concrete banding on level 1 and 2 is substantially thicker and has a ribbed texture, framing these levels differently to the upper levels of the tower which comprise thin banding and a lighter material palette. - On structure planting on the 1st to 3rd storeys links with planting on the ground level to create greening on the building corner at the 3 podium levels.
Podium design is to provide fine grained articulation to create a visually interesting base for the tower above and a human scale to the adjacent public realm.	
Longer podiums must be broken into sections through varied setbacks, architectural detail, colours and materials in order to create an interesting and rich pedestrian experience. Podiums greater than 25m long must incorporate a break in the façade with a minimum 4mx4m landscaped setback area. This area must incorporate soft landscaping and may be used as communal open space, an alfresco area or pedestrian entrance.	
Where a wall is set back 1 metre or less from the boundary, building facades including parapet walls must be finished to the same standard as the rest of the building unless abutting an existing or simultaneously constructed parapet wall, the wall must be appropriately articulated with high quality materials and finishes to provide an attractive outlook from neighbouring sites and/or the public realm.	
Podium roofs are to be designed to provide accessible, functional and useable areas for commercial, communal residential or public use, respond to climatic conditions including 'green roof' access to northern sun, and promote surveillance of the street below.	
Podium and tower roofs shall be designed to conceal rooftop plant equipment from view and incorporate plant and lift overruns as an integral part of roof design.	The rear portion of the tower roof is designed to conceal plant equipment and to create a unique architectural form to the top of the building.
4.3 Towers	
Boundary setbacks shall be in accordance with the specific development standards set out in Chapter 7.	Refer Table 5 below.
Where road widening is required, buildings shall be setback from the road widening alignment as if it was the lot boundary.	No road widening is required for the subject site.
All storeys above podium height shall be setback a minimum of 10m from side and rear boundaries.	Refer Table 5 below.
Balconies may project up to 2.5m into all front setbacks and side/rear setbacks of 8.5m or greater at upper levels (not within podiums).	
The tower floor plate is restricted to maximum dimensions of 30m x 35m, excluding projecting balconies.	
	The tower comprises a 49m x 20.5m floor plate. The floor plate equates to an area of 1,004.5m ² , which is less than the 1,050m ² area permitted by the Guidelines.

General Requirement	Proposed
	The floor plate is considered acceptable noting that the development has shifted building mass along the length of the lot in consultation with the City's DRP. Refer assessment for clause 4.4 below.
<i>Where multiple towers (additional storeys above podium height) can be achieved on one site, a minimum 20m must be provided between towers</i>	A single tower is proposed on the subject site.
<i>Where a site is too narrow to achieve a viable floorplate with 10m setbacks from side boundaries for upper storeys, variations to side setbacks may be considered where the width of the building is equal to no greater than 50% of the lot width and the design demonstrates:</i> - <i>Protection of the amenity of neighbouring sites, including access to sunlight, adequate ventilation, and privacy;</i> - <i>High quality architectural design that minimises the perception of building bulk and scale and achieves a strong urban-coastal aesthetic; and</i> - <i>Opportunities for views between buildings towards the coast.</i>	The subject site does not comprise a regular shape, forming an irregular 'L' shape. The width is less than 50% the length of the lot which is not conducive to achieving a functional development or high-quality apartment design and residential amenity outcomes. As demonstrated within this assessment, the development has shifted the building mass away from the eastern and southern boundaries, concentrating the tower form of the development to the corner of The Esplanade/Brighton Road. This maintains the amenity of adjoining residential neighbours through building separation and improves view corridors to the ocean for existing eastern sites. The proposed form reduces overshadowing to adjoining properties and the public realm and reduces privacy considerations. Refer to the Architectural Design Report (refer Appendix 2) earlier in this report for detailed analysis of the buildings design philosophy.
4.4 Building Layout and Orientation	
<i>Buildings shall be oriented to maximise northern solar access.</i>	The development is situated at the northern end of the block. All dwellings achieve solar access and cross ventilation.
<i>All habitable rooms (ie, bedrooms, studies and living spaces) and balconies are to be provided with direct access to natural light and designed to maximise cross ventilation.</i>	
<i>Common internal corridors shall have access to natural light and natural ventilation.</i>	To maximise the floorspace for dwellings, the corridors do not have an external opening (with the exception of level 1). This is considered acceptable noting that each floor will comprise no more than two dwellings.
<i>Development of 3 or more storeys shall provide solar modelling to demonstrate a minimum of 65% of residential apartments shall receive a minimum of 2 hours direct sunlight to living rooms and private open space between 8am and 4pm in mid-winter.</i>	Solar access and overshadowing diagrams are provided within the Architectural Design Report (refer Appendix 2).
<i>No more than 50% of the public domain (excluding streets) and communal space areas are overshadowed between 10am and 2pm between 21 April and 21 August.</i>	
<i>Provide appropriate shading in summer.</i>	Deep balconies and awnings provide shade and weather protection.
<i>Any commercial space will have a minimum depth of 10m to ensure a functional space is provided.</i>	N/A
4.5 Roof	
<u>Roofs</u> - <i>High quality defined roof design.</i> - <i>Roofs shall be designed with views from the public realm and other buildings in mind and should contribute to an interesting and attractive roofscape.</i>	The roof of the tower comprises: • Solar PV cells. • AC plant. • Lift overrun. • Storage tanks and pump station.

General Requirement	Proposed
- Reflectivity shall be avoided where this may contribute to glare and/or create a nuisance for other sites. - All service infrastructure shall be incorporated into the design of the roof and, with the exception of solar panels, be concealed from view. - Accessible roofs (both podium and tower roofs) shall be designed and located to avoid conflict with other building uses, particularly with regard to sound attenuation.	All services and equipment are screened from view. The roof has been designed in a manner consistent with the overall architecture of the development, with a form consistent with the awnings of floors below. The roof of the podium has been utilised as the communal area and private terraces.
<u>Awnings</u> - Where built form is provided to abut the street boundary or public realm, an awning with a minimum depth of 2.0 metres shall be provided for pedestrian shelter and to provide a clear path of travel at ground level. - Awning height shall be a minimum of 2.7 metres and a maximum of 3.5 metres above footpath level. - Awnings shall generally be a minimum 600mm from the curb however, awnings on West Coast Highway should be a minimum of 2.5m from the curb or alignment of curb relating to the road widening reserve, where applicable. - Pedestrian awnings shall be provided to all primary street frontages and activated areas of secondary frontages. - Variations in awning height, depth, length and detail and varying treatment for entry canopies is encouraged to assist with legibility and streetscape interest and to reduce the impact of long horizontal bands of awnings on building façades. - Awnings are to be constructed of opaque materials to offer sun protection.	The development proposes a ground floor awning consistent with the overall architecture of the development, with a form consistent with the awnings of the balconies and roof above. The awning has a depth of approximately 2.8m. Due to the topography of the site, the awning has a clearance of between 2.55m and 5.5m.
4.6 Openings	
Entrances must be clearly indicated.	The development proposes two residential pedestrian entrances to the respective ground floors. Each entrance is legible with varying materiality and signage.
Shade devices or awnings shall be provided to windows. Shade devices may protrude up to 500mm into setback areas.	The awning sits above the ground floor level to provide shade to ground floor windows. Above the ground floor, building projections sit out from the glazing line approx. 550mm.
Where buildings are setback less than 4 metres from side or rear boundaries, openings shall be limited to greater than 1.6 metres above finished floor level and/or be installed with fixed obscure glazing, to protect the privacy of occupants and the neighbouring site.	Only a minor portion of the tower protrudes greater than 4m from the southern boundary. Appropriate screening measures will be provided to protect privacy of adjoining sites.
Where balconies are located within 6 metres of side or rear boundaries, they shall be screened to protect the privacy of occupants and the neighbouring site.	Apartment 101 and 102 on level 1 have balconies within 6m of the side or rear setback. Appropriate screening measures will be provided to protect privacy of adjoining sites.
Windows will be designed and located to provide opportunities for passive surveillance of the public realm.	Floor to ceiling windows are provided, ensuring passive surveillance along the street.
Glazing at ground level shall be clear and be designed to maximise visual permeability with shade/sun protection provided by architectural devices and passive solar design.	All glazing will be transparent with shading provided by deep balconies and awnings.

General Requirement	Proposed
4.7 Communal Open Space	
<i>Multiple residential developments of 11 or more units shall provide communal open space equivalent to no less than 20% of the gross site area. At least one area of communal open space shall have a minimum dimension of 8m to ensure a usable space, commensurate with the size of the development, which can accommodate both soft and hard landscaping</i>	The proposed development comprises 21 dwellings. The development proposes the following communal open space: • Lower ground floor communal area, comprising bike and surfboard storage, changeroom, and outdoor shower. • Ground floor communal area comprises club and lounge. • Level 1 communal area comprising the three zones: ○ Alfresco (including BBQ and dining area). ○ Common green (including open turf, movie screen and yoga space). ○ Relaxation area (including lounge and fire).
<i>Communal open space may include landscaped setback areas, courtyards, rooftop gardens, terraces and external pedestrian circulation spaces and should be oriented towards street or public open space where practical. Parking and vehicle circulation areas do not contribute to the calculation of communal open space.</i>	
<i>A portion of the communal open space shall be provided at ground level including deep soil zones to allow for the growth of mature trees. At least one mature tree per 1,000m² gross site area (or part thereof) shall be provided.</i>	Additional landscaping within the front setback area, comprising seating and gardens (including deep soil zones) is proposed for residents and the public at large.
<i>Communal open space must be designed to accommodate a variety of different users and uses, including facilities for families and children, accessibly spaces, and both active and passive recreation opportunities.</i>	The external communal space on level 1 alone exceeds the 20% site area requirement.
<i>Light-weight, open structures designed and located to minimise visual impact from the public realm may be permitted in areas of communal open space, however the extent of roofed area shall be limited to a maximum 20% of the total open space area.</i>	
<i>The retention of existing mature trees is encouraged.</i>	The site does not comprise any mature trees worthy of retention.
4.8 Private Open Space	
<i>Private open space is not to be used for car parking or storage and is to be designed to be practical, useable and appealing.</i>	Each dwelling comprises at least two private open spaces (balconies and/or terraces) ranging from 10m ² to 64.9m ² , each exceeding the minimum dimensions and area requirements specified by these guidelines.
<i>Balconies for each apartment shall be expressed as individual elements, designed to provide depth and visual interest to the building design.</i>	Balconies are not designed for storage purposes, with large storage spaces provided for each dwelling within the lower ground levels.
<i>Balcony balustrades shall be predominantly visually permeable. A portion of the balustrade may be opaque or solid to screen clothes drying areas and air conditioning units and offer privacy to lower levels.</i>	All air-conditioning equipment is located on the roof.
<i>Air-conditioning units shall not be located on balconies.</i>	All balustrades are clear with additional clear screening to provide wind and sun protection.
<i>Private open space is to:</i> • be oriented to maximise access to northern sunlight where possible; and • be directly accessible from and connected to a habitable living space within the dwelling.	All balconies have been oriented to maximise views and are largely situated on the northern portion of the development. Each dwelling has at least one western outlook.
<i>Moveable solar/wind/privacy screens shall only partially enclose balconies and courtyards.</i>	
<i>Lightweight weather protection structures are permitted in courtyards, however the extent of roofed structures in ground floor private open spaces shall be limited to a maximum of 20% of the total private open space allocated to the dwelling. This limitation does not apply to balconies above ground floor level.</i>	

General Requirement	Proposed
<i>Private open space is to be provided in the form of a courtyard for each ground floor dwelling and as a balcony for each above-ground dwelling or upper level commercial tenancy and is to meet the following minimum requirements.</i>	
4.9 Lighting	
<i>Lighting shall illuminate entrances of development and adjoining public space (roads, laneways, pedestrian access ways and open spaces) to contribute to creating safe, secure and inviting environments with minimal glare and light spill.</i>	Lighting is proposed on the exterior of the building to clearly identify entrances and illuminate the adjoining public space.
<i>Integrated lighting will be provided to highlight the key architectural features of buildings and landscaping.</i>	All external lighting shall be developed during detailed design to ensure all relevant standards and requirements relating to outdoor pollution.
<i>Movement sensor lighting is provided where there are concerns about loitering or safety, but must not be triggered by movement beyond the site.</i>	
<i>Lighting is concealed under verandah roof overhangs or otherwise shielded, diffused or refracted to provide illumination with minimal glare.</i>	
<i>To enhance safety and security, the principles of Crime Prevention Through Environmental Design (CPTED) shall be demonstrated within the site layout, building design, detailing and landscape design. A short report on measures may be required by the Authority (refer to WAPC Planning Bulletin 79 – Designing Out Crime Planning Guidelines June 2006 for guidance on CPTED).</i>	Lighting is proposed on the exterior of the building to clearly identify entrances and illuminate the adjoining public space.
<i>A Lighting Strategy is required for all 'Major' development applications demonstrating how the building and landscaped areas will be lit to highlight architectural features and provide an attractive and safe night time environment.</i>	A lighting strategy will be developed through detailed designed of the development post-development approval.
4.10 Landscape Design	
<i>Landscaping shall respond to the architecture of the building and the local landscape.</i>	The development proposes 363m² of soft landscaping, including the provision of deep soil areas and on-structure planting. Combined, these landscaped areas create a significant greenscape response, enhancing the public realm and internal amenity. Overall, the proposed landscaping comprises: • 153m² deep soil zones (10%), within the front setback area and along rear boundary lines. • Additional shallow ground floor plantings. • 210m² on-structure planting, including on the balustrades and podium roof. • 26 trees over the site and building. The landscaping plan includes a species list and planting that is appropriate to the coastal context and conditions. Existing trees on site are not proposed to be retained but will be replaced within new deep soil zones along the southern boundary. Refer Appendix 7, Landscaping Plan prepared in support of the development application.
<i>Low water use species suitable for the climate and coastal conditions shall be used.</i>	
<i>Lawn and other high maintenance landscaping shall be limited.</i>	
<i>Landscaped urban areas shall have a mix of soft and hard surfaces.</i>	
<i>Deep soil zones shall be provided to allow for the growth of mature trees. At least one mature tree within a deep soil zone shall be provided per 1,000m² of gross site area.</i>	
<i>Landscaped areas are to be irrigated with recycled water or grey water.</i>	
<i>Permeable pavements and other sustainability techniques shall be employed to increase the self-sufficiency of landscaping.</i>	
<i>Existing mature trees on site shall be retained wherever possible.</i>	
<i>Providing 'green roofs' to reduce storm water generation, enhance the soft landscape aesthetic of the development, improve thermal massing and assist in reducing the urban heat island effect.</i>	

General Requirement	Proposed
<i>Landscaping shall be designed to assist with microclimate management and conserve water. Drought tolerant plants suitable for the coastal environment and water sensitive irrigation designs are necessary and soils should be prepared with soil improvers and mulch.</i> <i>All development applications are to include a landscaping plan that has been prepared in accordance with the Water Corporation's Waterwise criteria for landscaping, such as use of native and water-wise plants and irrigation and rainwater management.</i>	
4.11 Environmental Sustainability	
<i>The location of the Redevelopment Area adjacent to the coast exposes development to harsh environmental impacts including wind and salt. New development is to be designed to ameliorate any potential impacts of these factors on both the development itself and the public realm, particularly with regard to wind impacts of building design and the use of appropriately robust materials.</i> <i>Compliance with the Authority's Development Policy on Green Buildings, and the following specific requirements:</i> <u>Energy Efficiency</u> - <i>All developments are to optimise the application of passive solar design including building orientation, shading, natural lighting and cross-flow ventilation.</i> - <i>The utilisation of natural light through the provision of windows, openings and skylights, which must be designed and oriented to minimise heat gain in summer months.</i> - <i>A minimum of 70% of all lighting throughout the building must be high efficiency lighting (>70 lumens/watt).</i> <u>Water Efficiency</u> - <i>All fittings and appliances have a minimum star rating of 4 Stars in accordance with the Australian Government's Water Efficiency Labelling and Standards (WELS) scheme.</i> - <i>Install at least 5 Star rated dual flush toilets, 6 Star rated urinals or waterless urinals in accordance with the WELS scheme.</i> - <i>Rainwater retention is encouraged.</i>	The proponent is committed to achieving a sustainable outcome, with the development proposing a 5 Star Green Star rating. This is achieved with the use of sustainable materials, extensive greenery, PV cells, passive shading, natural ventilation, rainwater harvesting, adaptive spaces, and EV chargers, ensuring a strong environmental performance. Refer Appendix 6, Sustainability Assessment for additional analysis on the development sustainability measures.
4.12 Universal Access	
<i>Universal access is provided in accordance with the requirements of the Disability Discrimination Act 1992 and relevant Australian Standards.</i>	Universal access is provided to all areas of the proposed development. Compliance with relevant legislated requirements will be addressed in detail at the detailed design stage.
<i>Where the ground floor is elevated above finished footpath level ramps that facilitate universal access shall be accommodated within the interior of the building to reduce their visual impact and assist in achieving a strong built edge to the street boundary.</i>	Whilst the topography of the subject site results in a 4m variation, each building entrance is flush with the finished footpath level.
<i>Compliance with the Authority's Development Policy on Adaptable Housing.</i>	All dwellings will achieve silver level in accordance with the Liveable Housing Design Guidelines, with opportunity to upgrade dwellings to gold level.

General Requirement	Proposed
4.13 Sound and Vibration Attenuation	
<i>Compliance with the Authority's Development Policy on Sound and Vibration Attenuation.</i>	An Acoustic Report was prepared in accordance with the Noise Regulations, DP3 and SPP5.4. As detailed within the Acoustic Report, the proposed development will comply with the relevant legislated requirements. Mitigations measures where recommended or required will be addressed as part of detailed design stage of the development. Any impact from noise related to vehicle traffic from West Coast Highway and required to be addressed through SPP5.4 for balconies and communal open spaces, will be mitigated where reasonable and practical to do so. Refer Appendix 9, Environmental Noise Assessment.
5.1 Site Access	
<u>Pedestrian Access</u> - Pedestrian access from the street and from any car park areas shall be clear, direct and safe. All pedestrian entrances shall have casual surveillance from within the development and shall be covered to provide protection from the elements. - Clear wayfinding devices are required throughout the development with particular consideration of the needs of visitors and those with disabilities and mobility impairments.	Pedestrian access is proposed via two dedicated entrances with access from The Esplanade and Brighton Road, as well as from the internal car parking area. The lobby provides access to internal stairs and lifts for residents on the upper floors. Each entrance is clearly defined and legible, with an awning provided for weather protection. Lighting and passive surveillance from the internal amenity areas and upper floors ensure safety is maintained.
<u>Vehicle Access</u> - Only one vehicle access point is permitted for each lot. - Crossovers are to have a maximum width of 4 metres at the lot boundary. Wider crossovers (up to a maximum 6 metres) may be considered where lots are over 25 metres wide at the street frontage and a wider crossover is necessary to achieve appropriate traffic management and safety for multiple dwelling or mixed use developments. - Crossovers shall be located to avoid existing street trees and provide sufficient clearance to allow for root and canopy growth. - Vehicle access via a primary street shall only be permitted where no secondary street, laneway or vehicular access easement is available. - Vehicle access from West Coast Highway or Scarborough Beach Road shall only be permitted where there is no alternative option. Vehicle access shall be provided from secondary streets, existing laneways or shared crossovers as indicated in Figures 7 and 8. Consolidated access points shared between two lots are encouraged. - Where possible vehicle access should be shared between adjacent lots to improve efficiency of site utilisation and reduce impact of crossovers on the streetscape, particularly West Coast Highway. - Vehicle accessways are to be adequately paved and drained.	Detail on vehicle access arrangements are addressed earlier in this report. Access arrangements are considered appropriate, for the following reasons: • The subject site comprises two lots. • The width of the crossovers allows sufficient and safe manoeuvrability into and out of the site. • Crossovers do not impede any street tree. • Crossovers will be adequately paved and drained. Refer Appendix 8, Transport Impact Statement.

General Requirement	Proposed
5.2 Car Parking	
<u>Permeant Residential</u> - Minimum 0.75 bays per dwelling. - Maximum 1.5 bay per dwelling, on average. <u>Residential visitor</u> - Minimum 0.25 bays per dwelling.	The development proposes a total of 55 car parking bays. Specifically, these bays comprise: • 42 residential bays. • 13 visitor bays (11 bays are allocated to a specific dwelling, whilst the remaining two are communal to apartments 4-8 and 15-19). 21 bays have EV charging facilities (1 per dwelling). The development comprises a surplus of 10 residential bays which equates to an extra half a carparking bay per dwelling above the maximum. This is considered acceptable given the development comprises 3 or 4-bed dwellings only. Under these circumstances it is considered entirely reasonable to provide two bays per dwelling. The surplus does not create a parking area that results in any undue impact to the building form or function or public realm. Parking areas are sleeved from view. An additional 'half' parking bay on average per dwelling allows for dwellings to be converted to Gold Level standards under the Liveable Housing Guidelines, which require wider car bays. Additional on-site parking will relieve pressure on existing public parking in the area, particularly during peak times. Proposed parking numbers are lower than the previous approval for the site, which provided 68 bays on site. This equates to a 13 bay reduction on previous parking. There is no maximum requirement for visitor parking, so the 13 bays are compliant.
<i>Parking shall be obscured from public view and sleeved by active uses to primary street frontages and adjacent to public open space.</i>	All parking is sleeved from public view.
<i>Parking to secondary streets, laneways or pedestrian access ways shall be screened from adjacent or nearby buildings and the street through the use of innovative wall detailing, decorative screening, patterning and vegetation. Screening shall be compatible with the surrounding streetscape.</i>	
<i>Vehicles shall not be accommodated between the street front and the building line unless otherwise allowed for in site specific guidelines.</i>	All on-site parking is proposed within the building.
<i>Tandem parking bays (catering for a maximum of two vehicles) may be provided where both bays are assigned to the same dwelling. Both tandem bays shall count towards the minimum parking requirements</i>	Each respective tandem bay is allocated to the same dwelling.
<i>Visitor parking shall be allocated as common property on a strata plan. Residents' parking may be designated on a strata plan at the discretion of the applicant.</i>	11 of the visitors' bays will be allocated to a specific dwelling. Only two visitor bays on Brighton Rd will be common property.
<i>Opportunities for reciprocal parking, shared parking and car stackers may be explored to maximise efficiency of use.</i>	No reciprocal or stacker bays are proposed.
<i>All car parking shall facilitate ease of pedestrian movement, clear wayfinding, safety, security and comfort in the design of car parking areas.</i>	The car parking areas will be clearly signed to identify exit and entry points for pedestrians and vehicles.

General Requirement	Proposed
Vehicle gates are designed and integrated within the building to minimise visual prominence and contribute to the quality of the adjacent streetscape.	Vehicle entry gates have been designed in a manner to integrate with the overall architecture of the development.
Large canopy shade trees with sufficient soil and soft landscaping to permit water absorption and root growth shall be provided to all at grade car parks and external pedestrian links, street edges and boundaries to ensure appropriate protection from the elements, improve the micro-climate and to assist in softening and breaking up any significant expanse of parking area. Such trees shall be provided at a ratio of 1 tree to every 4 car bays. Where basement parking on restricted sites precludes the above, an alternate landscaping solution may be considered.	No external at grade parking is proposed.
Any parking provided above ground floor level shall be screened by active uses to all street frontages, laneways or public open space. At first floor level only, innovative architectural treatments or public art that screens the parking may be acceptable where it is designed as an integrated component of the development and contributes positively to the public realm.	All parking is sleeved from public view by being below the lower ground level or being situated being the residential lobby/amenities areas.
5.3 Bicycle Parking	
Bicycle parking facilities for permeant residential is one bay per unit.	A dedicated bike storage area is provided within the lower ground floor lobby. This provides space for 14 bikes (7 racks).
Tenant and resident bicycle parking facilities shall be concealed from view from the street within the basement or ground floor level and easily accessible from the entrance to the building.	Additional bike storage is provided via each dwelling's respective storage unit.
All bicycle parking facilities are to be designed, located and constructed in accordance with AS2890.3 and Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles.	All bike parking has been designed in accordance with AS2890.3 and Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles, are well-lit, designed to not impede pedestrian flow, and are assessable via the respective building entrances.
Visitor bicycle parking shall be located adjacent to the building entry at ground level. Bicycle parking must also be located: - To allow for passive surveillance from public spaces such as from roads and other buildings - So as not to disrupt pedestrian flow - At ground level and accessible form the road and cycle paths - In well-lit areas.	
All end of trip facilities shall be designed with convenience and safety of the user in mind to encourage cycling, and located as close as possible to bicycle parking facilities.	Changerooms are provided adjacent to the bike parking area. Notwithstanding, as a residential development only, no EoT specific facilities are required.
5.4 Storage	
All dwellings are to be provided with a store room with a minimum internal floor area of 4m2 and a minimum dimension of 1.5 metres. Where this is used for bicycle storage a minimum area of 6m2 is required.	The development proposes a single 13m² storage space for each dwelling. Stores are situated adjacent to each respective car parking bay. The bays are secure, fully screened, and assessable.
Stores are to be secure and fully screened.	
Stores are designed and located to be readily accessible and not require the movement of parked vehicles for access purposes.	
5.5 Waste Reduction and Management	
Building design will include space for waste and recycling storage and collection requirements, taking into account the need for easy access for drop off and collection that limit pedestrian and vehicle disruption.	A development proposes two dedicated bin stores within the ground floor.

General Requirement	Proposed
<i>Provision should be made for refuse collection to occur on site wherever possible, to limit the need for waste bins to be placed on the verge.</i>	Specifically, a 21.1m ² waste/recycling store and 10.7m ² FOGO/bulk waste store. Waste from the stores will be transported to the bin presentation area along The Esplanade for collection by the City's waste services. A dedicated bin room with chute is provided on each floor for residents' use. Refer Appendix 10 , Waste Management Plan.
<i>Refuse storage and collection facilities are to comply with the requirements of the City of Stirling waste and recycling collection regimes.</i>	
<i>Kitchens and waste storage/collection areas allow for sorting of waste such as 'recycling' and 'general waste'.</i>	
<i>A Waste Management Plan is to be prepared in conjunction with the City of Stirling and must be submitted as part of the Development Application.</i>	
<i>Service areas and bin enclosures are located and screened from general view to minimise odours and sound emissions.</i>	
5.6 Building Services	
<i>Loading and service areas, storage areas and ancillary equipment such as mechanical plant shall be appropriately screened from public view in a manner that does not undermine the amenity of the area or quality of the development.</i>	No loading area is required. All mechanical equipment and services are situated within the building or on the roof and are appropriately screened from public view.
<i>Roof plant and ancillary equipment shall be screened from public view.</i>	
<i>Photovoltaic solar panels and flat solar water heating panels may be in public view provided that they are appropriately arranged and well integrated with the building design. Panels may sit flat against the roof pitch or may be integrated into special elements such as awnings. Where solar panels are not integrated in this manner and/or where solar water heating storage tanks are provided, they shall not be visible from the street or public places.</i>	Solar PV cells are proposed on the roof and are not visible from the public realm.
<i>Service doors and other utilitarian features shall be located away from street fronts and appropriately treated to reduce their visual presence</i>	All services meters, doors, and the fire booster cabinet/panel will be incorporated into the architecture of the development, whilst remaining accessible and functional.
<i>All piped and wired services including fire booster cabinets, service meters and the like are to be concealed from public view or integrated into the architectural design.</i>	
<i>Machinery and equipment shall not create a nuisance through noise, smell or other impact. Mechanical ventilation shall not discharge toward the public realm.</i>	The machinery and equipment shall not create a nuisance, with exhaust systems and condenser units located on the roof of the development.
<i>Development shall comply with all relevant environmental protection regulations.</i>	The proposed development will comply with all relevant regulations.
<i>A Stormwater Management Plan shall be submitted with each development application for new construction. All stormwater shall be retained on site.</i>	The development has been designed in a manner to retain stormwater on site. Final details will be prepared as part of detailed design. The City has confirmed through pre-lodgement meetings that a Stormwater Management Plan can be addressed as a condition of approval.
<i>Air conditioning units, pool filtration equipment, motors, pumps and mechanisms and similar items must be suitably located in areas that minimise the impact on neighbours and comply with the provisions of the Environmental Protection (Noise) Regulations 1997.</i>	All plant and equipment associated with the building will comply with the <i>Environmental Protection (Noise) Regulations 1997</i> .

General Requirement	Proposed
<i>Service enclosures will be screened from public view and located and designed to prevent the release odours and sound emissions.</i>	All service enclosures will be screened from view, being situated within the building or on the roof.
<i>All service infrastructure located on podium or building roofs shall be integrated in the design of the building and screened from view from the public realm and occupants of the building.</i>	
<i>Compliance with the Authority's Development Policy on Additional Structures to Properties.</i>	N/A
<i>Where lots are encumbered by a sewer easement, this area is not to be built upon unless a suitable design solution can be reached to the satisfaction of the Water Corporation and the Authority. This area may be used for access ways, car parking or open space requirements.</i>	The subject site is not encumbered by any easements.
6.3 Vehicle Accessways	
<i>6 metre public vehicle access thoroughfares shall be provided as identified in the Vehicle Access Plan to permit shared vehicle access between sites.</i>	No public vehicle access thoroughfares are required.
<i>Vehicle access shall be provided from secondary streets, existing laneways or shared crossovers as indicated in Figures 7 and 8.</i>	

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Precinct Specific Requirements

An assessment of the proposal against the 'Esplanade Outer' Precinct Specific requirements under the Guidelines is provided in **Table 5** below.

Table 5 - Design Guidelines Assessment

Development Standards	Proposed	Complies
<i>Balconies and terraces shall be provided at all levels above ground floor to provide passive surveillance of the public realm.</i>	Balconies/terraces are proposed to each floor and are integrated into the overall building form.	✓
<u>Preferred Uses</u> Ground Floor - Shops, restaurants/café's, hotel, serviced apartments, residential apartments. Upper floors - Residential apartments, hotel, serviced apartments.	The development comprises residential apartments on all upper floors. Communal amenities and the lobby related to the residential apartments comprises the ground floor.	✓
<u>Setbacks</u> - Podium street- Nil to 2.0m for residential - Podium side/rear - Nil - Upper level street - 6.0m from boundary - Upper level side / rear - 10m from boundary	<u>Podium Street (The Esplanade)</u> Lower ground floor: 0.65m - 1.1m Ground floor: Nil - 1.12m Upper floors: 0.15m - 2.75m <u>Podium Street (Brighton Road)</u> Lower ground floor: 1.1m - 6.3m Ground floor: Nil - 6.3m Upper floors: 0.15m - 2.75m <u>Side (east)</u> Lower ground floor: Nil Ground floor: Nil Upper floors: 6m <u>Side (south)</u> Lower ground floor: Nil - 1.41m Ground floor: Nil - 1.84m Upper floors (level 1): 2.69m - 7.78m Upper floors (level 2-11): 2m - 6m	Variation (side and rear)
<u>Building Height</u> Tower - 8 storeys up to 29m Podium - 3 storeys up to 11.5m. *potential for an additional 4 storeys to a total of 12 storeys up to 43 metres may be achieved at the discretion of the Authority subject to the requirements outlined in section 4.1.	12 storeys (up to 45.5m)	Variation
<u>Site Coverage</u> - 80% maximum	Site coverage = 86.4% (based on building cover at ground level - 1,316.3m ²)	Variation
Sustainability rating - Tier 3 - (refer to the Authority's Green Building Policy)	The development achieves Tier 2.	✓

Discretionary consideration

Pursuant to Clause 5.18 of SRS1, provides that variations to a provision of the Scheme or any other relevant planning instrument may be approved subject to appropriate consideration. Clause 5.18(1) states:

If an application does not comply with a provision of the Scheme or a provision of any other planning document adopted under the Scheme, the Authority may approve the application if it is satisfied that the development:

- a) is consistent with the Scheme Vision and Objectives;*
- b) is consistent with sustainable development and orderly and proper planning;*
- c) would not have a significant adverse impact on the current or intended amenity of the locality; and*
- d) would not compromise the development intent of the relevant precinct.*

As noted in **Table 5** above, the proposed development seeks variations to precinct specific development requirements, for following standards:

- Building height;
- Setbacks; and
- Site coverage.

The variations sought by the development have been considered with the relevant considerations of SRS1, and are considered acceptable for the following reasons:

Building Height

As discussed within **Table 4**, the development qualifies for a bonus four storeys as the proposal meets sustainability objectives and is on track for design excellence. Whilst the building is compliant with the 12 storey requirement, a minor variation to height in metres is sought due to the significant change in the natural topographical levels of the site.

The topography of the site varies substantially along the Brighton Road lot frontage from the eastern boundary to The Esplanade frontage. Had the site been flat, the building would have been able to achieve compliance with the building height requirements. Notwithstanding, the majority of the building complies with the height provisions, and those portions above are not considered to have an adverse amenity impact on the surrounding locality or the intended development intent of the Precinct.

The building is consistent with the evolving character of the area, which has been set by a number of mid to high rise development within the precinct. Refer **Figure 13** below.

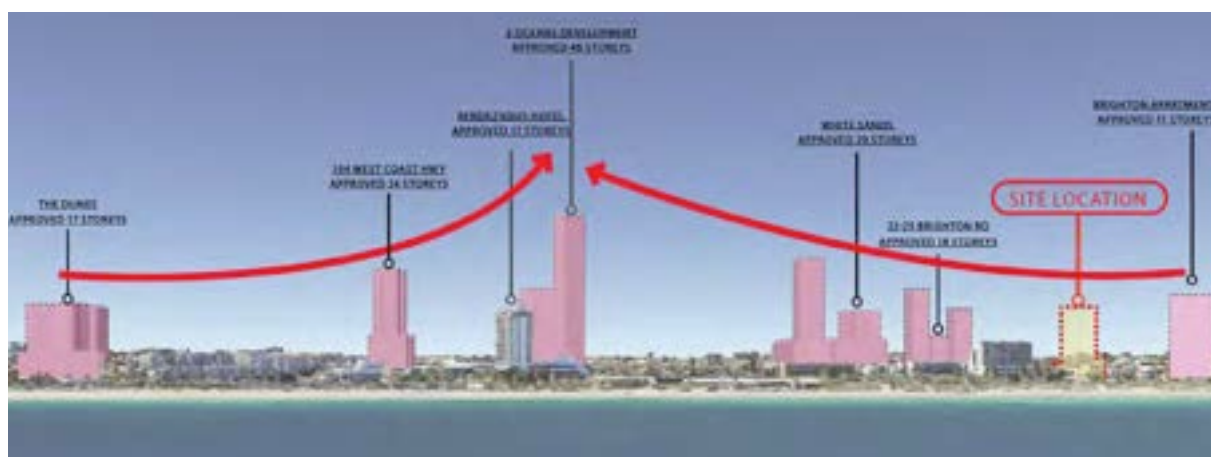


Figure 13 – Future development transect.

Setbacks

As a result of site constraints, including the significant topography and irregular lot shape, the development seeks minor variations to the tower setbacks. These are considered acceptable for the follow reasons:

- The tower form has been arranged so that it is positioned away from eastern and southern boundaries (including the southern portion of Lot 5), placing the tower at The Esplanade and Brighton Road street corner. This approach reduces impacts on directly adjoining residential properties to the east and south and creates a bookend to this important street corner.
- The relocation of built form to the corner has been supported by the City's DRP, who noted during DRP1 that *"the Panel recognises the importance of this site in the wider context of the redevelopment area and comment was made that there is merit in implanting the bookend approach and the increased height for the site."*
- The development is unable to comprise a true podium and tower format due to the irregular lot configuration and design intent to bring the tower element to the street corner. However, this design approach has allowed for increased setbacks to the adjoining properties for the majority of the tower element which provides appropriate building separation to the future redevelopment of adjoining sites, and ensures view corridors to the coastline from the adjoining property at 7 Brighton Road are not obscured (they would be by a compliant development).
- The lot has an irregular lot shape and dimensions, creating a constrained building envelope. With a width of 22.1m from Brighton Road to the southern boundary, achieving the setback requirements of the Design Guidelines does not provide a functional development outcome.
- The SRS1 Vision statement notes development should *"interpret and reflect Scarborough's urban-coastal character and will be highly responsive to the site context including the natural environment, topography, neighbouring sites and streetscape"* [underlined for emphasis]. The developments curved architectural form with sculptured indentations along the southern and eastern boundaries creates articulation to step the building away from adjoining residential properties. Shaping the building in this manner ensures optimised setbacks and links to the coastal character of the area.
- The form and design of the building result in optimised visual privacy for adjoining properties, with balconies predominantly facing west and setback from the southern property at least 6m (except on level 1 where this does not directly overlook the adjoining property). Staggering the building line on upper floors ensures minimal overlooking concerns.
- Overshadowing impacts to adjoining properties and the adjacent Brighton Reserve are greatly minimised through the relocation of building bulk to the corner. At 9am on the winter solstice, when shadow from the proposal is likely to have greatest impact on the public realm, the proposed development overshadows Brighton Reserve by 922m² less than a development with a built form compliant with the Design Guidelines requirements.

Site coverage

The development seeks a minor variation to the overall site coverage at the ground floor level, however this is not considered to have an adverse impact on the ground level or street interfaces which are provided with active, highly landscaped frontages. Whilst the podium component seeks a slight variation, the tower has a reduced footprint than what is permitted under the planning framework in terms of floorplate size. The location of the tower on the corner also minimises impact of the variation with maximised side setbacks.

Deep soil zones have been concentrated along residential boundaries, mitigating any potential impact from the proposed development which also provide a greater sense of separation and openness on sensitive boundaries. The provision of a heavily landscaped corner parklet along the street boundary, and substantial on-structure planting, acts as an offset to additional site coverage.

Summary

For the reasons as outlined above, it is considered that the proposed variations to height, setbacks and site coverage are appropriate in the context of the site and the requirements of the planning framework, particularly the discretionary considerations as set out in Clause 5.18(1) of SRS1.

The proposed development seeks to achieve a high-quality design outcome that is reflective of the intended future built form outcomes contemplated by the planning framework and will achieve a development consistent with the intent and objectives of orderly and proper planning.

The variations warrant support accordingly.

5.6 Scarborough Development Policies

5.6.1 Policy 1 – Green Building

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

The objectives of DP1 are:

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

The development seeks to achieve a highly sustainable development outcome, with intention to achieve a 5 Star Green Star Rating. This exceeds the Tier 3 requirement set out for site in DP1.

The proponent is committed to achieving a sustainable outcome, with the development seeking to attain a 5 Star Green Star rating, which is identified as an Australian Excellence outcome in sustainability (refer **Appendix 6**). This is to be achieved with the use of sustainable materials, extensive greenery, PV cells, passive shading, natural ventilation, rainwater harvesting, adaptive spaces, and EV chargers, ensuring a strong environmental performance.

5.6.2 Policy 3 – Sound and Vibration Attenuation

Development Policy 3 – Sound Attenuation (**DP3**) outlines the requirements for managing noise impacts in the SCA. In accordance with DP3, the proposed development would be classified as a noise sensitive premises due to the development being entirely residential in nature.

The objectives of DP3 are:

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

In accordance with the Performance Standards of DP3, noise sensitive premises are to be designed to attenuate noise to comply with the *Environmental Protection (Noise) Regulations 1997* and State Planning Policy 5.4.

Acoustic assessment has been undertaken and confirms the development can comply with the relevant requirements of the Regulations. Further acoustic assessment will be considered post-development approval, and any required noise mitigations measures will be addressed through detailed design.

5.6.3 Policy 4 – Providing Public Art

Development Policy 4 – Providing Public Art (DP4) outlines the requirements for the provision of public art as part of development of land within the SCA. DP4 applies to all applications for development approval within the SCA that have an estimated construction value equal to, or in excess of, two million dollars.

The objectives of DP4 are:

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

The development exceeds the threshold for public art provision. The development plans identify potential public art opportunities along the ground floor frontage. The proponent will address the requirement for public art and work with the City post-development approval to progress public art treatments.

5.6.4 Policy 9 – Affordable and Diverse Housing

Development Policy 9 – Affordable and Diverse Housing (DP9) details the requirements for the delivery of affordable and diverse housing in residential and mixed-use developments and provides performance standards for assessment of development applications that include a residential component.

The policy applies to development that include 20 or more dwellings. In the case of this development, it only just triggers with 21 dwellings being proposed (2 above the threshold). It is important to note that from a statutory planning perspective, a Local Planning Policy (LPP) is a tool to guide decision making and should not be applied inflexibly or interpreted in absolute terms, particularly where discretion exists to vary the requirements, as in the case of this development and the Scheme.

The objectives of DP9 are:

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

Diverse Housing

Pursuant to Clause P1 of DP9, the development is required to provide:

- At least 20% of dwellings to be studio or single bedroom dwellings, with a maximum provision of 40%.
- The average floor area of all studio and single bedroom dwellings is to be not more than 50m².

- At least 10% of dwellings are to be three or more bedroom dwellings and have a maximum floor area of 110m² each.

The proposed development has been designed in response to an existing market gap within the Scarborough locality, being the provision of larger three and four bed multiple dwellings. The current Scarborough locality is comprised of a mix of one to four (or more) bedroom dwellings, however nearly 84% of these dwellings are made up of single houses or townhouses/terraces, with only 16% of dwellings being apartment dwellings (Source: 2021 ABS Census Data).

The provision of larger format multiple dwellings provides a critical contribution to the diversity of dwellings in Scarborough and surrounding areas by providing apartment types that allow residents to maintain a large dwelling, but not in the form of a single house. This is considered particularly appealing to people who are looking to age in place, or for people with larger families, or for families with intergenerational households. This is supported by registrations of interest, with 91% coming from the surrounding suburbs.

Generally, this dwelling typology is overlooked within multiple dwelling developments, with developments typically being marketed towards singles, or couples. The provision of larger format dwellings ensures a diversity of housing product not commonly provided for within the Scarborough locality. Given there has been 445 registrations of interest there is clearly a strong demand for this type of product.

As noted in **section 5.6.5** below, all dwellings achieve Silver Level living standards under the Liveable Housing Guidelines, ensuring each dwelling achieves excellence in accessible, habitable, and adaptable living. There is potential for some dwellings within the development to be upgraded to achieve Gold Level standards under the Liveable Housing Guidelines should individual buyers require this.

There is further potential for some dwellings to be split into a twin-key configuration, allowing for adult children or a live-in carer, however, this is not proposed as part of the current development application.

Affordable Housing

Pursuant to Clause P3 of DP9, any development with 20 or more dwellings is to provide at least 12% of the dwellings as affordable housing, which based on the proposed development, equates to two dwellings. This in effect brings the saleable number of apartments back to 19, being the apartment threshold at which no contribution is required. The policy only creates a downside of losing any additional margin from 2 large format apartments which impacts project viability.

Urban Economists, Pracsys, have analysed the impact of the policy on project viability in the context of the current and foreseeable market and concluded as follows (**Appendix 12**):

- Local governments in general (and the City of Stirling in particular) should actively engage in an open and ongoing dialogue with apartment developers to understand the market conditions for apartment projects and the difficult and fast-changing economic and political environment they face.
- Adjustments should be made to the ADHP (or written guidelines for its implementation) to account for the constraints faced by developers in the current market, or at other times of similar duress to contribute to the approval, construction and completion of much needed apartment supply.
- In applying the ADHP, local governments should consider the effect of the policy on the viability of all apartment projects, but the impact of community dwellings for on the viability of low yield, large format multi-generational residences as an important component of the mix of high-density dwelling supply.
- For low yield, large format, multi-generational apartments in market conditions like those observed currently and in the foreseeable future, the City of Stirling should suspend the implementation of the ADHP to contribute to the viability of such projects and maintain that position at least until supply begins to come back into the market.

- The City of Stirling should consider the role of low-yield luxury apartments in the overall range of apartment products, particularly as it is consistent with Council policy to promote a wide range of dwelling types and the ability for long term elderly residents to age-in-place.
- The Cost Construction Chart discussed in Section 3.2 only provides for construction estimates up to a 120m² size apartment, whereas the apartment size in the proposed development is considerably higher, leading to a much greater contribution than intended. Moreover, compared to the Department of Communities preference for single bedroom apartments of no more than 50m², the proposed development would be required to provide a disproportionately high cash contribution in lieu of social housing, which is an inherently unbalanced outcome.

As outlined above, from a statutory planning perspective, an LPP is a tool to guide decision making and should not be applied inflexibly or interpreted in absolute terms, particularly where discretion exists, as in the case of this development and the Scheme.

Given the proposed development only just triggers the policy, with the contribution of 2 dwellings effectively bringing the development back below the threshold if the yield was reduced to 19 there is a questionable nexus between the 2 extra dwellings above the threshold triggering the requirement to provide 2 affordable dwellings.

Turning back to the Town Planning Scheme, Schedule 13 outlines the Vision for the Scarborough Special Control Area (SCA) and includes clause 1.2 Delivering the Vision, which states in part:

*The Scarborough Special Control Area provisions is designed to provide opportunities for renewal, growth and innovation **that can respond to changing** environmental, **economic** and social trends and challenges.*
[emphasis added]

The LPP was adopted in September 2016, over 3 years before a global pandemic. The impacts of the pandemic endure to this day and have been outlined in the economic report. Regrettably, and as noted in the economic report, the policy has failed to respond to these changing economic impacts. Consequently, the ADHP is not fit for purpose in the current and foreseeable economic climate for the type of development proposed by this application (low yield, large format apartments). Given the scheme (a higher order document) expressly contemplates a responsive planning framework, the policy should be read down as the previous planning authority has clearly erred by not reviewing the policy settings which now operate in a dramatically different climate to when it was first implemented.

If it is accepted the development adds to the much-needed supply of accessible housing for intergenerational living and downsizing, there are strong grounds to vary the ADHP and waive the requirement to provide two affordable dwellings. As outlined in the economic report, the viability of this low yield large format apartment development becomes questionable if the affordable housing requirement is foisted upon this development.

5.6.5 Policy 10 – Adaptive Housing

Development Policy 10 – Adaptive Housing (DP10) details the details the requirements for the delivery of adaptable housing in residential and mixed-use developments and provides performance standards for assessment of development applications that include a residential component.

The objectives of DP10 are:

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

All dwellings within the development will achieve silver level in accordance with the Liveable Housing Design Guideline. Future residents may have opportunity for dwellings to be upgraded to achieve gold level requirements (subject to internal design modifications) and car parking adjustments.

The proposal meets the requirements of DP10 and warrants approval accordingly.

6 CONCLUSION

This application seeks approval for the removal of all existing buildings and structures and the subsequent development of a 12-storey mixed residential development, comprising 21 multiple dwellings, as well as associated landscaping, parking, amenities, and access on the subject site.

The boutique, mid-rise development is designed in a contextual and site-responsive manner, taking inspiration from both the prevailing coastal character and continually emerging contemporary character of surrounding development.

Overall, the proposed development has been demonstrated to achieve an exceptional design outcome, with a high quality architectural design supported by strong sustainability and amenities attributes for future residents. Additionally, the development has been demonstrated to meet all relevant environmental noise, acoustic, and waste management requirements.

It is respectfully requested that the Metro Inner-North Joint Development Assessment Panel consider the application on its merits and approves the proposed development.

	RFI	City
1.	Attachment 1	
2.	Attachment 2	
3.	Attachment 3	
4.	Attachment 4	
5.	Attachment 5	
6.	Attachment 6	
7.	Attachment 7	
8.	Verge Services Plan, refer Attachment 8 .	

DRP

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Response to the City's Planning assessment

A response to all matters raised by the City in the RFI correspondence received 27 October 2023 is provided below. This response should be read in conjunction with the updated Development Plans and updated consultant reporting provided in support of the development application.

Table 1 below provides a response to the key planning matters raised in the City's RFI.

Table 1 – Response to key planning matters

Height
<i>A base height of eight (8) Storeys is permitted (up to 29m) with a bonus height criteria of 12 Storeys (44m) permitted subject to satisfying the Requirements for Additional Storeys. A building height of 12 Storeys (44.1m) is proposed. The maximum 12 Storey bonus height requirements requires design excellence to be achieved, plus at least one (1) of the relevant criteria to be met. The Requirements for Additional Stories has not been satisfied as the City's Design Review Panel has not advised that the development achieves design excellence. Additionally, the Applicant is required to demonstrate how the Green Buildings policy is achieved to ensure that either the Tier 1 or Tier 2 requirements have been satisfied.</i> <i>Additionally, a volumetric calculation demonstrating the basement is over 50% under NGL as per the definition contained in the R-Codes Volume 2 is required.</i> <i>The additional information clearly outlining how the development satisfies either the Tier 1 or Tier 2 requirements of the Green Buildings policy is required. Additionally, the City's Design Review Panel will advise on if the development meets design excellence. If the Requirements for Additional Storeys criteria are not met, the City is unable to support the proposed 12 Storey building height.</i>
Applicant response
The development is capable of achieving an additional four storeys bonus building height beyond the 8 storey base height (up to 12 storeys) subject to achieving Design Excellence and one of six additional requirements. The proposed development seeks to achieve the additional building height, to an overall height of 12 storeys, subject to attainment of Design Excellence and a 5 Star Green Star rating. <u>Design Excellence</u> Following Design Review 3 on 26 October 2023, the proposed development was acknowledged by the City's DRP as achieving Design Excellence subject to resolution of the final design. Matters to be resolved included: 1. <i>Refinement of the entry portal to more cohesively respond to the existing language of the building, ensuring functional resolution of the detailing and increased legibility in relation to the entry door.</i> 2. <i>Satisfactory resolution of public art requirement.</i> 3. <i>Clarification and commitment to sustainability measures to demonstrate excellence in this area.</i> 4. <i>Commitment to the quality materials being suggested in the renders.</i> 5. <i>Ensuring the communal open space is both functional and provides good amenity to residents.</i> These above matters are addressed in the following ways: <u>Entry Portal</u> The entry portal has been refined in the updated Development Plans (refer Attachment 1). The revised design: - o Replaces the swing door with a sliding door and widens the residential entry point from 1.3m to 1.85m. - o Reduces the extent of protruding framing around the entry point to create a sleeker frame at the Brighton Road entry. - o Conceals the door to the fire stairs through design materiality. - o Adjusts (indicative) street numbering and materiality on the entry and parcel delivery doors for improved legibility of pedestrian entry as viewed from Brighton Road. Refer Figure 1 below demonstrating comparison in design between DRP 3 and updated Development Plans.



Figure 1: Entry portal design comparison – DRP 3 design (left) vs updated Development Plans (right)

Public Art

Requested to be addressed via suitably worded condition of approval, as provided for in Development Policy 4 – Public Art.

Green Star Rating

The Sustainability Design Assessment Report (**Sustainability Report**) (**Attachment 3**) has been updated and affirms the developments commitment to achieving a 5 Star Green Star rating.

Materials

Final materials will be resolved through a suitably worded condition of development approval.

Communal Open Space

The communal open space on Level 1 has been refined to provide a toilet (DDA compliant) directly accessible to the communal space, as per point 6b in the DRP Report dated 26 October 2023.

Affordable and diverse housing

- *The following variations are proposed to Scarborough Development Policy 4: Affordable and Diverse Housing:*
 - *Four (4) apartments are required to be single or two bedroom. Nil are proposed to be less than three (3) bedroom.*
 - *Two (2) apartments are required to be affordable. Nil are proposed to be affordable.*
 - *A range of affordable dwelling types and sizes has not been provided.*
 - *Affordable dwellings have not been integrated into the development.*
 - *Affordable dwellings have not been designed to the same standard and level of detail as other housing in the development.*

The proposed variations do not meet the applicable policy objectives and are unable to be supported. Amended plans and additional information are required which provide affordable dwellings in the development.

Applicant response

Following discussion at our meeting on 14 November 2023, we have sought additional information from DevelopmentWA regarding provision of affordable housing through previous development approvals. The final tranche of information relating to this is due to be received tomorrow. A separate response in relation to matters regarding Development Policy 4 – Affordable and Diverse Housing will be provided to the City under separate cover.

Setbacks

- *A nil tower setback is proposed to Brighton Road and The Esplanade in lieu of the 6m required.*
- *Eastern tower setbacks of a minimum 6m are proposed in lieu of the required 10m.*
- *Southern tower setbacks of a minimum 2.7m are proposed in lieu of the required 10m.*

Amended plans are required to address this matter.

Applicant response

We refer to the City's email dated 21 November 2023, in which the City confirmed it accepted the proposed setbacks. The City noted:

The City is of the position that this matter may be able to be supported under the applicable objectives of the Design Guidelines and no further information or amended plans are required to address this matter.

This matter is now resolved and requires no further action.

Table 2 below provides a response to the additional planning elements raised in the City's RFI, particularly matters relating to the Scarborough Design Guidelines and Development Policies.

Table 2 - Response to City's assessment – Design Guidelines and Development Policies

City of Stirling Comment	Applicant Response
Scarborough Design Guidelines	
<i>Clause 3.2 – Active Edges</i>	
<i>The proposed Brighton Road crossover is 6.4m in width in lieu of the permitted 4m. A maximum of 6m is permitted.</i> <i>The development does not include additional materials, architectural features, height differential or variations in massing on the corner feature.</i> <i>Amended plans are required to address this matter.</i>	The Design Guidelines note an intent to provide traffic management and safe vehicle/pedestrian movements. The 0.4m variation to the maximum permitted width is considered acceptable with the intent of Element 5.1 of the Design Guidelines, as: • The minor variation ensure safe pedestrian movements along Brighton Road, with clear visual sightlines at either side of the access. • The widened crossover provides sufficient manoeuvring for two visitor parking bays adjoining the public realm. • The crossover ensures sufficient area to achieve appropriate traffic management. In relation to the comments on lack of materials, feature and variation in massing, we disagree with this comment. The City's Design Review Panel are highly supportive of the design and massing outcomes for the site. Proposed materials, landscaping, architectural form, public art and activation along both street frontages create a highly activated and well considered building edge.
<i>Clause 4.2 – Podiums</i>	
<i>The parapet walls to the north and eastern boundaries are indicated as blank walls in lieu of a high quality finish, and are not to the same standard as the rest of the building required.</i> <i>Amended plans are required to address this matter.</i>	Walls to the eastern and northern elevations have been updated to confirm grey render finish to boundary walls. Refer updated Development Plans in Attachment 1.
<i>Clause 4.7 – Communal Open Spaces</i>	
<i>None of the communal open space is co-located on the ground floor with deep soil zones, in lieu of providing space for deep soil zones on the ground floor for advanced trees.</i> <i>Amended plans are required to address this matter.</i>	Due to the sloping topography of the site and development configuration, provision of some communal space at ground level is difficult to achieve. Some landscaping and communal areas are located at ground level on The Esplanade frontage, providing connection to the public realm and providing residents amenities (change rooms, storage, outdoor shower). The Design Intent under Element 4.7 notes the: <i>communal open space will be <u>integrated within the development and designed to enhance amenity for residents or workers and support a variety of activities and function</u>" [underlined for emphasis]</i> The development provides well-considered communal areas on Level 1 which provide high-quality design outcomes for residents and provides a range of spaces for varying uses.

City of Stirling Comment	Applicant Response
<i>Clause 4.10 – Landscaping – Element 4.12 – Landscape design – SPP7.3 and Landscaping</i>	
<i>Three (3) large trees are provided on the southwestern boundary with 54.3m² of deep soil area. A minimum of two (2) large trees are required, with a minimum of 64m² of deep soil area each. As such 128m² minimum deep soil area is required. Additionally, the minimum deep soil area width is 3m and 2.8m is proposed.</i>	The Design Guidelines do not specify deep soil requirements as referenced by the City, noting: <i>Deep soil zones shall be provided to allow for the growth of mature trees. At least one mature tree within a deep soil zone shall be provided per 1,000m² of gross site area</i> The Design Guidelines specify tree provision and that trees should be supported by deep soil areas to provide opportunity for growth. The proposed development proposes 26 trees within associated deep soil areas. Deep soil areas exceed 150m² on the ground level, with a further 140m² planting on structure (1m depth). This goes beyond the requirements in the Design Guidelines and is considered effective for future tree growth.
<i>A green roof has not been provided as per the DG requirements.</i>	Owing to the topography of the site, a large portion of Level 1 acts as a green roof space to the parking level below. A portion of the carpark roof on the southern component of the site will be covered in gravel treatment were this is an accessible area.
<i>The proposed shade trees in the deep soil area do not provide shade to any habitable areas of the development due to their location. Landscaped areas are to be located adjacent to open space and the public realm.</i>	Tree planting is proposed across the entirety of the communal open space area on Level 1. Proposed planting areas will provide shade to the communal (and private terrace) in the morning and afternoon (refer below extract from Landscaping Plan). Landscaping at Ground Level is proposed both within and external to the site boundaries. This landscaping offers high-quality treatments to the public realm, comprising a mixture of trees, shrubs and ground cover planting options. Landscaping on Level 1 has been co-located with the communal resident areas, with 5 medium trees and 11 small trees are proposed adjacent to the communal resident area. In combination with architectural elements such as canopies, these trees will provide shade to the outdoor communal areas.
<i>The five (5) large trees identified on the site feature survey dated 6 October 2023 are required to be addressed in the planning report. Specifically, the removal of existing advanced trees are to be supported by an arboriculture report as per Acceptable Outcomes 3.3.1 and 3.3.3. The existing trees are required to be addressed.</i>	The Scarborough Design Guidelines encourages tree retention, where possible. Based on the location of existing trees, these are not considered suitable to be retained without fundamental design restrictions. Removal of existing trees is offset by planting of 26 new trees. The removal of existing trees does not jeopardise the viability of trees on adjoining properties or reduce overall canopy cover on site. On balance, the removal of these trees is considered acceptable.
<i>An amended landscaping plan is required which specifically demonstrates proposed plant species and location rather than a planting palette. This includes identifying which trees are proposed in the deep soil area. Without this information, the City is unable to provide full comment.</i>	Indicative species detail is provided in the planting palette in the initial Landscape Plan provided with the development application. Detail on final species will be addressed post-lodgement through a suitably worded condition of approval.

City of Stirling Comment	Applicant Response
<i>Three large trees are noted as being planted on the ground floor (per C1.1019) but the species are not illustrated on the ground floor drawing (C1.107) so this can't be confirmed.</i>	As above, indicative species detail is provided in the planting palette in the Landscape Plan. Detail on final species will be addressed post-lodgement through a suitably worded condition of approval.
<i>The deep soil areas for all trees is noncompliant with the requirements as set out in the Residential Design Codes.</i>	This comment is repeated. Refer to first response above under Clause 4.10.
<i>Whilst the tree canopy on C1.1019 of the landscape documents notes a canopy cover of 255.6m², this is not a true reflection of what will occur on site. Much of this canopy is either on the verge, utilising the neighbouring properties, or clashing with the building.</i>	Plan E (project Landscape Architects) have confirmed canopy cover calculations do not consider canopy outside of the site boundaries. The five existing trees on site all sit directly adjoining a lot boundary, with approximately 50% of each trees canopy sited outside of the current lot boundaries. The development proposes increasing existing tree provision by more than five times the number of existing trees on site, creating a substantial gain in overall to canopy cover.
<i>The trees listed under note 7 of C1.107 are not likely to survive any development of the neighbouring property, given the soil area and proximity to the property boundary.</i>	The City should not make presumption on how future development on adjoining sites may occur, as this is not known at this time. If, and when, future development occurs the longevity of trees planted on the subject site should be considered.
<i>The existing trees within the road reserve should be retained where possible.</i> <i>Amended plans and additional information is required to address this matter.</i>	Noted. The existing trees are proposed to be removed to support the verge landscaping works, which are subject to separate application and approval process to the City.
Clause 4.11 – Environmental Sustainability	
<i>The Sustainability Assessment, Planning Report or Building Performance Diagrams are to be amended to address the following requirements:</i> <i>○ All developments are to optimise the application of passive solar design including building orientation, shading, natural lighting and cross-flow ventilation.</i> <i>○ A minimum of 70% of all lighting throughout the building must be high efficiency lighting (>70 lumens/watt).</i> <i>○ A rainwater retention strategy is required to be addressed.</i> <i>The shower fittings have a 3 star rating in lieu of the required 4 star rating.</i> <i>The toilets have a 4 star rating in lieu of the required 5 star toilets.</i> <i>Given the Applicant's report states the development will satisfy the Green Buildings policy, it is particularly important that the required information relating to sustainability is provided, and that the development meets the minimum sustainability provisions in order to achieve the sustainability requirements.</i>	The Sustainability Report (Attachment 3) has been updated to address the comments raised by the City. The following is noted: • The development is already oriented to optimise solar access, cross-ventilation and shading outcomes. • Heat gain in summer will be addressed by glass selection and the NatHERS rating (finalised through design development process). • High efficiency lighting will be provided within the building. • Regarding rainwater retention, this will be provided for where possible. A rainwater retention strategy is not required to be provided. The Design Guidelines state, "<i>Rain water retention is encouraged</i>". This will be considered in the future development. • The shower fitting and toilet rating requirements under the Design Guidelines are difficult to achieve given limited, or in some instances only singular product availability. All tapware and appliances will be WELS compliant fittings and will be finalised in the detailed design phase, in association with the requirements of the 5 Star Green Star rating.

City of Stirling Comment	Applicant Response
Clause 5.4 – Storage	
<i>Store rooms in the car parking areas are not secured from visitors and other residents. Store rooms should be lockable or able to be secured.</i> <i>Stores have car parking directly in front, in lieu of stores to be readily accessible and not require movement of parked vehicles for access.</i> <i>Potential design solutions to address this matter include orientating the stores off the surfboard and bike store, or providing a corridor off the lift lobby to access the store rooms without requiring them to be accessed from the car parking area.</i> <i>Amended plans are required to address this matter.</i>	Design adjustments have been made to the stores within the basement levels, as follows: • Store design has been updated to show store walls for clear delineation of space. • All stores have lockable roller doors for enhanced security. • Some stores are marginally reduced in area (from original DA submission) to accommodate clearance for vehicle doors. All stores still exceed minimum requirements. Where stores have a car bay in front of the door, it is unlikely these stores would be accessed when visitors are in attendance. These stores are likely to be used infrequently and not when people are parked in front of the access point. Notwithstanding, with the roller door design and the wheel stop within the visitor car bay, there would be adequate room to access the store. Refer updated Development Plans in Attachment 1.
Clause 7.2 – Site Coverage	
<i>A site cover of 87% is proposed in lieu of the permitted 80%.</i> <i>The Relative Levels (RL) of all external garden areas (ie the southwestern landscaping strip, and all landscaping to the north and west) are required.</i> <i>Amended plans and/or justification addressing the objectives of the DG is required to address this matter.</i>	The complexity of the proposed development design is enhanced by the topographical changes impacting the subject site. The minor variation to site cover is considered acceptable with regards to the Design Intent for the Esplanade Outer Precinct, as: • The development reinforcing Scarborough's sense of place through contextual and contemporary architectural form that takes cues from the surrounding locality. • The development will have a distinct local and coastal feel and aesthetic. • The development provides increased residential accommodation to assists growth of population within the precinct. • The development provides a positive contribution to the public realm through: ○ Provision of direct interaction between public and private spaces through direct activation with the street. ○ Awnings for weather protection over footpaths. ○ Balconies and terraces at upper levels fronting the public realm for passive surveillance. • The development aligns the intent of the precinct that the area south of Brighton Road maintain a predominantly residential nature.
Clause 3.4 - Public Art	
<i>The development is required to produce a public art report for assessment at development application stage. This has not been provided.</i>	A location for public art treatment has been identified at the corner of The Esplanade and Brighton Road. This future art piece will take inspiration from the Scarborough locality, the natural forms, textures and colours of the of surrounding environment. This art will form a prominent feature adjoining the public realm. The Design Guidelines provide opportunity for public art to form a condition of development approval. Given the location and high-level vision for public art has been achieved, we would request this matter is finalised through a suitably worded condition requiring provision of a public art strategy.

City of Stirling Comment	Applicant Response
Clause 5.6 – Building Services	
<i>No Stormwater Management Plan has been provided. This is required to address the drainage requirements of the site.</i>	A Stormwater Management Plan has been prepared (Attachment 4). All stormwater is intended to be contained on site, through an array of storage cells and sumps within Basement 2. The stormwater solution confirms provided storage exceeds the required storage capacity.
State Planning Policy 7.3 – Residential Design Codes Volume 2	
Element 3.8 – Vehicle Access	
<i>The proposed Brighton Road crossover width is 6.4m in lieu of a maximum width of 6m for two-way access.</i> <i>There is an existing wall above 0.75m in height to the right hand side of The Esplanade crossover.</i> <i>There is a proposed solid wall above 0.75m in height to the left and right hand side of the Brighton Road crossover.</i> <i>Amended plans are required to address this matter.</i>	Vehicle crossover width has been addressed in responses on the Design Guidelines (Element 3.2). The existing wall is located on the neighbouring property and is addressed further in comments on specific engineering matters (refer Table 3 and Stantec Technical Note in Attachment 5). 1.5m x 1.5m sightline truncations are provided on both sides of the vehicle crossover on Brighton Road (refer Drawing No. DA203 in Attachment 1). All landscaping and retaining within this area will be capped at 0.75m high. If required, this element for the Brighton Road crossover can be conditioned to ensure compliance.
Element 3.9 – Car and Bicycle Parking	
<i>There is car parking proposed within the street setback area in lieu of car parking not to be within the setback area.</i>	Two visitor bays are proposed adjoining Brighton Road. These bays service visitors to the site and are screened from view to mitigate impact of parking areas on the adjoining public realm.
<i>Visitor parking is distributed throughout the car parking areas on both levels in lieu of being grouped together to be clearly visible from the vehicle entry.</i>	13 visitor parking bays are proposed within the development, in lieu of the four required by the planning framework (0.25 bays per dwelling). Two visitor bays are proposed adjoining Brighton Road, with the remaining 11 bays provided internally within the development to apartments as exclusive visitor bays. This arrangement is considered supportable based on the type of development proposed.
<i>A 1.5m x 1.5m sightline truncation is required to the exit onto Brighton Road.</i>	Noted. This is indicated on the updated Development Plans in Attachment 1 .
<i>A 1.5m x 1.5m sightline truncation is required to the exit onto The Esplanade. The adjacent property fence is within the sightline area.</i>	A 1m x 1m truncation is confirmed on the updated Development Plans in Attachment 1 . This matter is also addressed through the Stantec Technical Note provided in Attachment 5 .
<i>It is recommended that visitor access is contained entirely off the crossover from The Esplanade to control traffic movement and for clarity for visitors.</i>	This arrangement is not possible due to the distribution of visitor parking bays throughout Basement 1 and Ground Floor parking areas. Apart from the two visitor bays accessible via Brighton Road, all visitors will access the development through a resident, who will confirm access and movement in parking areas.
Element 3.3 – Tree Canopy and Deep Soil Areas	
<i>Further information is required on the development plans and/or site feature survey in relation to the foliage viewable on areas of the development site. It is unclear where these trees are located.</i>	It is unclear what the City is requesting under point 1 of the RFI response for Element 3.3. Landscaping treatments are proposed across the site and will be directly visible from private and communal areas within the development. The Landscape Plan submitted in support of the original development application identifies the location of all trees proposed within the development.

City of Stirling Comment	Applicant Response
<i>Additionally, this is required to identify if the development has any detrimental impacts on the canopy of adjoining trees.</i> <i>Retaining walls are to be no greater than 0.5m high. All retaining needs to be clearly indicated with TOW on floor plans and elevations.</i>	The Feature Survey identifies three existing trees along the common boundary between the subject site and the adjoining site to the south. Three trees proposed for the subject site are within an area of identified deep soil zone on the subject site. It is not anticipated tree canopy will be impacted. The bottom and top of wall heights for retaining on the ground floor is provided within the landscape detail submitted in support of the original development application (refer Drawing No. C1.909 within Attachment 2).
Element 4.15 – Energy Efficiency	
<i>Clarification is required on how Element 4.15.1 is satisfied. Given the proposed Green Star rating is 5 stars, this is required to be demonstrated at the development application stage.</i>	The development is targeting exceedance of the minimum NatHERS rating by 1 Star. Refer to Section 2.1 of the updated Sustainability Report (Attachment 3). By exceeding Acceptable Outcome A4.15.1(b) within the R-Codes, the development is considered to achieve Element Objective O4.15.1.
Element 4.16 – Water Management and Conservation	
<i>Clarification is required on how Element 4.16.1 – 3 is satisfied. Given the proposed Green Star rating is 5 stars, this is required to be demonstrated at the development application stage.</i>	To manage potable water use, the design targets compliance with the Green Star benchmarks for tapware and appliances. Refer to Section 2.2 of the updated Sustainability Report (Attachment 3). The development intends to achieve a 5 Star Green Star rating and exceeds the requirements for on-site stormwater management. The development is considered to achieve Element Objectives O4.16.1, O4.16.2 and O4.16.3.
Element 4.18 – Utilities	
<i>The fire booster is required to open entirely within the lot, and not open into the verge as proposed.</i>	Noted. The fire boosters are updated to be lift off panels in accordance with the requirements of Australian Standard 2419.1-2005. In relation to the relevant Element Objectives, the proposal meets all Objectives through the following measures: • The subject site will be serviced by all relevant services. • Utilities will be located for access and maintenance, and where located adjoining the public realm, will be integrated into the design. • No utilities will be located so to impact dwelling amenity.

Scarborough Redevelopment Area – Development Policies

Scarborough Development Policy 1: Green Building

<i>The Planning Report is required to clearly identify the tier rating for the development and how this tier is achieved.</i>	The development is required to achieve a Tier 3 rating in accordance with the Precinct Specific Design Guideline requirements. However, in order to achieve the additional building height (up to 12 storeys), the development must achieve a 5 Star Green Star rating, which is equivalent to Tier 2. As per the attached Sustainability Strategy, the development will exceed the minimum requirements of the Green Buildings Tool (35 points required, 38 points proposed) and will achieve a 5 Star Green Star rating.
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Scarborough Development Policy 2: Sound and Noise Vibration and Attenuation

The Acoustic Report is required to be amended to address the following:

- Noise Sensitive Premises Acoustic Report
- Noise Emitting Development Acoustic Report

The following comments are provided by the project acoustic consultant (Gabriels Hearne Farrell) in relation to the City's request for additional reporting:

Noise Sensitive Premises Acoustic Report

We understand this has been requested as a part of the Scarborough Special Control Area policy, and concerns relate to potential noise intrusion to the development from the surrounding area. This appears to be in addition to that covered above by the SPP 5.4 requirements for traffic noise intrusion.

As outlined within the *Environmental Protection (Noise) Regulations 1997*, the onus for compliance with noise emissions is on the lot or facility creating the noise i.e. the emitter of noise. There is no regulatory requirement for a noise sensitive receiver to consider potential noise intrusion from adjacent commercial properties such as bars, cafes, restaurants, etc. Whilst we understand the intent of this request, we assume any commercial property within the area has undertaken their own "Noise Emitting Development Acoustic Report", which requires compliance with the Regulations as a part of State Law.

As a part of the SPP 5.4 measurement process, long term measurements were undertaken at the existing residence for traffic noise purposes. Within these measurements, there did not appear to be any significant noise received at the proposed development from adjacent commercial properties. This can be seen in the graph of the long-term monitoring shown in Section 3.2 of the SPP5.4 report. Based on these readings, no further action should be required beyond those already required to comply with SPP5.4.

Noise Emitting Development Acoustic Report

As outlined in Section 2 of the DA acoustic report dated 3rd August 2023, the project team is aware that compliance with the Environmental Regulations is required for all new developments. This includes all potential noise sources from the property to nearby noise sensitive premises i.e. mechanical units, exhaust fans, fire pumps, etc.

Compliance with this requirement is typically confirmed at Building Permit once equipment is selected, and locations are confirmed. It is too early to undertake this review at Development Application stage detailed equipment specification and locations are not yet finalised. The purpose of the acoustic report at a DA stage is provide assurances that the project team are aware of obligations for compliance and outline areas of potential concern.

Response to the City's Internal Business Unit comments

A response to the matters raised by the City's internal business units is provided below. This response should be read in conjunction with the updated Development Plans and updated consultant reporting.

Tables 3 - 5 below provide a response to the comments in the City's RFI.

Table 3 – Response to City's Engineering comments

Engineering Business Unit Comments	
Numerous matters raised by the City's Engineering business Unit (refer to RFI	Refer to the additional Technical Note prepared by Stantec (Attachment 5) in response to matters raised by the City's Engineers and the meeting held at the City's offices on 22 November 2023 between representatives of the City's Engineering and Planning Units and the project team. The Technical Note and additional responses provided within this submission are considered to address the matters raised by the City's Engineering and Planning Units. Through the technical note (Attachment 5), preliminary internal line marking, convex mirror location and external warning light detail is provided. This confirms appropriate internal control measures can be introduced to managed safe movements. A condition requiring a Parking Management Plan will address these matters in further detail post-development approval.

Table 4 – Response to City's Waste Unit comments

Waste Business Unit Comments	
There is a pram ramp crossing where some of the waste bins are proposed to be placed for collection. The proposed placement of the bins will need to be amended. Fig 4.4 proposed residential development - On-Street Waste Collection Hardstand Page 22). (Diagram 3 page 7 of the Waste Management Plan shows the pram ramp and is ok).	The City's RFI notes "Diagram 3 page 7 of the Waste Management Plan shows the pram ramp and is ok". Diagram 3 is provided below confirming the proposed bin collection arrangement does not impact the ramp. As part of the preliminary engagement process, Talis engaged directly with the City's Waste Services Team who confirmed to Talis on 31 July 2023 the City would be supportive of bins being presented to the Esplanade for collection via side loader. Verge collection from The Esplanade and bin numbers were again confirmed by the City's Waste Team on 2 August 2023.

Waste Business Unit Comments

Waste pickup from the verge on The Esplanade is not supported due to the following issues that will need to be further assessed by the applicant's Traffic Engineer:

- *The waste truck will block access to The Esplanade cul-de-sac and access to the beach carpark and will likely cause vehicles wishing to turn to queue in Brighton Road blocking vehicle movements from the West Coast Highway signals to the foreshore precinct.*
- *The proposed waste collection location would create a safety issue if vehicles overtake the stopped waste truck and could collide with vehicles wishing to exit The Esplanade cul-de-sac and foreshore carpark, due to restricted sightlines.*
- *The waste truck will block pedestrian sightlines at the existing pedestrian crossing on The Esplanade when the waste truck is stopped to pick up bins.*

Stantec has provided further supporting detail on each of the matters raised by the City's engineers regarding the waste collection location. Refer to Part 4 of the Technical Note (**Attachment 5**).

As noted in the response above, Verge collection from The Esplanade was confirmed by the City's Waste Team on several occasions prior to lodgement of the development application. This indicates the proposed collection arrangements are supported by relevant internal business unit. As the proposed arrangement has not been altered, the proposed waste management practices should be supported.

Table 5 – Response to City's Environmental Health Unit comments

Environmental Health Business Unit Comments

State Planning Policy 5.4 – Road and Rail Noise

The lodged Acoustic Report states that the consultant has not conducted any noise measurement as yet. They have indicated that they recommend that a notification on certificates of titles will likely have to be added. They have also mentioned that the glazing requirements etc. be worked out after the measurements have occurred. The City requires an Acoustic Report to be undertaken, which also addresses the requirements of SPP5.4. This is required to be provided for assessment.

Refer to the Acoustic Report addressing *State Planning Policy 5.4 – Road and Rail Noise* provided within **Attachment 6**.

Response to request for additional technical information

Table 6 below provides a response to the comments in the City's RFI relating to additional technical information requests.

Table 6 – Response to request for additional technical information

Additional Technical Information

Development details – development summary

A summary of the development is provided within sections 4 and 4.1 of the Planning Solutions planning report. The following additional information is to be included:

Plot Ratio is not an applicable consideration to the development under the relevant planning framework (MRA Redevelopment Scheme, Design Guidelines and Development policies adopted by the City through Scheme Amendment 124).

Additional Technical Information

○ The total plot ratio of the development. ○ For ease of reference, the following information provided elsewhere in the application is to be included in the development summary: ▪ The total floor area (as per plan DA127). ▪ The percentage of apartments meeting cross ventilation and daylight requirements (as per plans DA504-8 inclusive). ○ Clarification is required on the use and accessibility of the rooftop level.	Information on total floor area, apartment cross ventilation and solar penetration has previously been provided through the Architectural Design Report (refer Attachment 2). If required, an updated version of the relevant section of the planning report can be provided to the City. The roof is accessible for maintenance purposes only. There is no communal open space area on the roof.
<u>Site plan</u> The site plan or overshadowing diagrams are to include the location of solar collectors installed on adjacent properties.	Refer updated Development Plans in Attachment 1 noting location of pool heating infrastructure and solar PV on adjoining properties.
<u>Landscaping Plans</u> The plans are to identify the location of all existing trees planted in the verge, including their tree protection areas. Any existing verge trees proposed to be removed are to be separately identified.	Refer Development Plans in Attachment 1 identifying two existing street trees proposed for removal.
The plans are to include notes that provide an indication of the site lighting to be proposed in the detailed design. The detailed lighting design may be addressed at a later stage.	This information was provided within the Landscape detail in the original DA submission (refer Drawing No C1.101 in Attachment 2).
The plans are to include notes that provide an indication of the stormwater management to be proposed in the detailed design. The detailed stormwater management design may be addressed at a later stage.	A Stormwater Management Plan is provided for the proposed development (refer Attachment 4).
<u>Elevation/Section plans</u> The annotations of the permitted building height on the plans are to include both the base height limit and the bonus height limit, with the different height limits identified accordingly (as per the Scarborough Design Guidelines).	Refer updated Development Plans in Attachment 1.
The plans are to include annotations of the lot boundary setback requirements (as per the Scarborough Design Guidelines).	Refer updated Development Plans (Attachment 1). The Built Form and Scale section of the Architectural Design Report (Attachment 2) provides a detailed comparison of compliant vs proposed development schemes.
The plans are to include the profile of the buildings on the adjacent properties.	The outline of existing buildings has been provided where possible in the updated Development Plans in Attachment 1. The Architectural Design Report (Attachment 2) provides detail on existing building forms on adjacent properties.
<u>Building Performance Diagrams</u>	Refer revised Site Plan (Drawing No. DA201) in the updated Development Plans in Attachment 1.

Additional Technical Information

All solar diagrams are to identify the existing solar collectors on the neighbouring properties.

Additional winter solstice solar diagrams are to be provided for 10am, 11am, 1pm and 2pm. This is to be added to the supplied winter solstice solar diagrams for 9am, 12noon and 3pm.

Additional solar diagrams are to be provided for the assessment of the following Development Standards of Scarborough Design Guidelines Clause 4.4:

- *"Development of 3 or more storeys shall provide solar modelling to demonstrate a minimum of 65% of residential apartments shall receive a minimum of 2 hours direct sunlight to living rooms and private open space between 8am and 4pm in mid-winter".*
- *"No more than 50% of the public domain (excluding streets) and communal space areas are overshadowed between 10am and 2pm between 21 April and 21 August".*

Illustrative Views and Models
Additional artists renders of the proposed development are to be provided that show:

- *The existing buildings that are adjacent to the proposed development.*
- *The visual appearance as viewed from neighbouring buildings. The viewpoints are to be from the east and from the south of the proposed development.*

Other Plans and Reports
If any verge trees are proposed to be removed, the accompanying information should address why the removal of the trees should be supported.

A desktop Wind Impact Assessment is to be provided.

The requested solar diagrams are provided in the updated Design Report in **Attachment 2**.

Solar modelling and overshadowing information is provided in detail within the Design Report in **Attachment 2**.

Refer to the updated Design Report in **Attachment 2** providing updated renders and perspectives based on the amendments to the development design.

Refer to responses provided within this submission in relation to verge tree removal.

A Pedestrian Wind Assessment report has been undertaken by RWDI and is provided in **Attachment 7**. The report notes:

- The proposed development integrates strategic design elements to effectively manage the impact of wind in the vicinity of the site.
- The articulated building form, substantial setbacks and awning position all act to counter prevailing winds.
- The curvilinear design minimises potential downwash.
- Multi-layered landscaping within the verge mitigates impacts on westerly winds originating from the coast.

Additional Technical Information

	• Conditions are generally expected to be suited for pedestrians walking and strolling, however, consideration may need to be given to location of seatings areas in verge (subject to separate approval). • Increased landscaping and screening devices to areas adjoining the Level 1 communal open space will mitigate impacts of wind. In support of this recommendation, we have made minor adjustment to the landscaping design on Level 1, creating a larger landscaping zone between the western boundary and the communal area. The wall adjoining the barbeque area on Level 1 will further mitigate impacts of wind on the communal space. Any final recommendations in the Wind Report will be considered through the detailed design phase post-development approval.
<i>The planning report is to include the Applicant's comments addressing State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (refer to LPS3 Clause 5.3.2).</i>	Further planning framework responses addressing specific Elements of the R-Codes have been provided within this submission. The City's local planning policies have not been addressed.
<i>The planning report is to include the Applicant's comments addressing the City's local planning policies that are applicable to this proposal. Some district-wide policy provisions will not apply, where more specific Scarborough Design Guidelines or the Scarborough Redevelopment Area Development Policies provisions prevail. The applicable local planning policies include:</i> ○ LPP6.3 Bin Storage Areas ○ LPP6.6 Landscaping ○ LPP6.7 Parking and Access ○ LPP6.11 Trees and Development	

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,



MATTHEW CAIN
ASSOCIATE

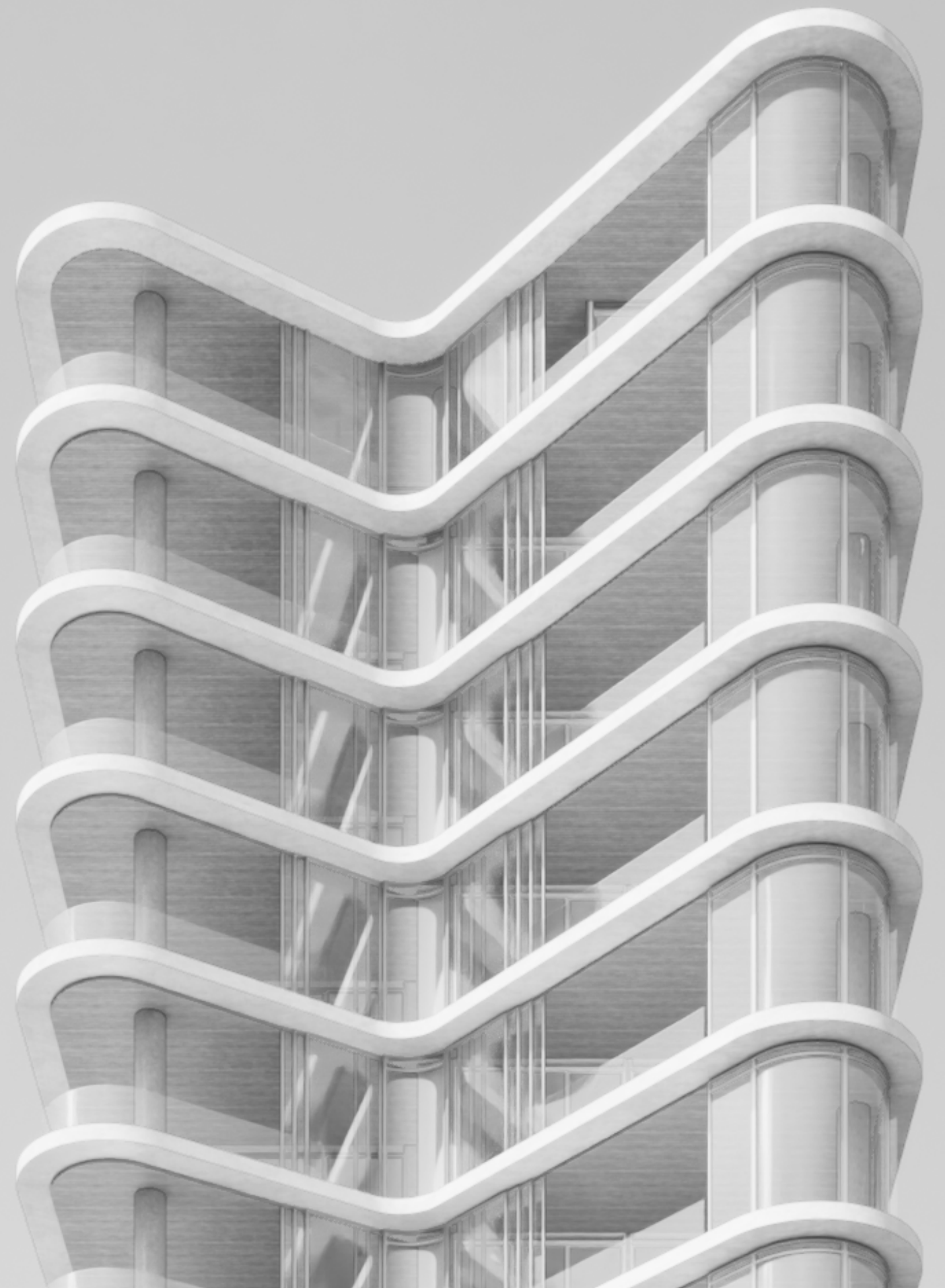
194 The Esplanade Scarborough

DEVELOPMENT APPLICATION

28/11/2023

PREPARED FOR:
CITY OF STIRLING

DKO



| Drawing List - Design Report

DA Drawing List - Design Report				DA Drawing List - Design Report			
Drawing No.	Drawing Name	Rev	Summary of Change	Drawing No.	Drawing Name	Rev	Summary of Change
DA0 Cover Pages							
DA000	Cover Page	D	Updated as required	DA148	Safety - Secure Points	B	
DA001	Drawing List - Design Report	C	Updated as required	DA149	Safety - Ground Floor Passive Surveillance	B	
DA002	Drawing List - Architectural Drawings	D	Updated as required	DA150	Safety - Typical Plate Passive Surveillance	B	
DA1 Site & Context				DA151	Community - Housing Diversity	B	
DA100	Context & Character - Macro Site Analysis	B		DA152	Community - Livable Housing Australia	B	
DA101	Context & Character - Surrounding Amenities	B		DA153	Community - Twin Key Option	B	
DA102	Context & Character - Micro Site Analysis	B		DA154	Community - Public Art	B	
DA103	Context & Character - Site Views	B		DA155	Aesthetic - Contextual Influence	B	
DA104	Context & Character - Opportunities and Constraints	B		DA156	Aesthetic - Precedents	B	
DA105	Context & Character - Future Emerging Character of the Coast	B		DA157	Aesthetic - Materiality	B	
DA106	Context & Character - Future Emerging Character of the Coast	B		DA158	Aesthetic - Streetscape Architecture	B	
DA107	Context & Character - Future Emerging Character of the Coast	B		DA159	Aesthetic - Tower Architecture	B	
DA108	Landscape Quality - Landscape Imagery	B		DA4 Shadows			
DA109	Landscape Quality - Ground Floor Imagery	B		DA400	Shadow Diagram - 9AM June 21	C	Location of adjacent solar collectors added
DA110	Landscape Quality - Level 01 Imagery	B		DA401	Shadow Diagram - 10AM June 21	C	Location of adjacent solar collectors added
DA111	Landscape Quality - Ground Floor	B		DA402	Shadow Diagram - 11AM June 21	C	Location of adjacent solar collectors added
DA112	Landscape Quality - Ground Floor	B		DA403	Shadow Diagram - 12PM June 21	C	Location of adjacent solar collectors added
DA113	Landscape Quality - Street Parklet Detail	B		DA404	Shadow Diagram - 1PM June 21	C	Location of adjacent solar collectors added
DA114	Landscape Quality - Section Details	B		DA405	Shadow Diagram - 2PM June 21	C	Location of adjacent solar collectors added
DA115	Landscape Quality - Level 01	B		DA406	Shadow Diagram - 3PM June 21	C	Location of adjacent solar collectors added
DA116	Landscape Quality - Level 01	B		DA5 Additional Information			
DA117	Landscape Quality - Level 02-03	B		DA500	Open Space Calculation	B	
DA118	Landscape Quality - Typical Planter Detail	B		DA501	Deep Soil Zone	B	
DA119	Landscape Site Lighting	B		DA502	On Slab Planting	B	
DA120	Landscape Quality - Planting Palette - Trees	B		DA503	Communal Open Space	B	
DA121	Landscape Quality - Planting Palette - Shrubs	B		DA504	Solar Penetration - Level 1	B	
DA122	Landscape Quality - Planting Palette - Ground Cover & Herbs	B		DA505	Solar Penetration - Level 2 & 3	B	
DA123	Landscape Quality - Deep Soil & Tree Canopy Coverage	B		DA506	Solar Penetration - Level 4 & 5	B	
DA124	Landscape Quality - Deep Soil & Tree Canopy Coverage	B		DA507	Solar Penetration - Level 6 & 7	B	
DA125	Built Form & Scale - Current Conditions	B		DA508	Solar Penetration - Level 8 - 10	B	
DA126	Built Form & Scale - Compliant Scheme	B		DA509	Solar Penetration - Level 11	B	
DA127	Built Form & Scale - Shape and Shifting the Mass	B		DA510	Natural Ventilation	B	
DA128	Built Form & Scale - Building Break	B		DA511	Natural Ventilation	B	
DA129	Built Form & Scale - Shaping the Mass	B		DA512	Natural Ventilation	B	
DA130	Built Form & Scale - Architectural Features	B		DA513	Feature Survey	B	
DA131	Built Form & Scale - Comparison	B		DA514	Area Schedule	C	Updated as required
DA132	Built Form & Scale - Massing	B		DA515	Artists Impression	B	
DA133	Built Form & Scale - Building Separation	B		DA516	Artists Impression	B	
DA134	Built Form & Scale - Shadow Analysis	B		DA517	Artists Impression	B	
DA135	Functionality & Build Quality - Material Palette	B		DA518	Artists Impression	B	
DA136	Functionality & Build Quality - Material Palette	B		DA519	Artists Impression	B	
DA137	Functionality & Build Quality - Services Cover	B		DA520	Artists Impression	B	
DA138	Sustainability - Design Principles	B		DA521	Artists Impression	B	
DA139	Sustainability - Approach	B		DA522	Artists Impression	B	
DA140	Amenity - Lower Ground	B		DA523	Artists Impression	A	Additional eastern view provided
DA141	Amenity - Ground	B		DA524	Basement Volumetric Calculation	A	Basement volumetric calculation provided
DA142	Amenity - Precedents	B					
DA143	Amenity - Precedents	B					
DA144	Amenity - Precedents	B					
DA145	Legibility - Main Entry	B					
DA146	Legibility - Entry Portal Development	B	Reference to entry portal development				
DA147	Legibility - Entry Portal	A	Refinement of entry portal design				



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Rev	Date	By	Chk	Description
C	21/11/2023	LH	CP	Development Application RFI Issue
B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name
Drawing Number
Revision
Drawing List - Design Report
DA001
C

| Drawing List - Architectural Drawings

DA Drawing List - Architectural Drawing				
	Drawing No.	Drawing Name	Rev	Summary of Change
DA0 Cover Pages	DA000	Cover Page	D	Updated as required
	DA001	Drawing List - Design Report	C	
	DA002	Drawing List - Architectural Drawings	D	Updated as required
DA2 Plans	DA200	Demolition Plan	C	Updated to capture RFI comments
	DA201	Site Plan	C	
	DA202	Lower Ground Floor Plan	D	Updated to capture RFI comments
	DA203	Ground Floor Plan	D	Updated to capture RFI comments
	DA204	Level 1 Plan	D	Updated to capture RFI comments
	DA205	Level 2-3 Plan - Typical Plate A	C	
	DA206	Level 4-5 Plan - Typical Plate B	C	
	DA207	Level 6-7 Plan - Typical Plate C	C	
	DA208	Level 8-10 Plan - Typical Plate D	C	
	DA209	Level 11 Plan - Penthouse	C	
	DA210	Roof Services Deck Plan	C	
	DA211	Roof Deck Plan	C	
DA3 Elevations & Sections	DA300	North Elevation	C	
	DA301	West Elevation	C	
	DA302	South Elevation	C	
	DA303	East Elevation	C	
	DA304	Section	C	
	DA305	Section	C	



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Rev	Date	By	Chk	Description
D	27/11/2023	LH	DC	Development Application RFI Issue
C	21/11/2023	LH	CP	Development Application RFI Issue
B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name194 The Esplanade

Project Number00012991

Date28/11/2023

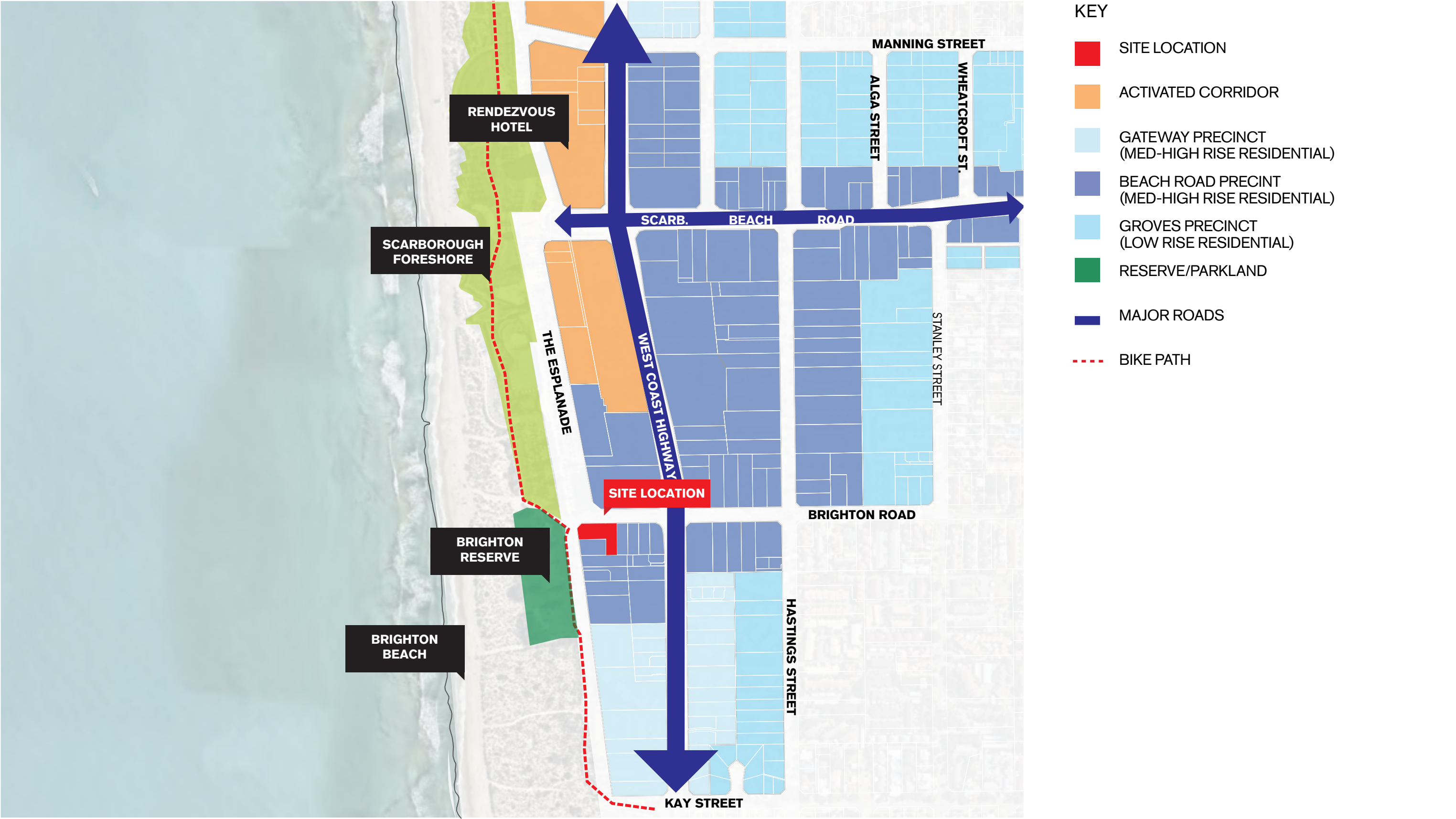
Scale@A3

Drawing NameDrawing List - Architectural Drawings

Drawing NumberDA002

RevisionD

| Context & Character - Macro Site Analysis



| Context & Character - Surrounding Amenities

The Rendezvous Hotel



Scarborough Skate Park



Scarborough Beach Pool



Brighton Reserve



Scarborough Beach



Brighton Beach



The Lookout Bar & Bowling Bites



Scarborough Foreshore



Scarboro Surf Life Saving Club



Lotterywest Whale Playground



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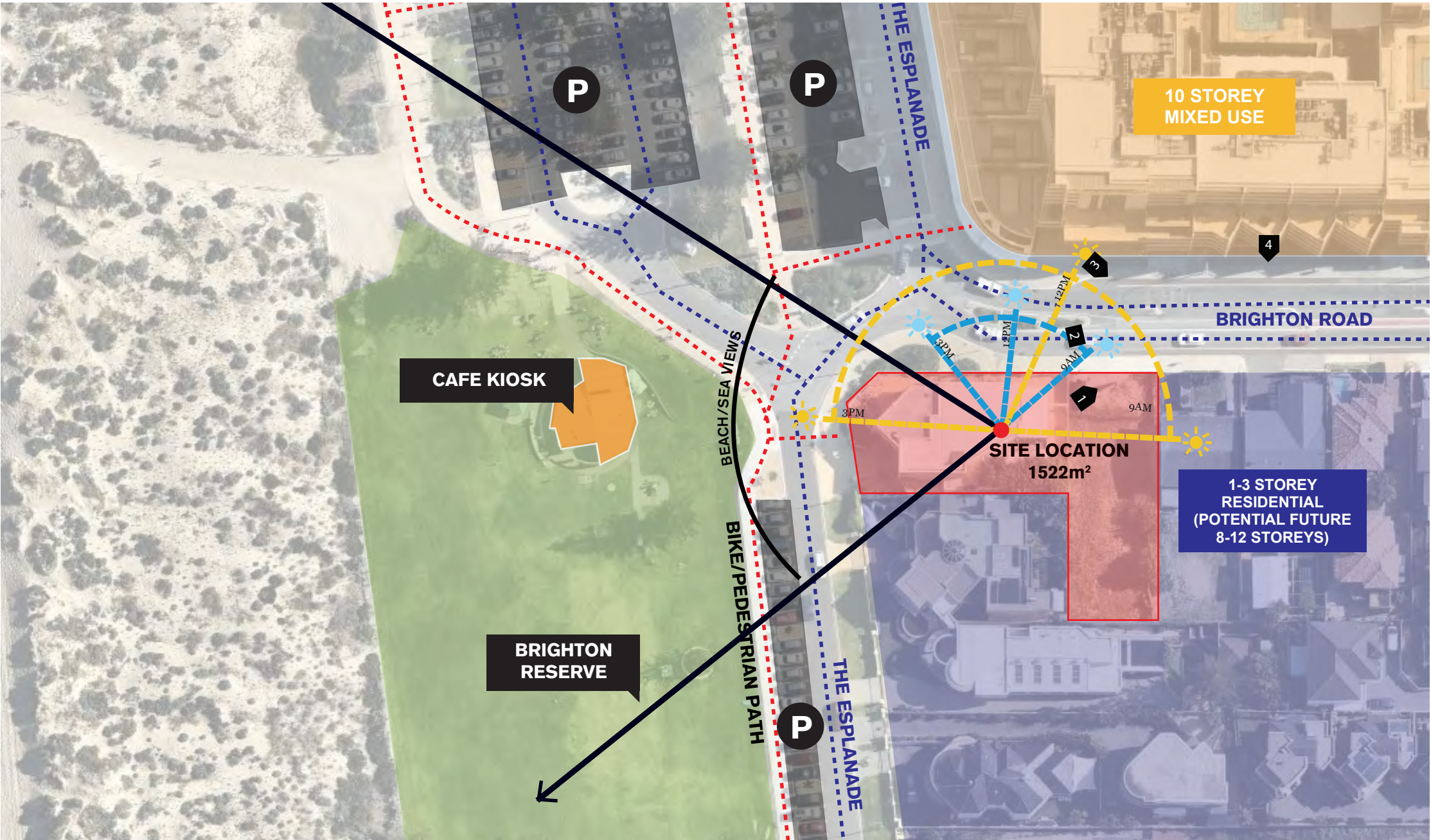
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A	16/08/2023	CP/GK	DC	Development Application

Project Name	194 The Esplanade
Project Number	00012991
Date	28/11/2023
Scale	@A3

Drawing Name	Context & Character - Surrounding Amenities
Drawing Number	DA101
Revision	B

| Context & Character - Micro Site Analysis



1. THE ESPLANADE



2. THE ESPLANADE



3. CNR OF THE ESPLANADE & BRIGHTON RD



4. BRIGHTON RD



| Context & Character - Site Views



View 1 - Looking South, 30m elevation



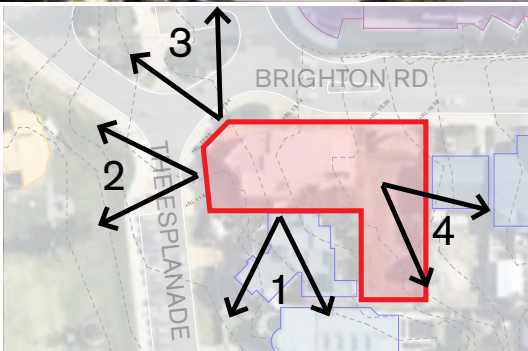
View 2 - Looking West, 30m elevation



View 3 - Looking North-West, 30m elevation



View 4 - Looking South-East, 30m elevation



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A	16/08/2023	CP/GK	DC	Development Application

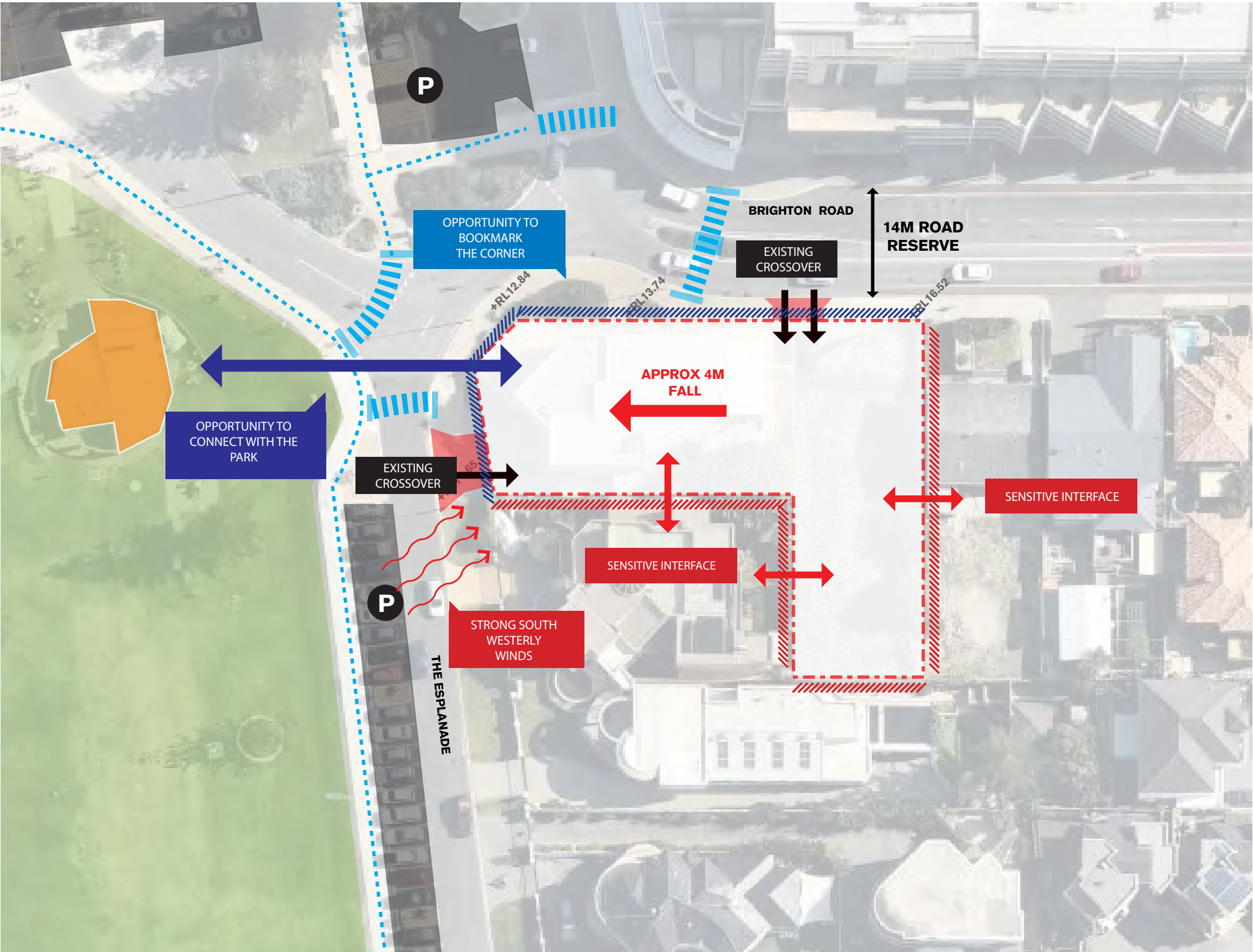
Project Name
Project Number
Date
Scale

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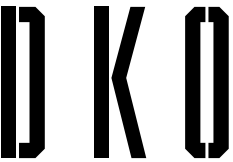
Drawing Name
Drawing Number
Revision

Context & Character - Site Views
DA103
B

| Context & Character - Opportunities and Constraints



- KEY
- SENSITIVE INTERFACE
 - BUILTFORM AND ACTIVATION OPPORTUNITY
 - BIKE/PEDESTRIAN PATHWAY
 - BIKE/PEDESTRIAN RAMP
 - EXISTING CAR CROSSOVER



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Project Name
Project Number
Date
Scale

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00012991
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Drawing Name
Drawing Number
Revision

Context & Character - Opportunities and
Constraints
DA104
B

| Context & Character - Future Emerging Character of the Coast



EMERGING CHARACTER

- HIGH DENSITY DEVELOPMENTS which are APPROVED along the coast

1. THE DUNES 17 STOREY



2. 194 WEST COAST HWY 24 STOREY



3. ICONIC 46 STOREY



4. 22-26 BRIGHTON RD 18 STOREY



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A	16/08/2023	CP/GK	DC	Development Application

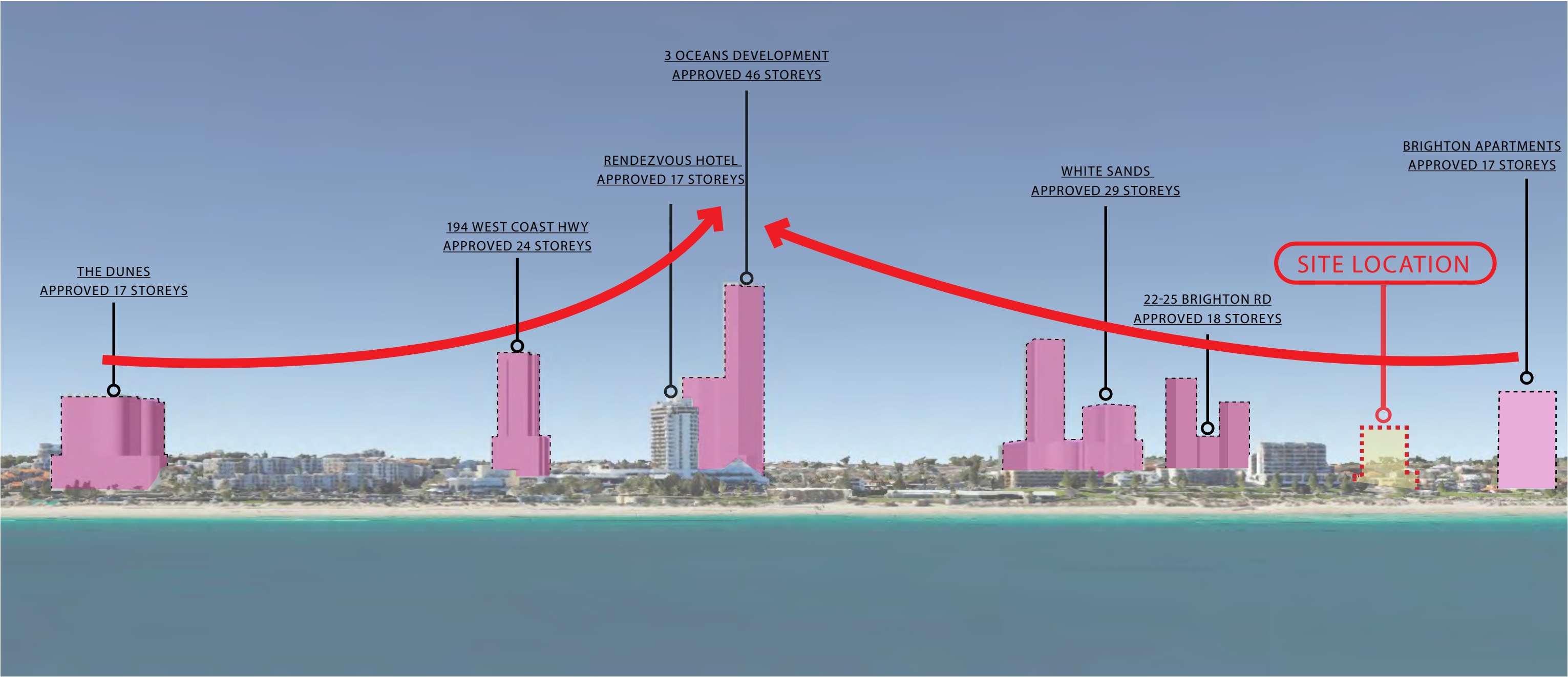
Project Name 194 The Esplanade
Project Number 00012991
Date 28/11/2023
Scale @A3

Drawing Name Context & Character - Future Emerging Character of the Coast
Drawing Number DA105
Revision B

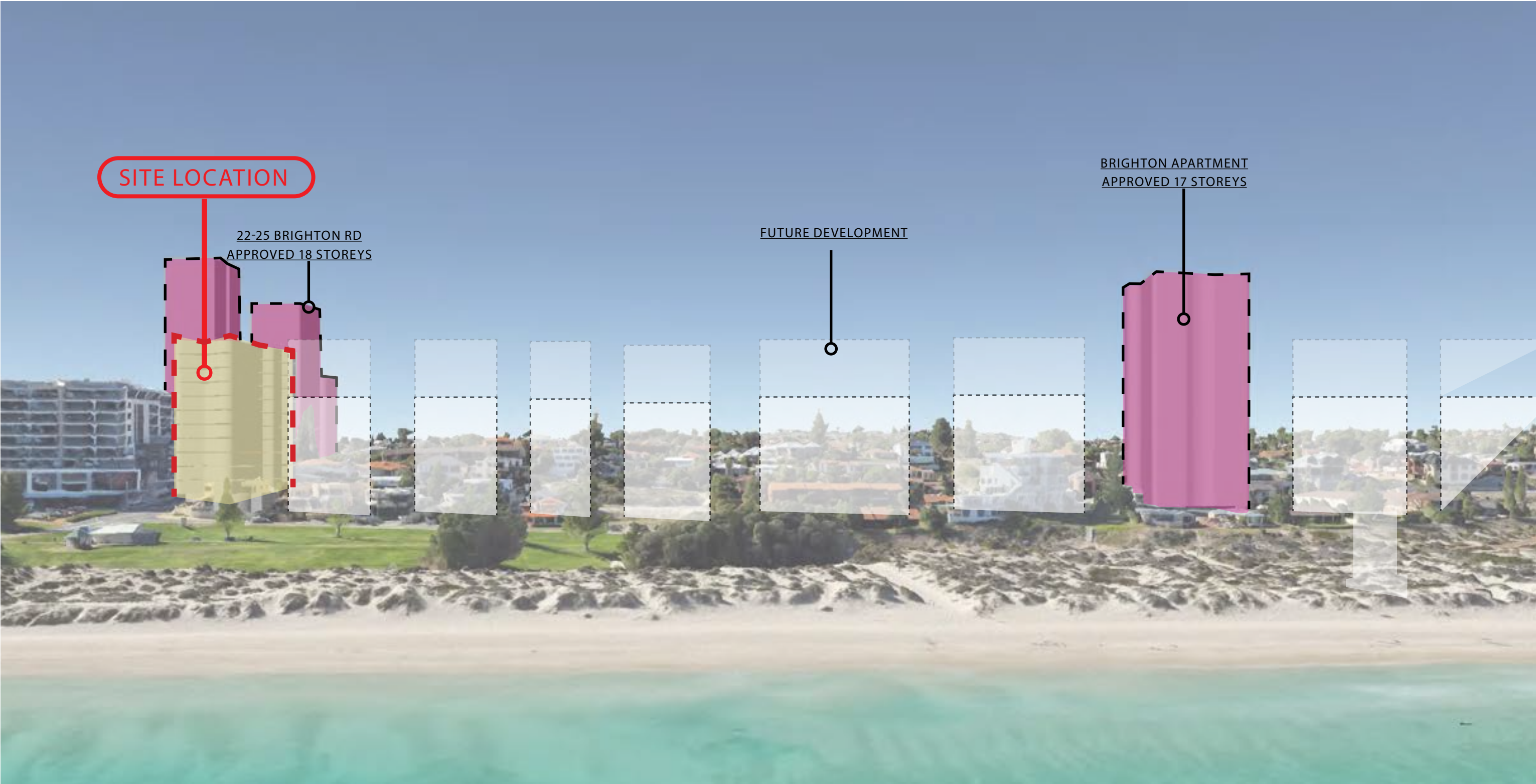
| Context & Character - Future Emerging Character of the Coast

EMERGING CHARACTER

▪ Opportunity to **BOOKMARK THE ENDS**



| Context & Character - Future Emerging Character of the Coast



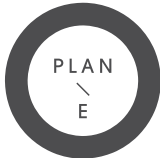
| Landscape Quality - Landscape Imagery



WA LANDSCAPE



NATURAL FORMS / WAVES / RIPPLES

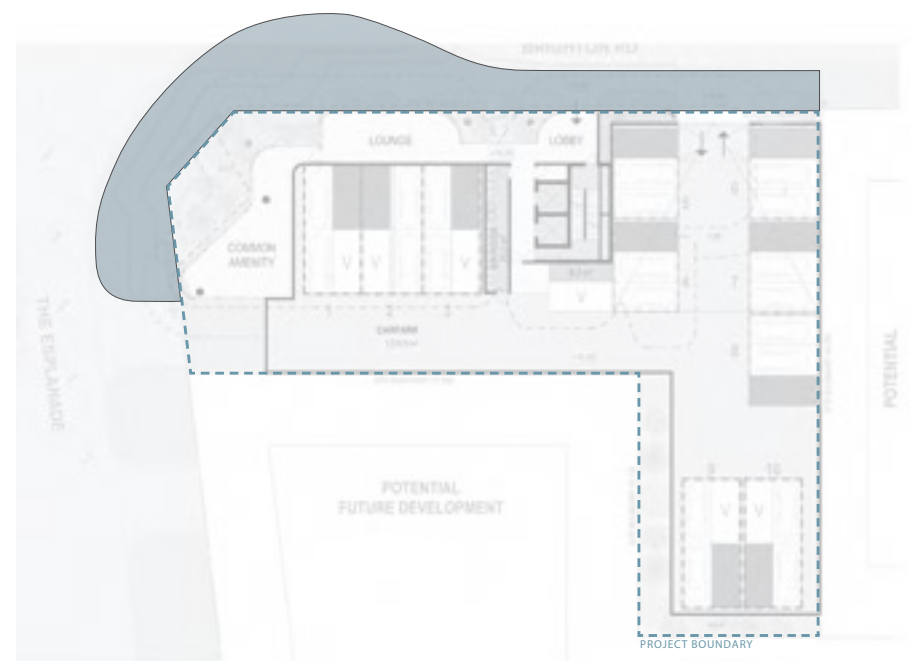


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C1.103
REV N
SCALE: NTS

| Landscape Quality - Ground Floor Imagery



BRIGHTON ROAD / STREETSCAPE

01



TERRACING LANDSCAPE



02

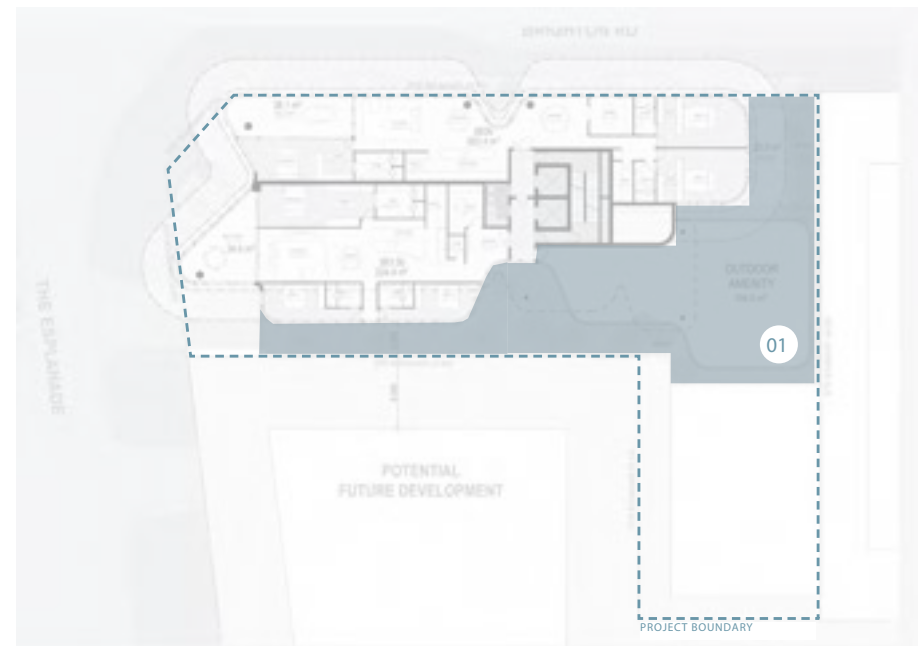


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C1.104
REV N
SCALE: NTS

| Landscape Quality - Level 01 Imagery



LEVEL 01

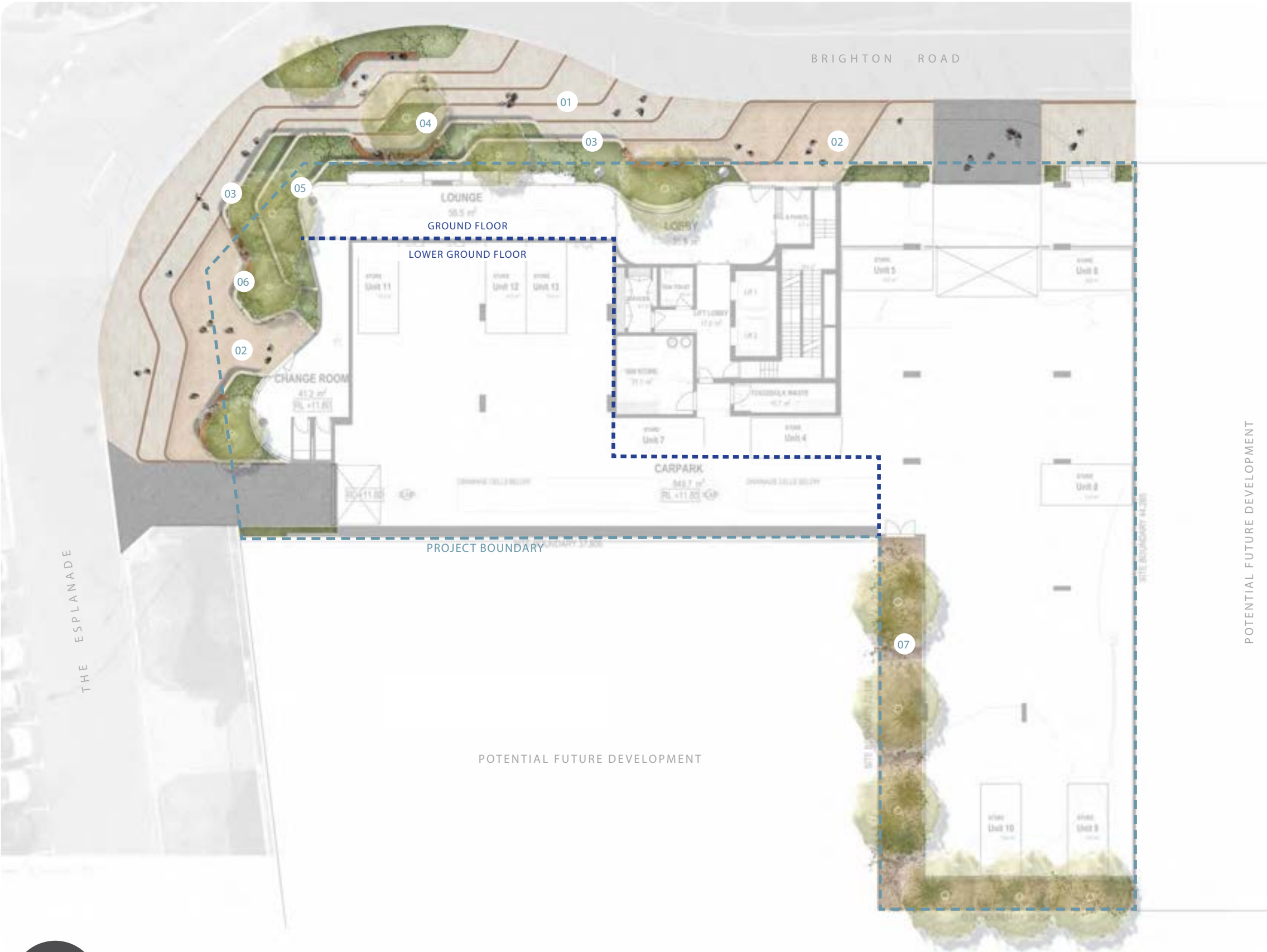


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| Landscape Quality - Ground Floor



LEGEND

- 01

FLUID FORM PAVING PATTERN AND DECORATIVE BANDING INSPIRED BY THE FORMS & SHAPES CREATED BY WATER MOVEMENT (WAVES & RIPPLES / SCARBOROUGH BEACH)

THE PROPOSED PAVING BANDS SLOW DOWN FOOT TRAFFIC AND DELINEATE DESTINATION POINTS, SUCH AS THE ENTRIES TO THE PROPOSAL AND THE PARKLET
- 02

FEATURE “DOORMAT” PAVING IN FRONT OF MAIN ENTRY POINTS TO ENHANCE LEGIBILITY AND WAYFINDING
- 03

TERRACING GARDEN BED PLANTING WITH INTEGRATED SEATING OPPORTUNITIES
- 04

PUBLIC PARKLET FOR SMALL GROUP GATHERING WITH GARDEN BED / TREE PLANTING AND SEATING OPPORTUNITIES
- 05

INEGRATED ARTWORK WALL
- 06

SUNSET SEATING ZONE WITH OCEAN VIEWS
- 07

TREE PLANTING IN DEEP SOIL ZONE. THE TREES CREATE A COMFORTABLE MICRO CLIMATE AND SOFTEN THE BUILT FORM.

NOTE: THE PROPOSED LANDSCAPED AREAS ARE TO ASSIST WITH MICROCLIMATE MANAGEMENT AND CONSERVE WATER. DROUGHT TOLERANT PLANTS SUITABLE FOR THE COASTAL ENVIRONMENT AND WATER SENSITIVE IRRIGATION DESIGNS ARE PROPOSED THROUGHOUT ALL LEVELS OF THE DEVELOPMENT. SOILS FOR ALL LANDSCAPED AREAS (IN GROUND AND ON STRUCTURE) ARE TO BE PREPARED WITH SOIL IMPROVERS AND MULCH.



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C1.107
REV N
1:250 @ A3



| Landscape Quality - Ground Floor



POTENTIAL FUTURE DEVELOPMENT

2a. The Panel commented the changes to the landscape at ground level have resulted in the Brighton street level of the proposal being further disconnected from the public realm. This is not supported.

Response: The landscape design has been further developed. The proposed ground floor landscape terraces with cascading planting soften the connection between the built form and street. They provide a gradual transition and enhance seamless synergy between the built form and the public realm. The feature paving bands integrated into the landscape terraces, running along the footpath further connect the proposal to it's surroundings and reinforce the local character referencing the materials, shapes and forms of the adjacent beachfront.

2d. Comment was made by the Panel that it was difficult to ascertain the community benefit of the landscaping being proposed at the street level and this should be further developed.

Response: The ground floor landscape has been developed to include a small parklet with seating opportunities, integrated lights & artwork. Native coastal garden bed and tree planting, create a human scale on the busy street corner and a comfortable space for residents and the community alike to gather, relax and enjoy the ocean views. The proposed paving bands slow down foot traffic and delineate destination points, such as the entries to the proposal and the parklet.



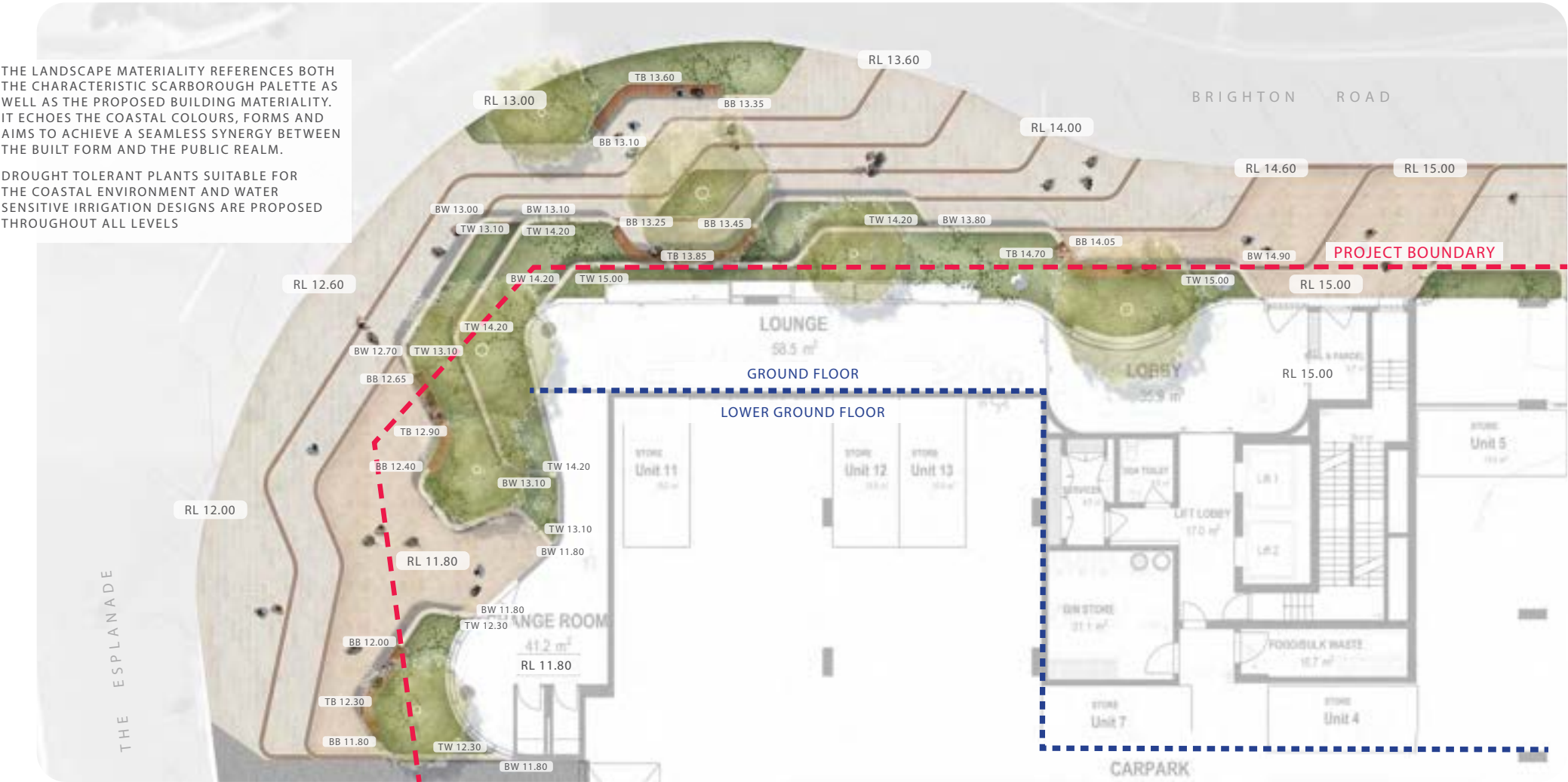
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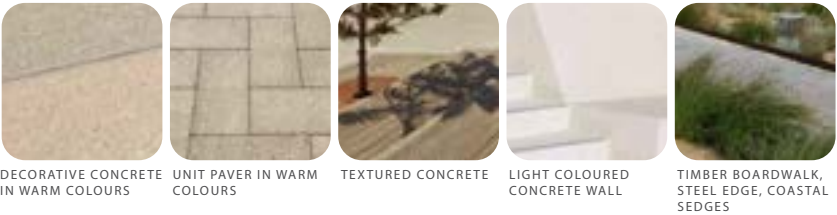
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REV N
1:250 @ A3



| Landscape Quality - Street Parklet Detail



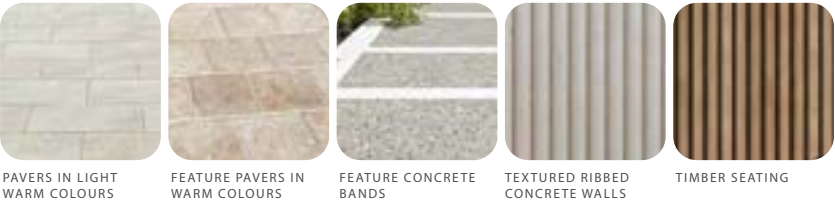
EXISTING SCARBOROUGH STREETSCAPE MATERIALS SCARBOROUGH FORESHORE & STREETSCAPES



PROPOSED ARCHITECTURAL MATERIALS

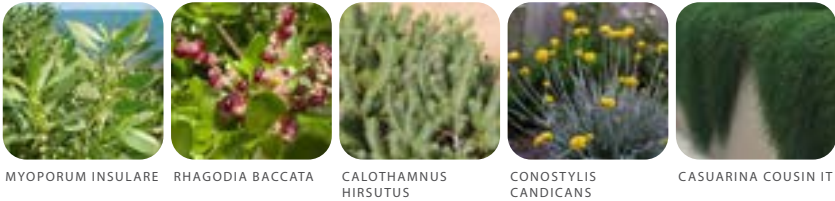


PROPOSED LANDSCAPE MATERIALS



NATIVE PLANTING PALETTE

PLEASE REFER TO PAGE 17 FOR MORE DETAIL



SCARBOROUGH DESIGN GUIDELINES:

SPACES WITHIN THE REDEVELOPMENT AREA WILL REFLECT AN URBAN-COASTAL CHARACTER AND SENSE OF PLACE THROUGH THE SENSITIVE USE OF MATERIALS AND FORMS THAT RELATE WELL TO SCARBOROUGH'S LOCAL CHARACTER AND CLIMATE.

A HIGH QUALITY PUBLIC REALM IS IMPORTANT TO THE VITALITY OF THE URBAN SETTING. STREETS, MEETING PLACES, AND LANDSCAPED ENVIRONMENTS SHOULD COMMUNICATE A STRONG 'SENSE OF PLACE'.

A KEY FOCUS IS A SERIES OF HIGH QUALITY PUBLIC SPACES THAT PROVIDE OPPORTUNITIES FOR FURTHER CREATIVE PLACE MAKING, THESE SPACES WILL BECOME AREAS OF ACTIVITY, ENGAGEMENT AND EXCHANGE.

- CURVED FORMS THAT RESPOND TO ARCHITECTURAL STYLES DATING FROM SCARBOROUGH'S EARLY DEVELOPMENT
- LIGHT-COLOURED AND LIGHT WEIGHT MATERIALS
- MAXIMISING VIEWS, BLURRING INSIDE AND OUTSIDE
- NATIVE AND/OR DROUGHT-RESISTANT COASTAL VEGETATION
- FOLLOWING NATURAL TOPOGRAPHY, TERRACING, STEPPING AND SLOPING
- FACILITIES TO SUPPORT OUTDOOR LIFESTYLE: (PUBLIC) PEDESTRIAN PATHWAYS ESPECIALLY WHERE THERE IS BEACH ACCESS, OUTDOOR SHOWERS
- PUBLIC ART
- OTHER INTERPRETATIONS OF SCARBOROUGH'S UNIQUE COASTAL CHARACTER THAT CAN BE EXPRESSED IN BESPOKE, CREATIVE BUILT FORM



VIEW FROM THE ESPLANADE



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C1.109
REV N
NTS



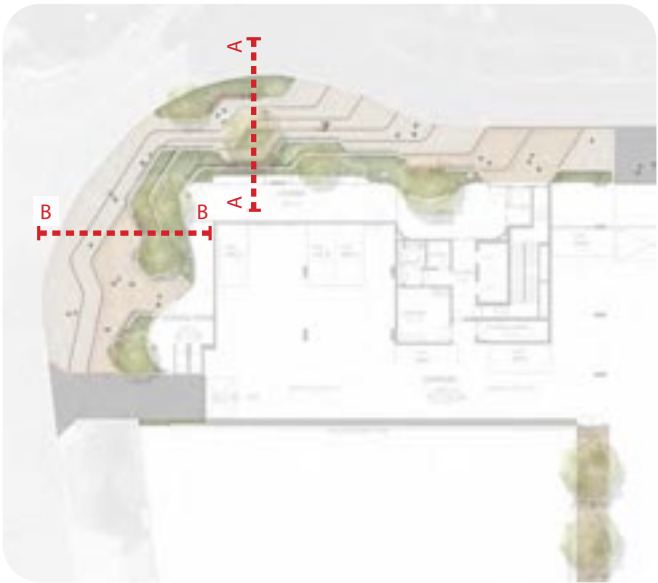
| Landscape Quality - Section Details



SECTION AA



SECTION BB



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C1.1010
REV N
1:100 @ A3

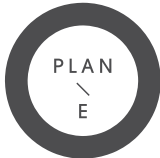


| Landscape Quality - Level 01



LEGEND

- 01 FLUID FORM PAVING PATTERN INSPIRED BY THE FORMS & SHAPES CREATED BY WATER MOVEMENT (WAVES & RIPPLES / SCARBOROUGH BEACH) TO MATCH GROUND FLOOR
- 02 RAISED GARDEN BED WITH INTEGRATED SEATING AND TREE PLANTING
- 03 BBQ AMENITIES AND PIZZA OVEN
- 04 TIMBER DECKING WITH LOOSE FURNITURE
- 05 GARDEN BED AND TREE PLANTING TO PROVIDE A GREEN BUFFER AND WIND PROTECTION
- 06 DECORATIVE GRAVEL TO MATCH THE DESIGN LANGUAGE OF THE COMMUNAL SPACE
- 07 PRIVATE COURTYARD WITH TILE PAVING, LOOSE FURNITURE AND FEATURE POTS
- 08 FEATURE SCREEN ELEMENT BETWEEN COMMUNAL SPACE AND COURTYARD TO PROVIDE PRIVACY
- 09 ARTIFICIAL TURF GATHERING AREA TO PROVIDE SPACE FOR SMALL COMMUNITY GATHERING, MOVIE NIGHT, YOGA AND DOG EXERCISE OPPORTUNITIES
- 10 DROP DOWN SCREEN FOR MOVIE SCREENING EVENTS
- 11 FIRE PIT WITH LOUNGE SEATS TO PROVIDE A COMFORTABLE SPACE AND RELAXATION OPPORTUNITIES
- 12 RAISED PLANTERS WITH HARDY CASCADING PLANTING TO SOFTEN BUILDING FACADE



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C1.1011
REV N
1:250 @ A3



| Landscape Quality - Level 01



2c. The Panel sought clarification in relation to the brief for the communal outdoor space in order to assess the success of the landscaping in providing amenity to residents

Response: The landscape design has been further developed to provide a variety of activities ensuring that individuals, small & larger groups can all enjoy the communal space while taking into account both day and night time options.

Three main areas are proposed:

1. Alfresco zone - Dining opportunities with BBQ, pizza oven amenities, loose and built in furniture with shade canopy cover.
2. "Common green" - Flexiple use artificial turf space with drop down screen for movie nights, outdoor yoga, bocce and small ball sports, dog walking options.
3. Relaxation zone -Fire pit, lounge setting with ambient catenary lights for small group gatherings.



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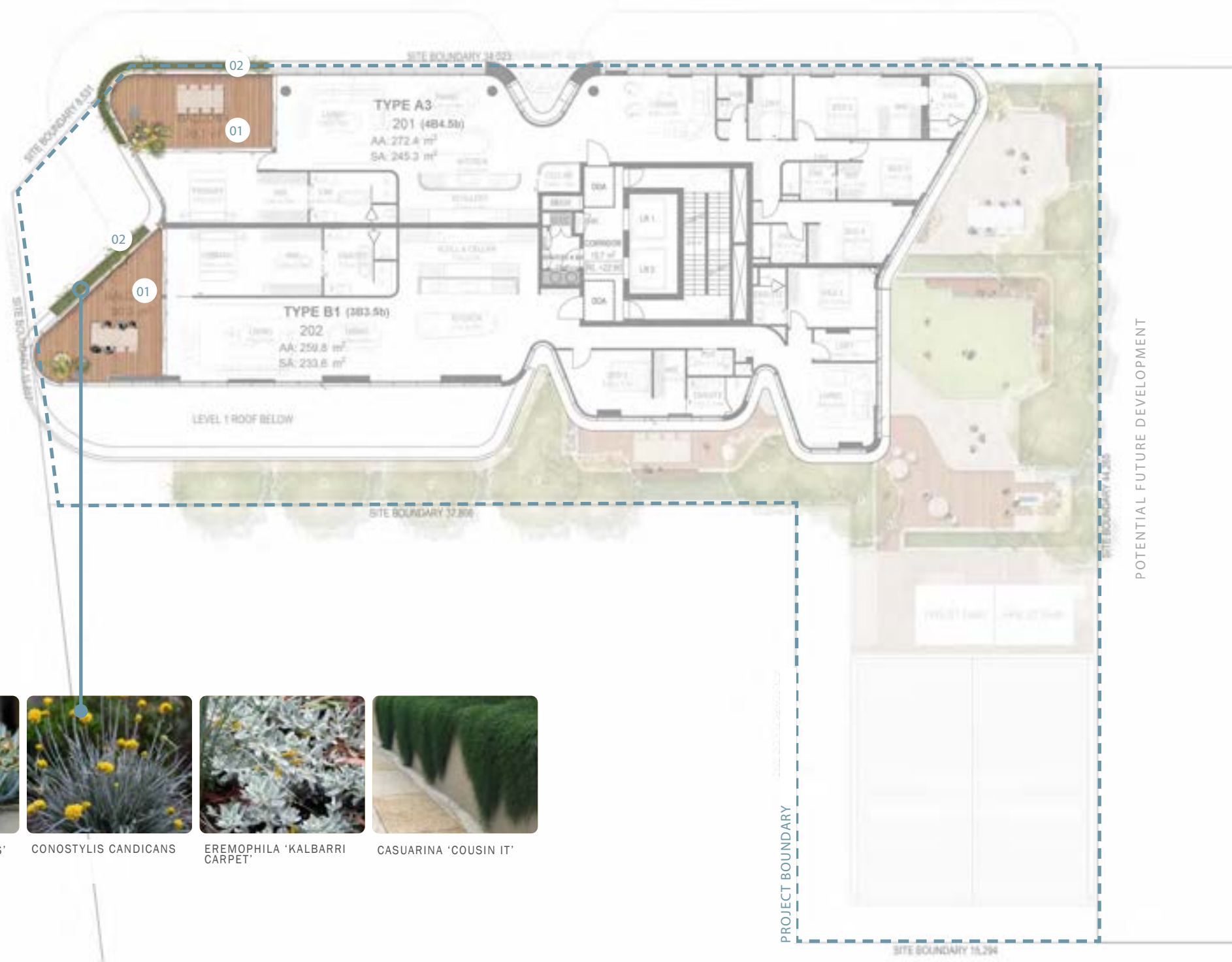
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AUGUST 2023

C1.1012
REV N
1:250 @ A3

0 2.5 5 7.5 12.5m



| Landscape Quality - Level 02-03



LEGEND

- 01 PRIVATE BALCONIES WITH LOOSE FURNITURE AND FEATURE LARGE POTS
- 02 RAISED PLANTERS WITH HARDY CASCADING PLANTING TO SOFTEN BUILDING FACADE



SENECIO 'CHALK STICKS'



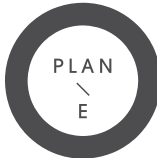
CONOSTYLIS CANDIDANS



EREMOPHILA 'KALBARRI CARPET'



CASUARINA 'COUSIN IT'



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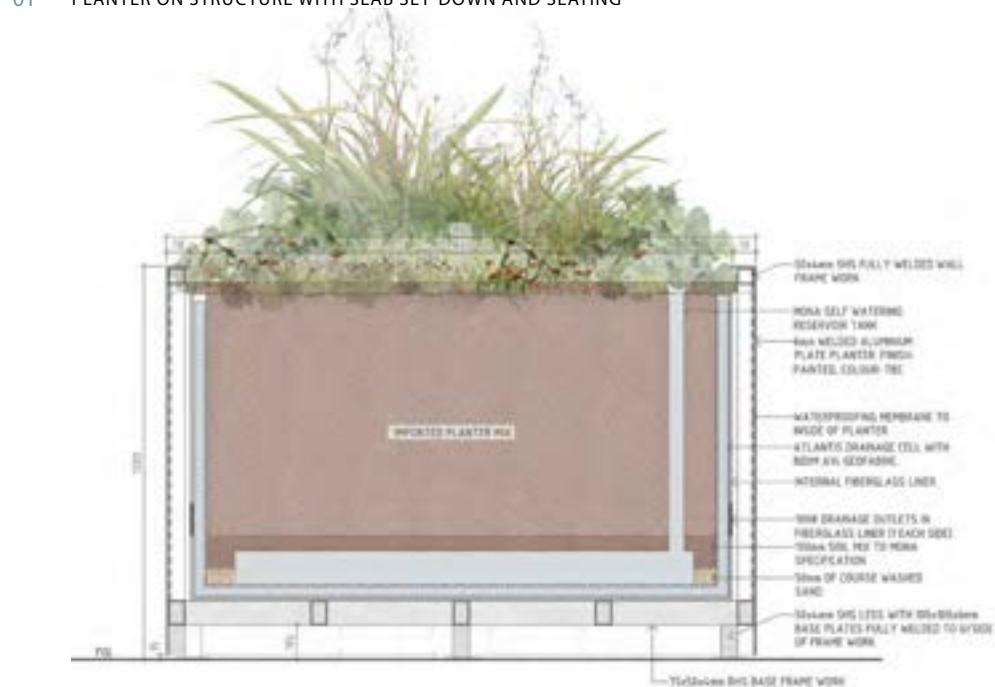
| Landscape Quality - Typical Planter Detail



01 PLANTER ON STRUCTURE WITH SLAB SET-DOWN AND SEATING



02 PLANTER ON STRUCTURE WITH SLAB SET-DOWN



03 PLANTER BOX TYPICAL SECTION

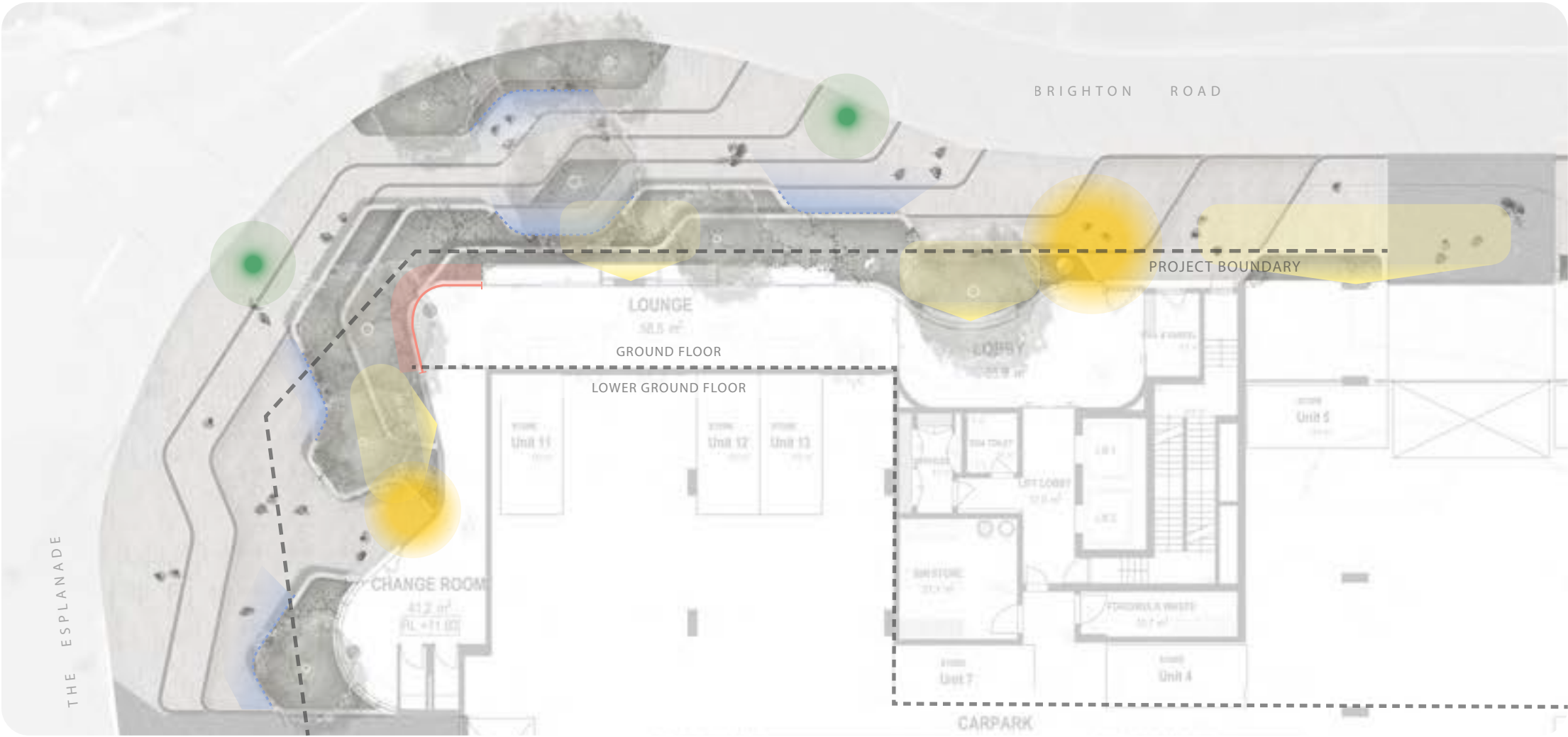


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C1.1015
REV N
SCALE: NTS

| Landscape Site Lighting



EXISTING STREET LIGHT

LINEAR STRIP LIGHTS TO UNDERSIDE BENCHES



LINEAR STRIP LIGHTS



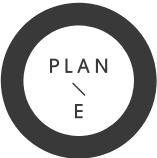
SOFFIT MOUNDED LINEAR WALL WASHER TO HIGHLIGHT ARTWALL



FEATURE DOWN SPOT TO HIGHLIGHT ENTRY TO CHANGE ROOMS



HIGH WALL MOUNTED ASYMMETRIC SPREAD UPRIGHTS HIGHLIGHT CANOPY SOFT AND CREATE WARM GLOW



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194 THE ESPLANADE / LIGHTING STRATEGY
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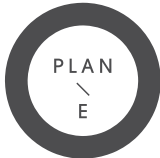
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REV A
NTS

| Landscape Quality - Planting Palette - Trees

SMALL TREES



MEDIUM & LARGE TREES



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C1.1017
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SCALE: NTS

| Landscape Quality - Planting Palette - Shrubs

THE PROPOSED SPECIES FOR ALL LANDSCAPED AREAS ARE LOW WATER USE SPECIES SUITABLE FOR THE CLIMATE AND COASTAL CONDITIONS AND ARE IN ACCORDANCE WITH THE WATER CORPORATION'S WATERWISE CRITERIA FOR LANDSCAPING FRAMEWORK.



Myoporum insulare
BOOBIALLA
MATURE SIZE: 5 X 2 M
GROWTH HABIT: MEDIUM / TALL OPEN SHRUB



Grevillea crithmifolia 'Little crith'
LITTLE CRITH
MATURE SIZE: 1 X 1M
GROWTH HABIT: COMPACT SHRUB



Acacia lasiocarpa
DUNE MOSES
MATURE SIZE: 1 X 2 M
GROWTH HABIT: SMALL SHRUB, MOUND SHAPED



Conostylis candicans
GREY COTTONHEADS
MATURE SIZE: 0.3 X 0.5 M
GROWTH HABIT: COMPACT - CLUMPING



Westringia dampieri
COASTAL ROSEMARY
MATURE SIZE: 1.5 X 1 M
GROWTH HABIT: COMPACT MEDIUM SHRUB



Olearia 'Little Smokie'
COASTAL DAISYBUSH
MATURE SIZE: 1 X 1 M
GROWTH HABIT: DENSE MEDIUM SHRUB



Lepidosperma gladiatum
COAST SWORD SEDGE
MATURE SIZE: 1 X 1 M
GROWTH HABIT: CLUMPING SEDGE



Banksia Ashbyi 'Dwarf'
BANKSIA
MATURE SIZE: 1.5 X 2 M
GROWTH HABIT: MEDIUM SIZED SHRUB



Enchylanea tomentosa
RUBY SALT BUSH
MATURE SIZE: 1 X 1 M
GROWTH HABIT: SMALL SHRUB



Grevillea preissii
SPIDER-NET GREVILLEA
MATURE SIZE: 1 X 2M
GROWTH HABIT: SMALL SHRUB



Rhagodia baccata
BERRY SALT BUSH
MATURE SIZE: 1 X 2 M
GROWTH HABIT: ROBUST, LOW-SPREADING SHRUB



Calothamnus hirsutus
HAWKESWOOD
MATURE SIZE: 1 X 1.5 M
GROWTH HABIT: LOW-SPREADING SHRUB



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AUGUST 2023

C1.1018
REV N
SCALE: NTS

| Landscape Quality - Planting Palette - Ground Cover & Herbs



Senecio Serpens
BLUE CHALK STICKS
MATURE SIZE: 0.3 X 0.9 M
SPACING: 2/M² POT SIZE: 140 MM



Eremophila Kalbarri Carpet
EMU BUSH
MATURE SIZE: 0.2 X 2 M
SPACING: 1/M² POT SIZE: 140 MM



Hemiandra pungens 'Alba'
SNAKE BUSH
MATURE SIZE: 0.3 X 1 M
SPACING: 2/M² POT SIZE: 140 MM



Hardenbergia comptoniana 'Alba'
NATIVE WISTERIA
MATURE SIZE: 0.5 X 2.5 M
SPACING: 2/M² POT SIZE: 140 MM



Casuarina 'Cousin it'
COUSIN IT CASUARINA
MATURE SIZE: 0.15 X 1 M
SPACING: 2/M² POT SIZE: 140 MM



Acacia cognata 'Limelight'
RIVER WATTLE
MATURE SIZE: 0.7 X 1.2 M
SPACING: 2/M² POT SIZE: 140 MM



Dichondra 'Silver falls'
KIDNEY WEED
MATURE SIZE: 0.1 X 2 M
SPACING: 4/M² POT SIZE: 140 MM



Hibbertia scandens
SNAKE VINE
MATURE SIZE: 0.8 X 3 M
SPACING: 2/M² POT SIZE: 140 MM



Mint
MATURE SIZE: 0.5 X 0.5 M



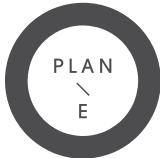
Sage
MATURE SIZE: 0.7 X 0.6 M



Coriander
MATURE SIZE: 0.5 X 0.45 M



Oregano
MATURE SIZE: 0.3 X 0.5 M



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| Landscape Quality - Deep Soil & Tree Canopy Coverage

ITEM 4.10 - LANDSCAPE DESIGN

DEEP SOIL ZONES SHALL BE PROVIDED TO ALLOW FOR THE GROWTH OF MATURE TREES. AT LEAST ONE MATURE TREE WITHIN A DEEP SOIL ZONE SHALL BE PROVIDED PER 1000 M² OF GROSS SITE AREA (OR PART THEREOF).

REQUIRED DEEP SOIL ZONES: **2 DEEP SOIL ZONES** TO ALLOW FOR THE GROWTH OF THE REQUIRED MATURE TREES.

REQUIRED TREE PROVISION: **2 MATURE TREES** (POTENTIAL CANOPY AREA: 100M²) BASED ON A SITE AREA OF **1522 SQ.M**

SCARBOROUGH DESIGN GUIDELINES - TREE REQUIREMENTS

TREE CANOPY REQUIREMENTS - TABLES 03-04

THE DEVELOPMENT SEEKS TO RETAIN EXISTING TREES WITHIN THE ADJACENT STREETScape / ROAD RESERVE AND PROVIDE SIGNIFICANT DEEP SOIL AREA, ROOTABLE SPACE, AND SOFT LANDSCAPE AREA THROUGH ALL LEVELS OF LANDSCAPE, INCLUDING EXTERNAL LANDSCAPE SPACES.

THE TABLE BELOW OUTLINES MINIMUM REQUIREMENTS FOR TREE CANOPY COVER AS DEFINED IN SDG.

TABLE 03: TREE CANOPY REQUIREMENTS			
	LOT AREA: 1522 SQ.M	MINIMUM REQUIREMENT	PROJECT PROVISION
SDG TREE CANOPY REQUIREMENTS	1 MATURE TREE / 1000 M² (OR PART THEREOF)	2 LARGE TREES	MINIMUM OF 100 SQ.M OF TREE CANOPY COVER 3 LARGE TREES PROVIDED WHICH EQUATES TO 1.5 TIMES THE REQUIRED MINIMUM M² TREE CANOPY COVER

TABLE 04: TREE CANOPY COVER				
	SMALL TREES: 2M DIAMETER 3.2 SQ.M CANOPY COVER AT MATURITY	MEDIUM TREES: 5M DIAMETER 19.6 SQ.M CANOPY COVER AT MATURITY	LARGE TREES: 8M DIAMETER 50 SQ.M CANOPY COVER AT MATURITY	TOTAL CANOPY COVER (NOT INCLUDING EXISTING TREES)
LOWER GROUND & GROUND FLOOR	2	5	3	255.6 SQ.M
LEVEL 01	11	5	-	139.8 SQ.M
TOTAL	49.4 SQ.M CANOPY COVER AT MATURITY	196 SQ.M CANOPY COVER AT MATURITY	150 SQ.M CANOPY COVER AT MATURITY	395.4 SQ.M PROPOSED TREE CANOPY COVER

IRRIGATION REQUIREMENTS

A FULLY AUTOMATIC IRRIGATION SYSTEM WILL BE INSTALLED FOR THE 194 THE ESPLANADE PROJECT. THE DETAILED IRRIGATION PLAN IS TO BE PREPARED IN ACCORDANCE WITH THE WATER CORPORATION'S WATERWISE CRITERIA FOR LANDSCAPING. THE SCOPE WILL INCLUDE:

- IRRIGATION TO ALL LANDSCAPE AREAS
- MOISTURE SENSORS THROUGHOUT, TO ENSURE WATER USE IS MINIMISED
- WATER EFFICIENT IN-LINE DRIP IRRIGATION FOR ALL GARDEN BED AREAS
- A PROGRAMMABLE AUTOMATIC IRRIGATION SYSTEM INCLUDING WEATHER-BASED CONTROL, SET TO RELEVANT ROSTERED WATERING DAYS
- USE OF LOW WATER USE EMITTERS TO ENSURE ONLY SUFFICIENT WATER IS PROVIDED TO IRRIGATE PLANTING AREAS
- IN-LINE FERTILISATION UNIT TO ENSURE FERTILISING AND MOISTURE RETENTION IS CONTROLLED
- USE OF POP - UP FLOOD BUBBLERS TO SUIT SIZE OF GARDEN BEDS TO ENSURE ANY OVER-SPRAY AND WASTAGE IS MITIGATED, AND;
- A DETAILED DESIGN AND SPECIFICATION WILL BE PROVIDED AT BUILDING LICENSE APPLICATION STAGE.

DESIGN WA SPP 7.3 - GUIDANCE DSA

THE FOLLOWING DEEP SOIL AND LANDSCAPED AREA TABLES ARE PROVIDED TO DEMONSTRATE THAT THE DEVELOPMENT HAS ALSO BEEN ALIGNED WITH THE DESIGNWA FRAMEWORK.

DEEP SOIL AREA - TABLE 01

THE DEVELOPMENT SEEKS TO RETAIN EXISTING TREES WITHIN THE ADJACENT STREETScape, AND PROVIDE SIGNIFICANT TREE CANOPY THROUGH ALL LEVELS OF LANDSCAPE, INCLUDING EXTERNAL LANDSCAPE SPACES.

TABLE 01: DEEP SOIL			
	LOT AREA: 1522 SQ.M	MINIMUM RECOMMENDATION	PROJECT RECOMMENDATION FOR PROVISION
WAPC DEEP SOIL AREA RECOMMENDATIONS	>1000 SQ.M	10% OF DEEP SOIL AREA ON SITE (152.2 SQ.M)	PROVIDED DEEP SOIL AREA OF 153 SQ.M PROVIDED ADDITIONAL PLANTING ON STRUCTURE AS DEEP SOIL AREA OF 140 SQ.M PLANTING ON STRUCTURE (LESS THAN 1M DEPTH) 70 SQ.M

LANDSCAPE AREA RECOMMENDATION - TABLE 02

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

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

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

TABLE 02: LANDSCAPE AREAS / DEEP SOIL AREAS				
	DEEP SOIL AREA (IN GROUND)	PLANTING ON STRUCTURE (1M DEPTH) AS DEEP SOIL AREA	PLANTING ON STRUCTURE (LESS THAN 1 M DEPTH)	SOFT LANDSCAPE GARDEN AREA
LOWER GROUND & GROUND FLOOR	153 SQ.M	-	-	153 SQ.M
LEVEL 01	-	140 SQ.M	50 SQ.M	190 SQ.M
LEVEL 02-03	-	-	20 SQ.M	20 SQ.M
TOTAL	153 SQ.M	140 SQ.M	70 SQ.M	363 SQ.M



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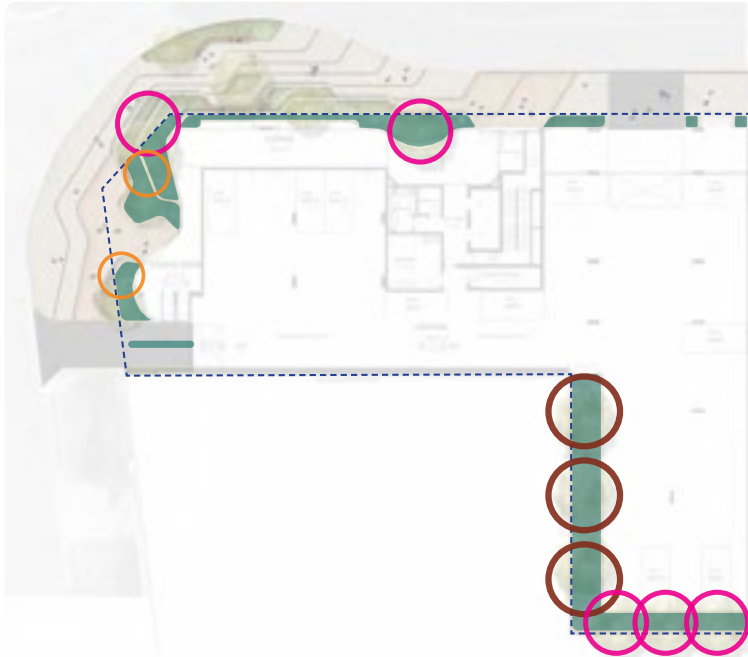
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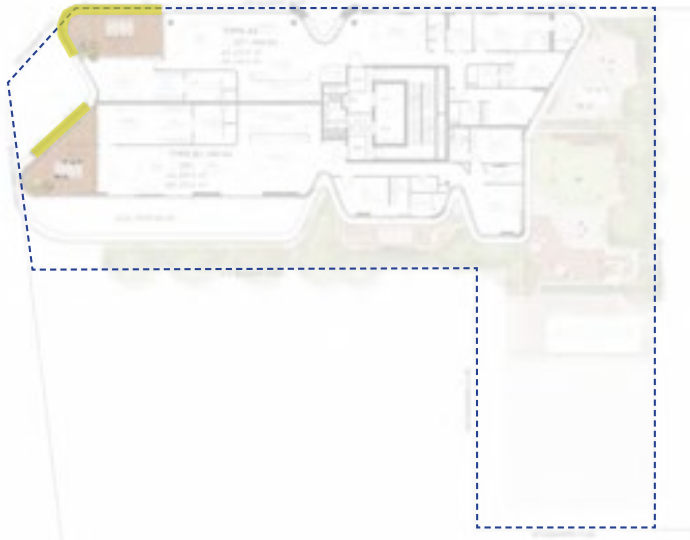
| Landscape Quality - Deep Soil & Tree Canopy Coverage



DEEP SOIL AREA		DEEP SOIL AREA (IN GROUND)	153 SQ.M
		PLANTING ON STRUCTURE (1M DEPTH) AS DEEP SOIL AREA	- SQ.M
		PLANTING ON STRUCTURE (LESS THAN 1M DEPTH)	- SQ.M
TREE CANOPY COVER		LARGE TREE	3 NO
		MEDIUM TREE	5 NO
		SMALL TREE	2 NO



DEEP SOIL AREA		DEEP SOIL AREA (IN GROUND)	- SQ.M
		PLANTING ON STRUCTURE (1M DEPTH) AS DEEP SOIL AREA	140 SQ.M
		PLANTING ON STRUCTURE (LESS THAN 1M DEPTH)	50 SQ.M
TREE CANOPY COVER		LARGE TREE	- NO
		MEDIUM TREE	5 NO
		SMALL TREE	11 NO



DEEP SOIL AREA		DEEP SOIL AREA (IN GROUND)	- SQ.M
		PLANTING ON STRUCTURE (1M DEPTH) AS DEEP SOIL AREA	- SQ.M
		PLANTING ON STRUCTURE (LESS THAN 1M DEPTH)	20 SQ.M
TREE CANOPY COVER		LARGE TREE	- NO
		MEDIUM TREE	- NO
		SMALL TREE	- NO

ITEM 4.10 - LANDSCAPE DESIGN

DEEP SOIL ZONE & TREE CANOPY REQUIREMENTS

DEEP SOIL ZONES SHALL BE PROVIDED TO ALLOW FOR THE GROWTH OF MATURE TREES. AT LEAST ONE MATURE TREE WITHIN A DEEP SOIL ZONE SHALL BE PROVIDED PER 1000M2 OF GROSS SITE AREA.

DEEP SOIL ZONE MINIMUM REQUIREMENT:
2 DEEP SOIL ZONES
(TO ALLOW FOR THE GROWTH OF THE REQUIRED MATURE TREES)

TREE CANOPY COVER MINIMUM REQUIREMENT:
2 LARGE TREES

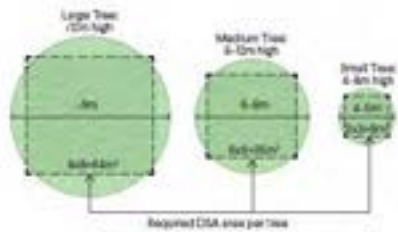
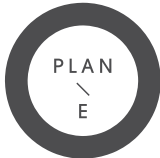


FIGURE 1. DEEP SOIL REQUIREMENTS FOR LARGE, MEDIUM & SMALL TREES (AS PER SPP 7.3 DESIGN GUIDELINES)

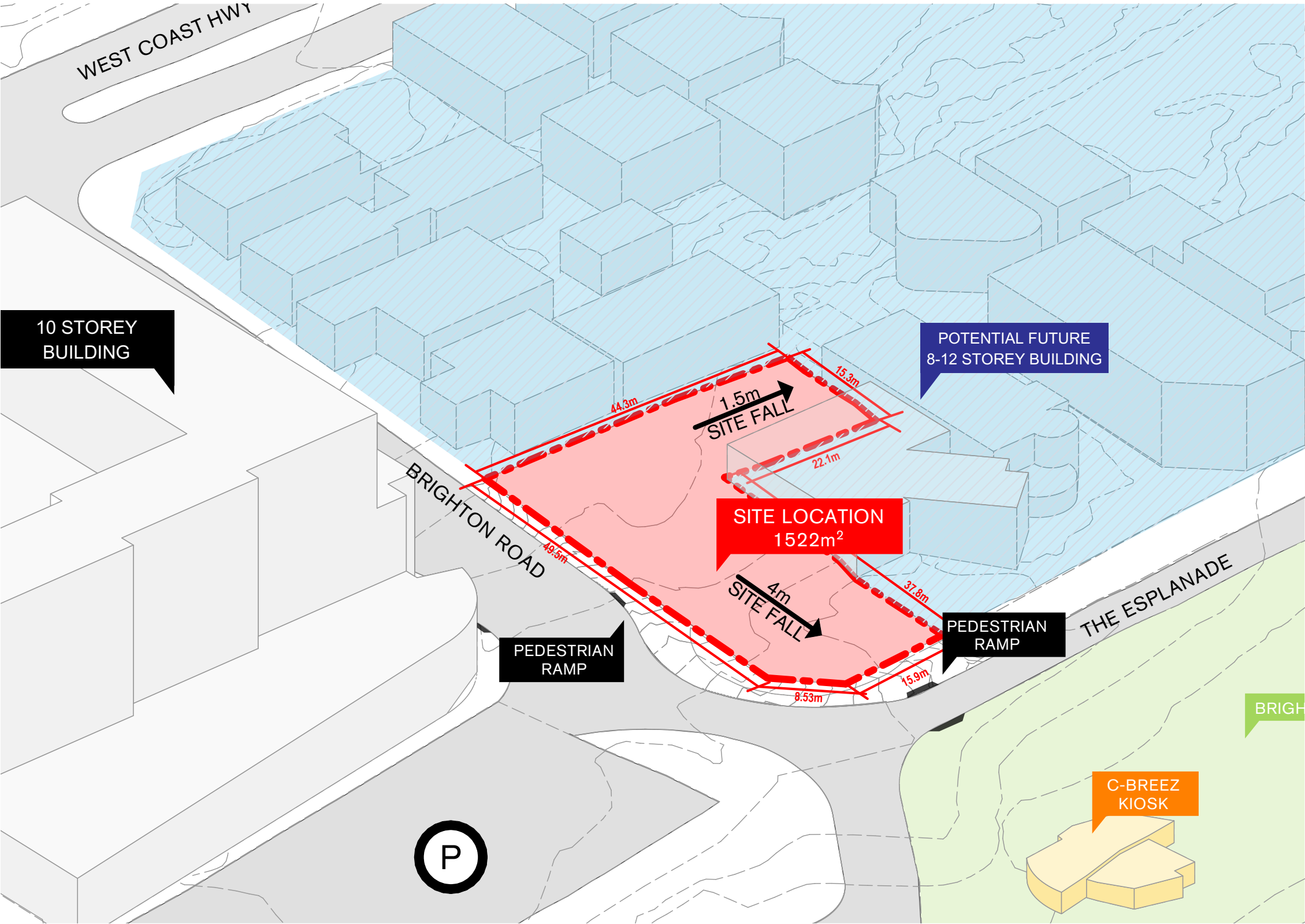


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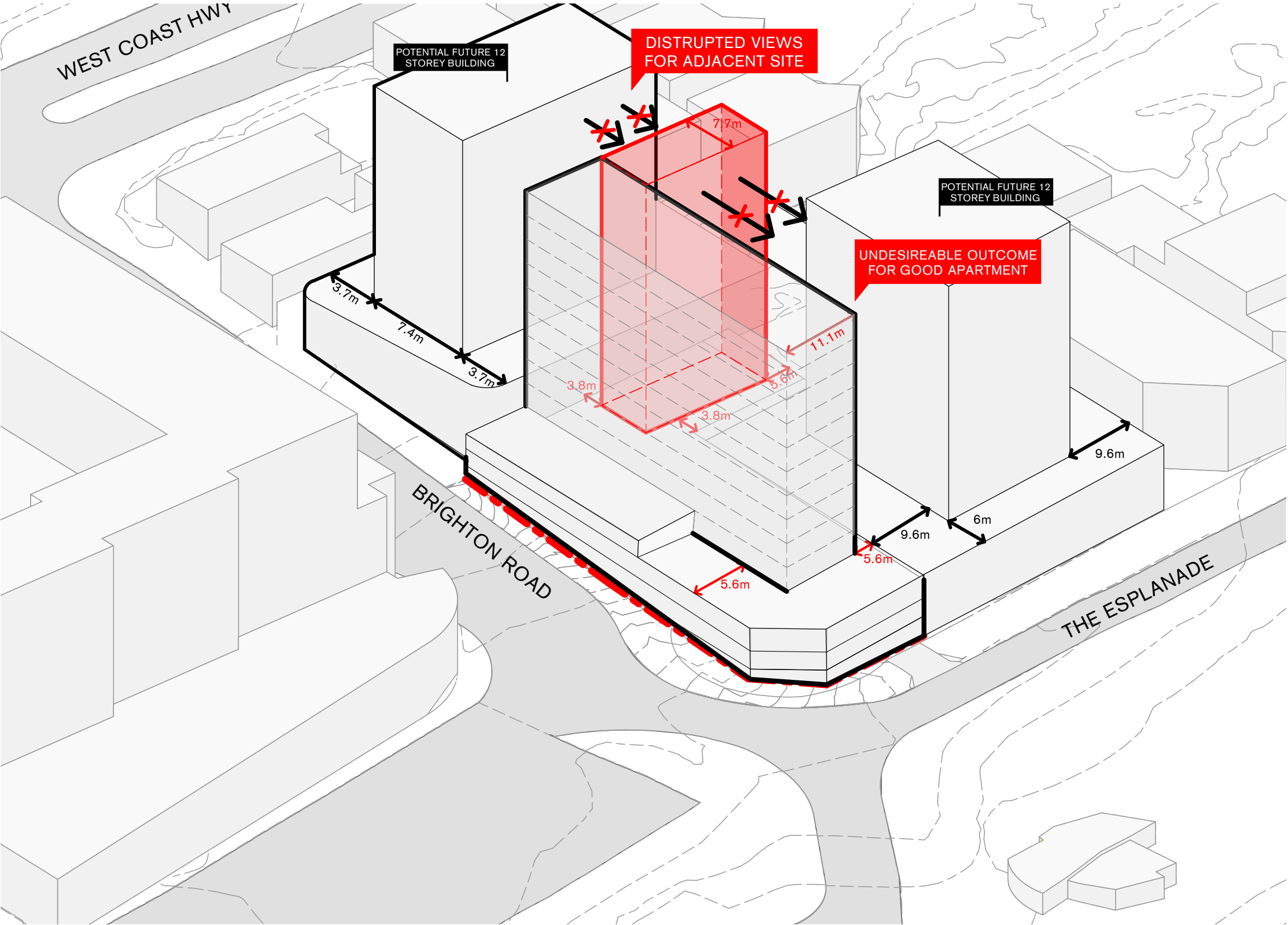
| Built Form & Scale - Current Conditions



CURRENT CONDITIONS

- SITE SITS IN FRONT OF BRIGHTON RESERVE AND HAS FULL UNINTERRUPTED VIEWS OF THE BEACH
- EXISTING PEDESTRIAN RAMPS ON BRIGHTON ROAD AND ON THE ESPLANADE
- APPROX A 4M FALL ON SITE TOWARDS THE ESPLANADE

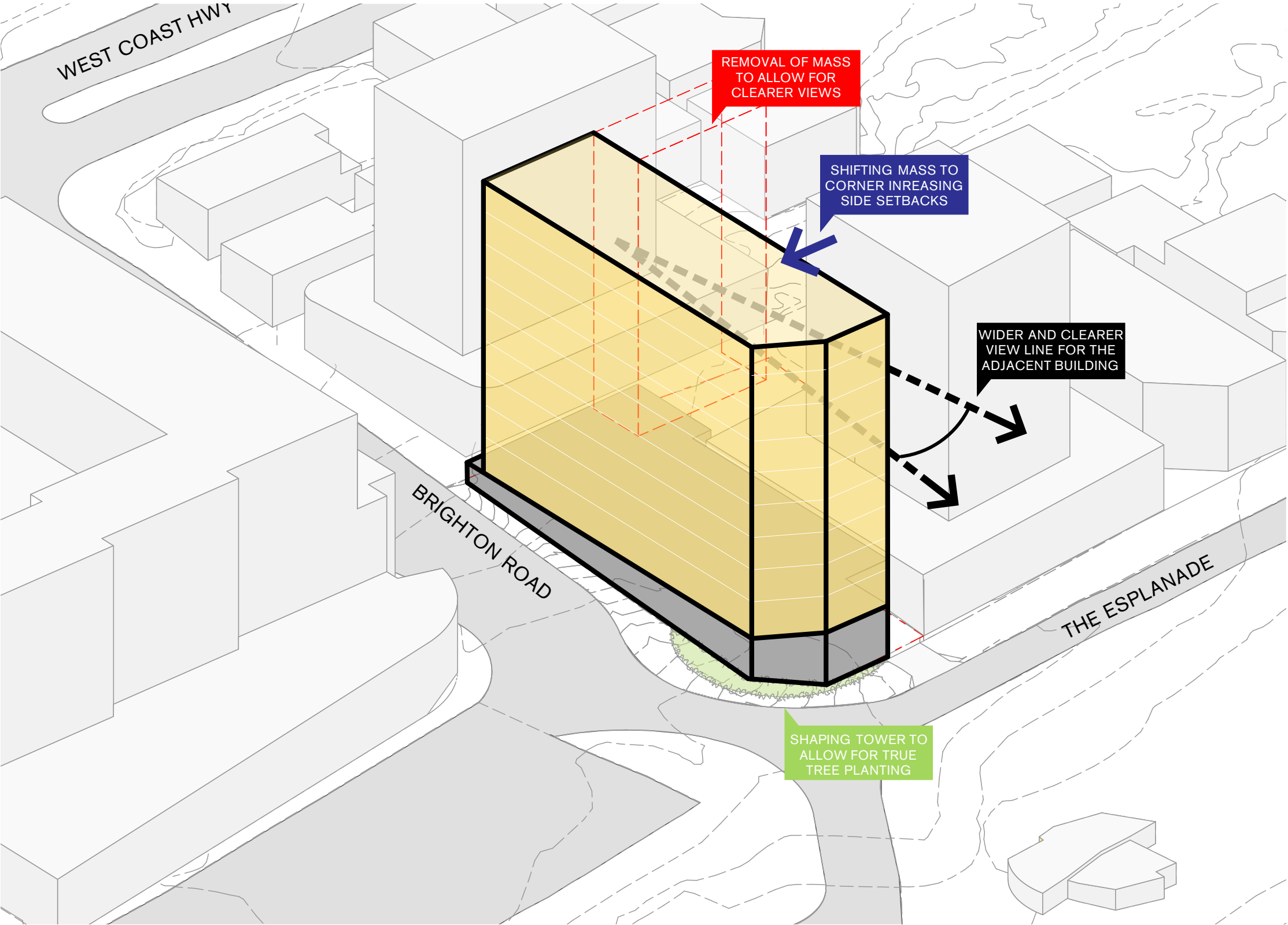
| Built Form & Scale - Compliant Scheme



12 STOREY SCHEME ACCORDANCE TO THE DESIGN GUIDELINES

- SITS WITHIN THE BEACH ROAD PRECINCT, WITH A POTENTIAL OF FUTURE 12 STOREY BUILDINGS ON ADJACENT SITE.
- DISRUPTING THE VIEWS OF THE EASTERN NEIGHBOURING SITE.
- TOWER SETBACK TO THE SOUTHERN BOUNDARY IS 5.5M, WHICH IS NOT COMPLIANT TO THE VISUAL PRIVACY SETBACKS ACCORDANCE TO THE RESIDENTIAL DESIGN CODES (VOL.2)

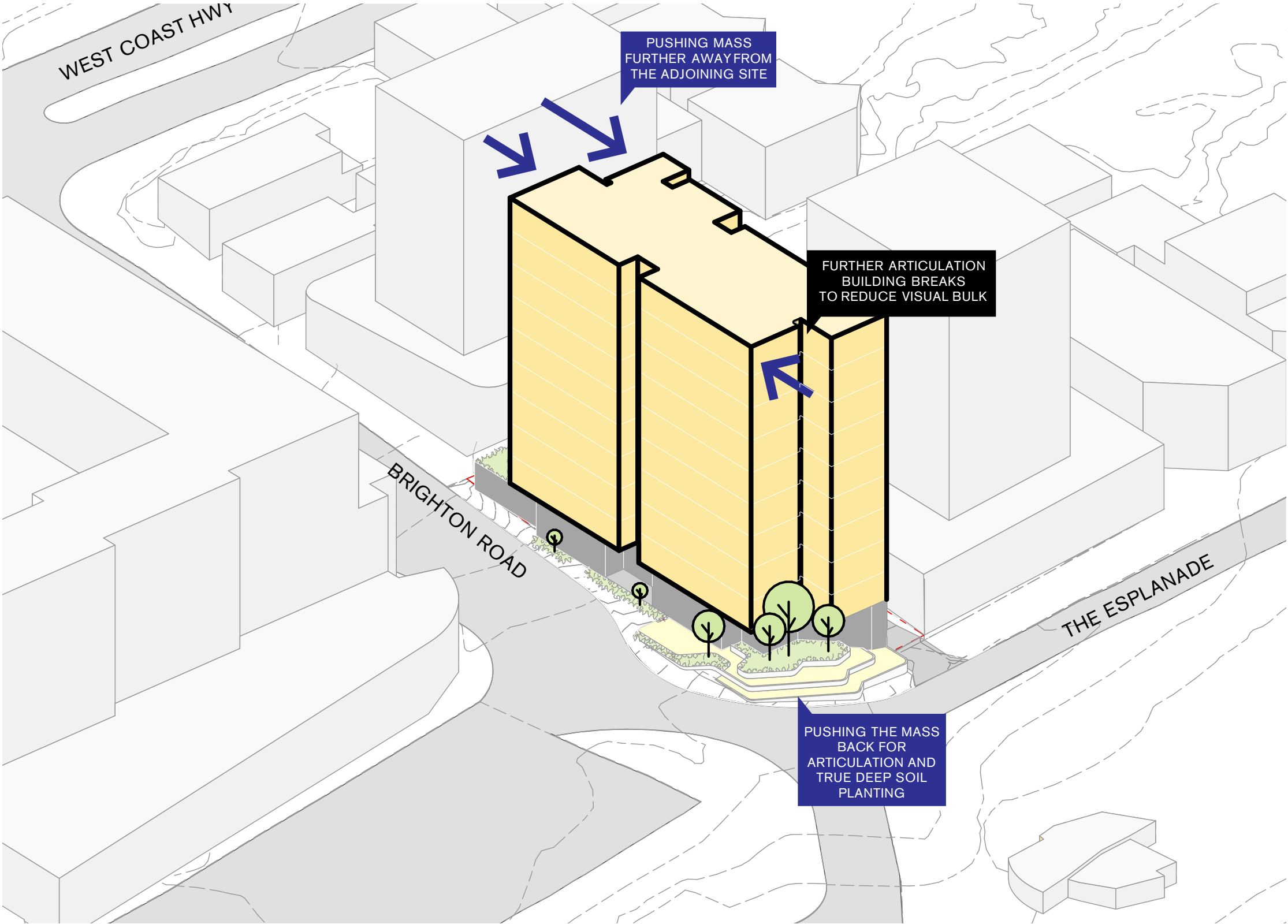
| Built Form & Scale - Shape and Shifting the Mass



SHAPE AND SHIFTING THE MASS

- SHIFTING OF MASS TO THE CORNER OF SITE TO BOOKMARK THE CORNER OF THE SITE
- INCREASES THE AMENITY THROUGH PROVIDING VIEWS TO THE BEACH TO THE FUTURE DEVELOPMENT ON THE EASTERN BOUNDARY.
- PROVIDING A LARGER SETBACK TO THE SOUTHERN BOUNDARY TO AT LEAST A MINIMUM OF 6M TO ALLOW FOR AT LEAST A 12M TOWER SEPARATION FOR VISUAL PRIVACY.

| Built Form & Scale - Building Break



BUILDING BREAK

- PUSHING AND PULLING THE MASS TO FURTHER ARTICULATE AND TO REDUCE VISUAL BUILDING BULK AND ALLOW TRUE DEEP SOIL ZONES ON GROUND LEVEL



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Rev	Date	By	Chk	Description
B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name194 The Esplanade

Project Number00012991

Date28/11/2023

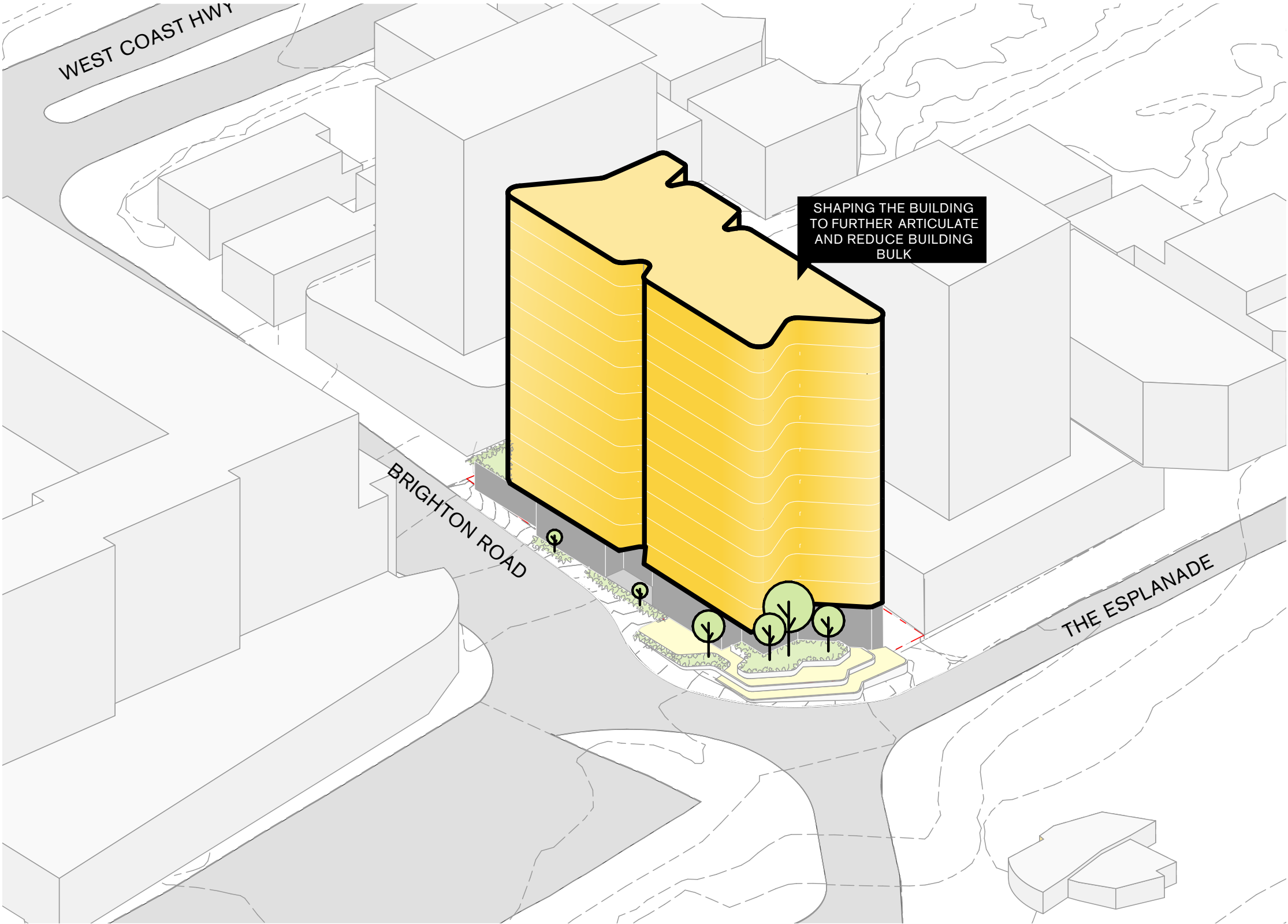
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Drawing NameBuilt Form & Scale - Building Break

Drawing NumberDA128

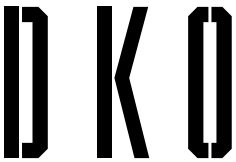
RevisionB

| Built Form & Scale - Shaping the Mass



SHAPING THE MASS

- CURVING THE MASS TO PROVIDE VISUAL INTEREST AND FURTHER REDUCING BUILDING BULK WHILST FITTING WITHIN THE COASTAL CONTEXT



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Project Name194 The Esplanade

Project Number00012991

Date28/11/2023

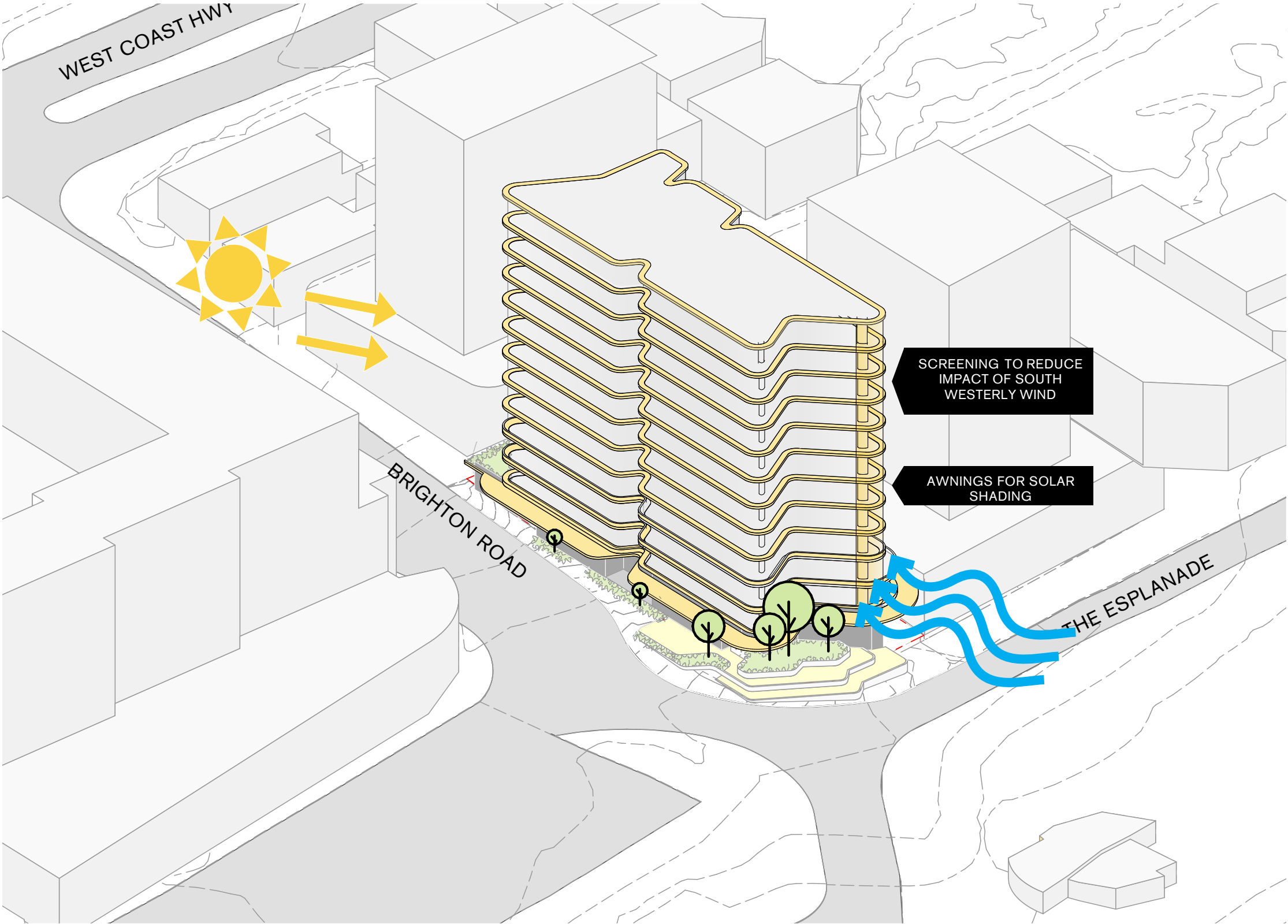
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Drawing NameBuilt Form & Scale - Shaping the Mass

Drawing NumberDA129

RevisionB

| Built Form & Scale - Architectural Features



ARCHITECTURAL
FEATURES

- INTRODUCING PURPOSED
SCREENING TO REDUCE THE
IMPACT OF THE STRONG
SOUTH WESTERLY WINDS AND
ARCHITECTURAL AWNINGS
TO REDUCE VISUAL BUILDING
BULK



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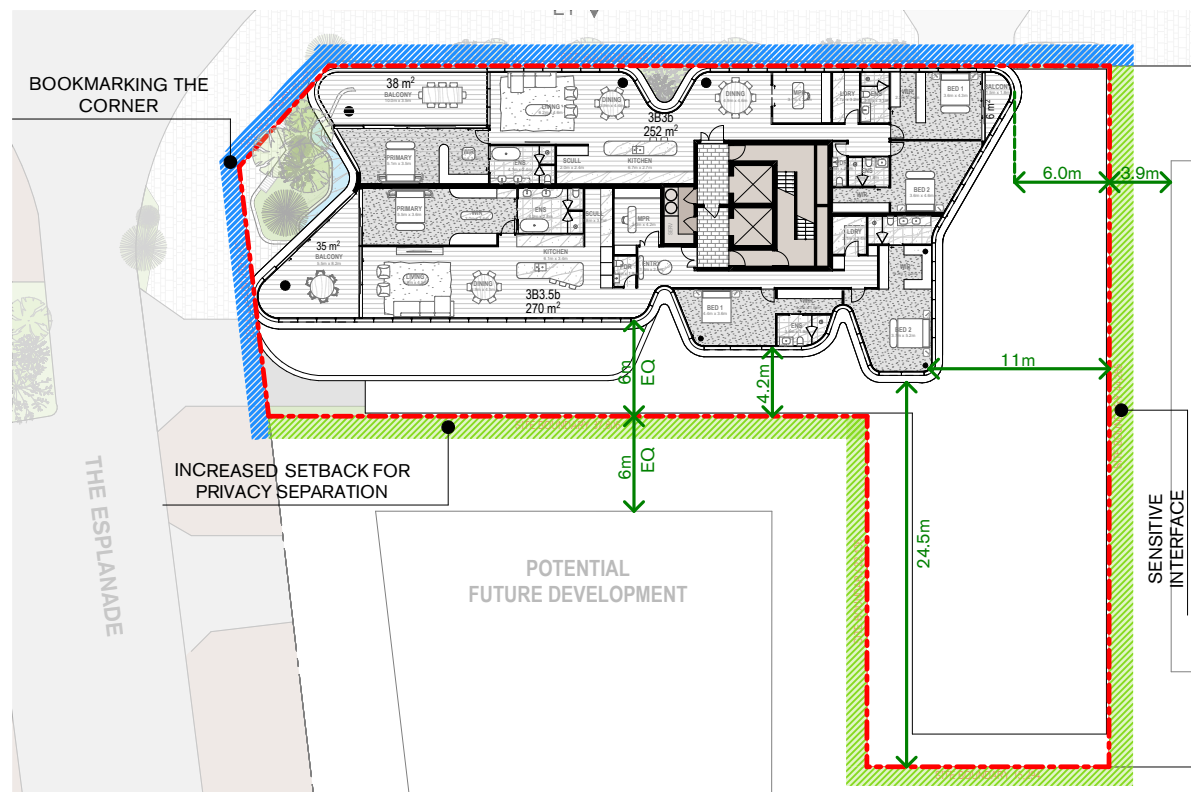
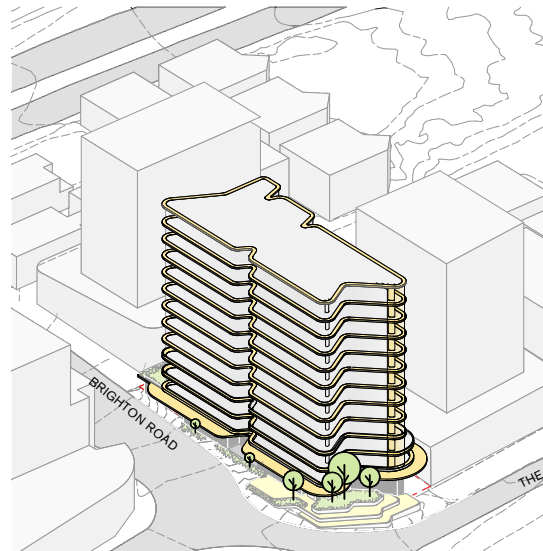
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A	16/08/2023	CP/GK	DC	Development Application

Project Name 194 The Esplanade
Project Number 00012991
Date 28/11/2023
Scale @A3

Drawing Name Built Form & Scale - Architectural
Features
Drawing Number DA130
Revision B

| Built Form & Scale - Comparison

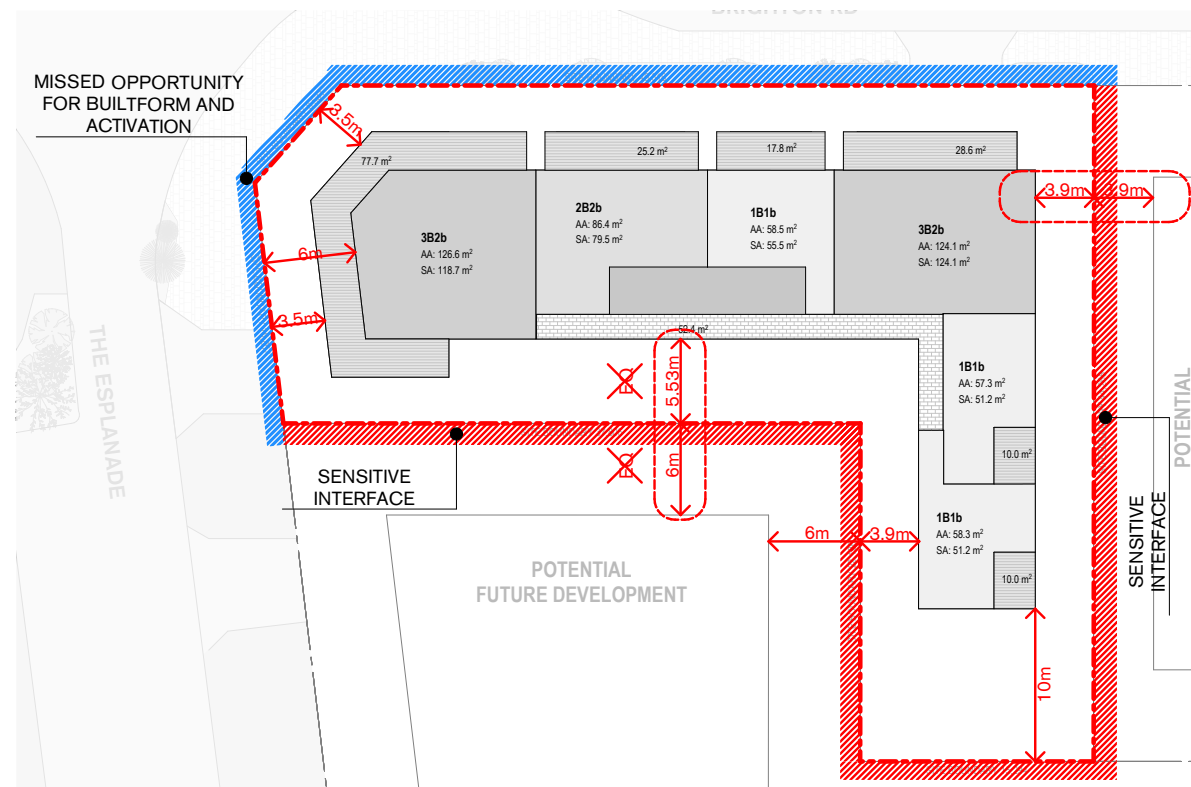
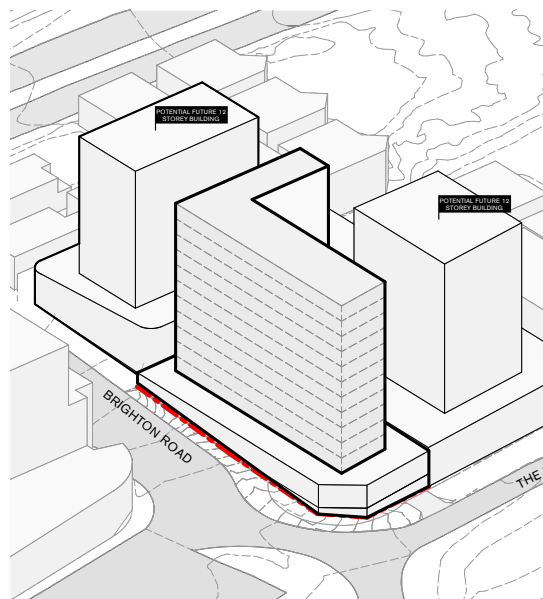


PROPOSED SCHEME

- BOOKMARKING THE CORNER OF THE SITE
- ADDITIONAL SETBACK ON THE EASTERN BOUNDARY
- INCREASED TO 6M SEPARATION TO THE ADJACENT SITE ON THE SOUTH, FURTHER PROVIDING VISUAL PRIVACY
- SHAPING THE BUILDING TO REDUCE BUILDING BULK

TOTAL GFA FOR PROPOSED SCHEME

10,125m²



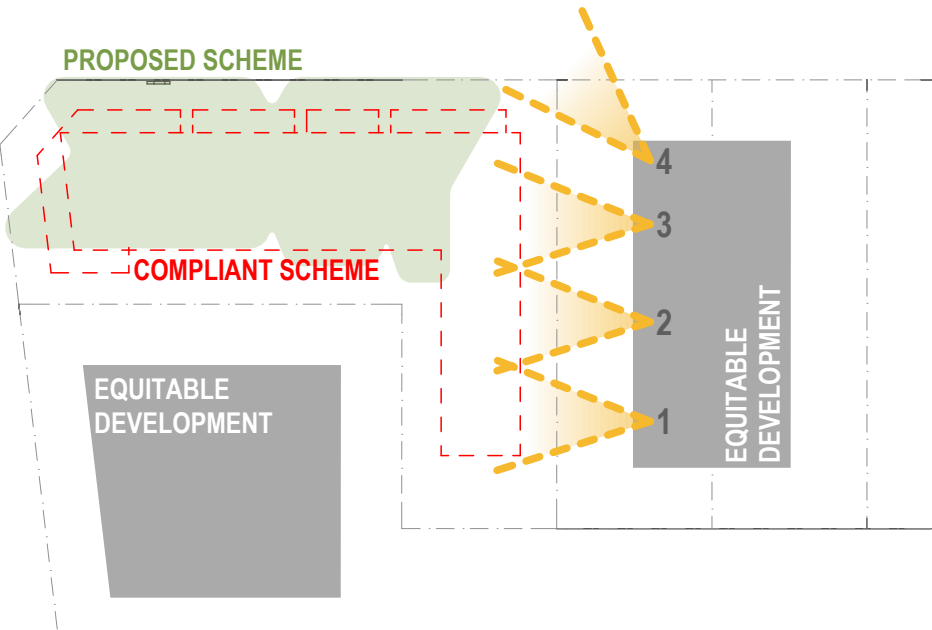
12 STOREY SCHEME ACCORDANCE TO THE DESIGN GUIDELINES

- TOWER SETBACK TO THE SOUTHERN BOUNDARY IS 5.5M, WHICH IS NOT COMPLIANT TO THE VISUAL PRIVACY SETBACKS ACCORDANCE TO THE RESIDENTIAL DESIGN CODES (VOL.2)
- MISS OPPORTUNITY TO BOOKMARK THE CORNER

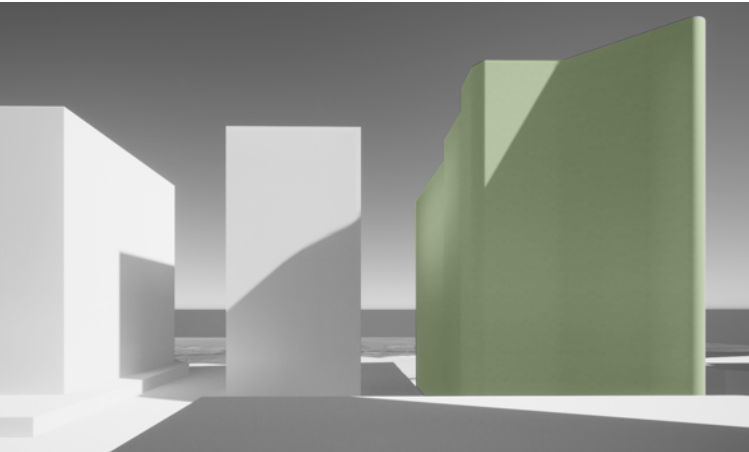
TOTAL GFA FOR THE COMPLIANT SCHEME

10,385m²

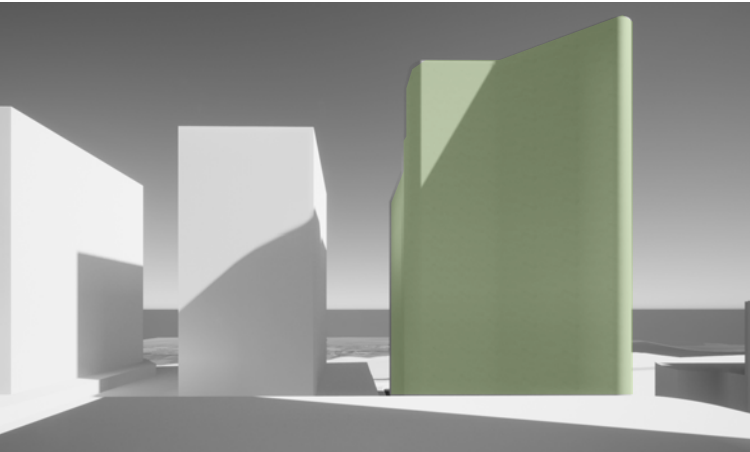
| Built Form & Scale - Massing



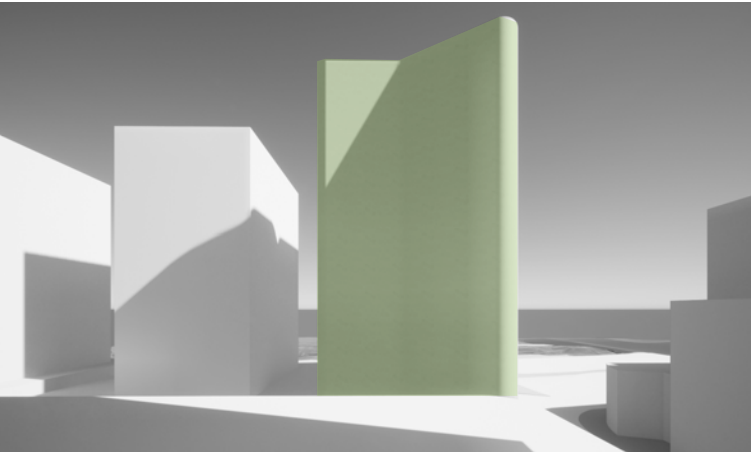
VIEW 1 - PROPOSED SCHEME



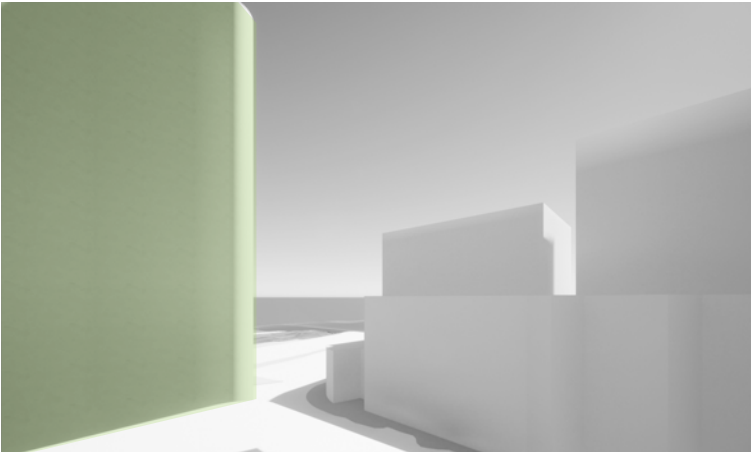
VIEW 2 - PROPOSED SCHEME



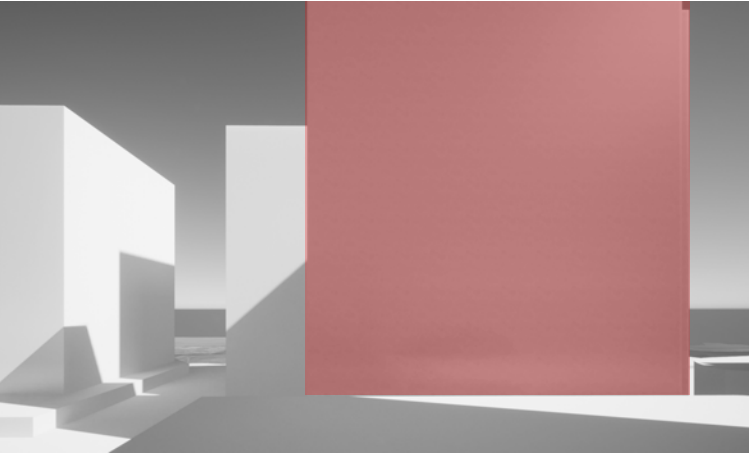
VIEW 3 - PROPOSED SCHEME



VIEW 4 - PROPOSED SCHEME



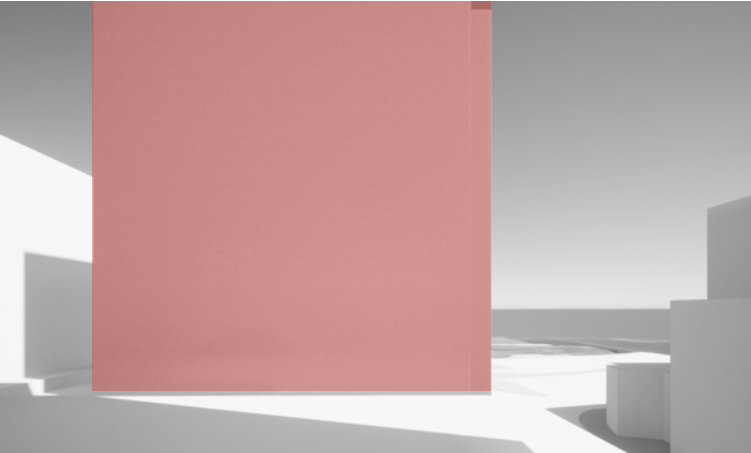
VIEW 1 - COMPLIANT SCHEME



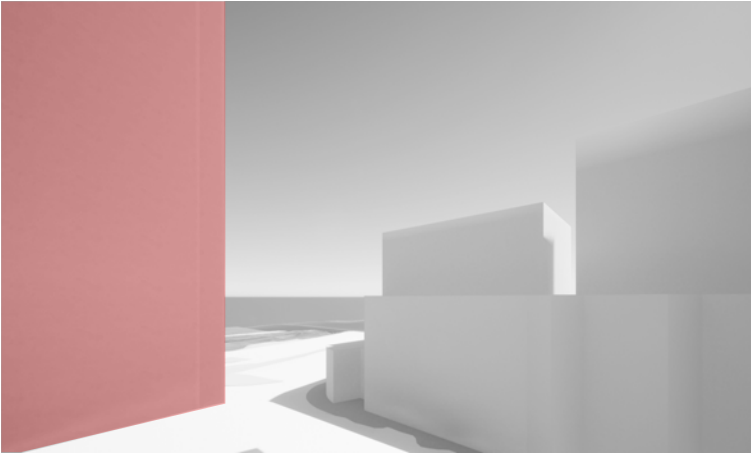
VIEW 2 - COMPLIANT SCHEME



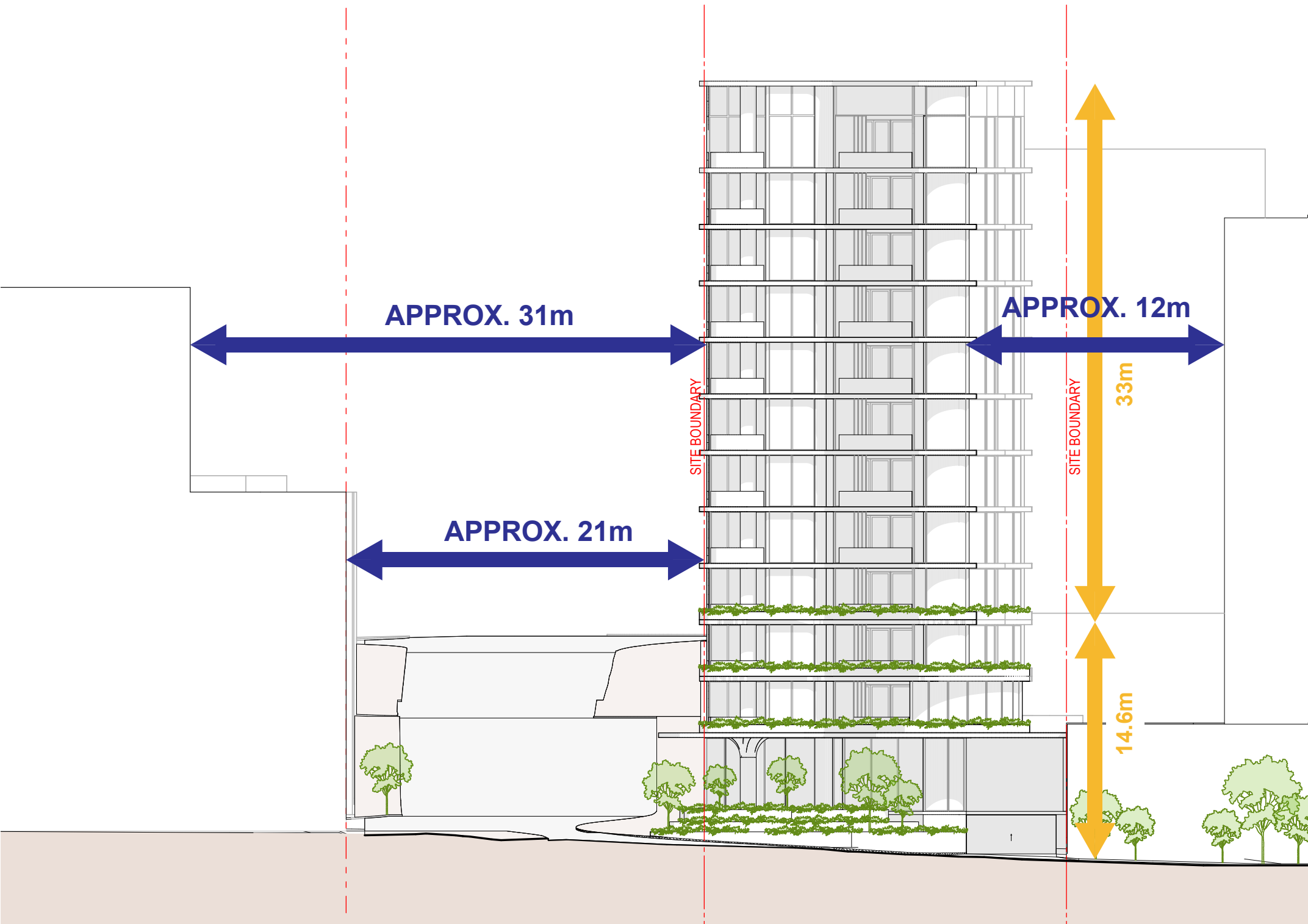
VIEW 3 - COMPLIANT SCHEME



VIEW 4 - COMPLIANT SCHEME



| Built Form & Scale - Building Separation



BUILDING SEPARATION

- APPROX MIN 12M TOWER SEPARATION from the Southern boundary of the site FOR VISUAL PRIVACY
- APPROX MIN OF 21M BUILDING SEPARATION with the site across Brighton Road, providing SUFFICIENT BUILDING SEPARATION.

| Built Form & Scale - Shadow Analysis

June 21, 9 am

12 STOREY SCHEME

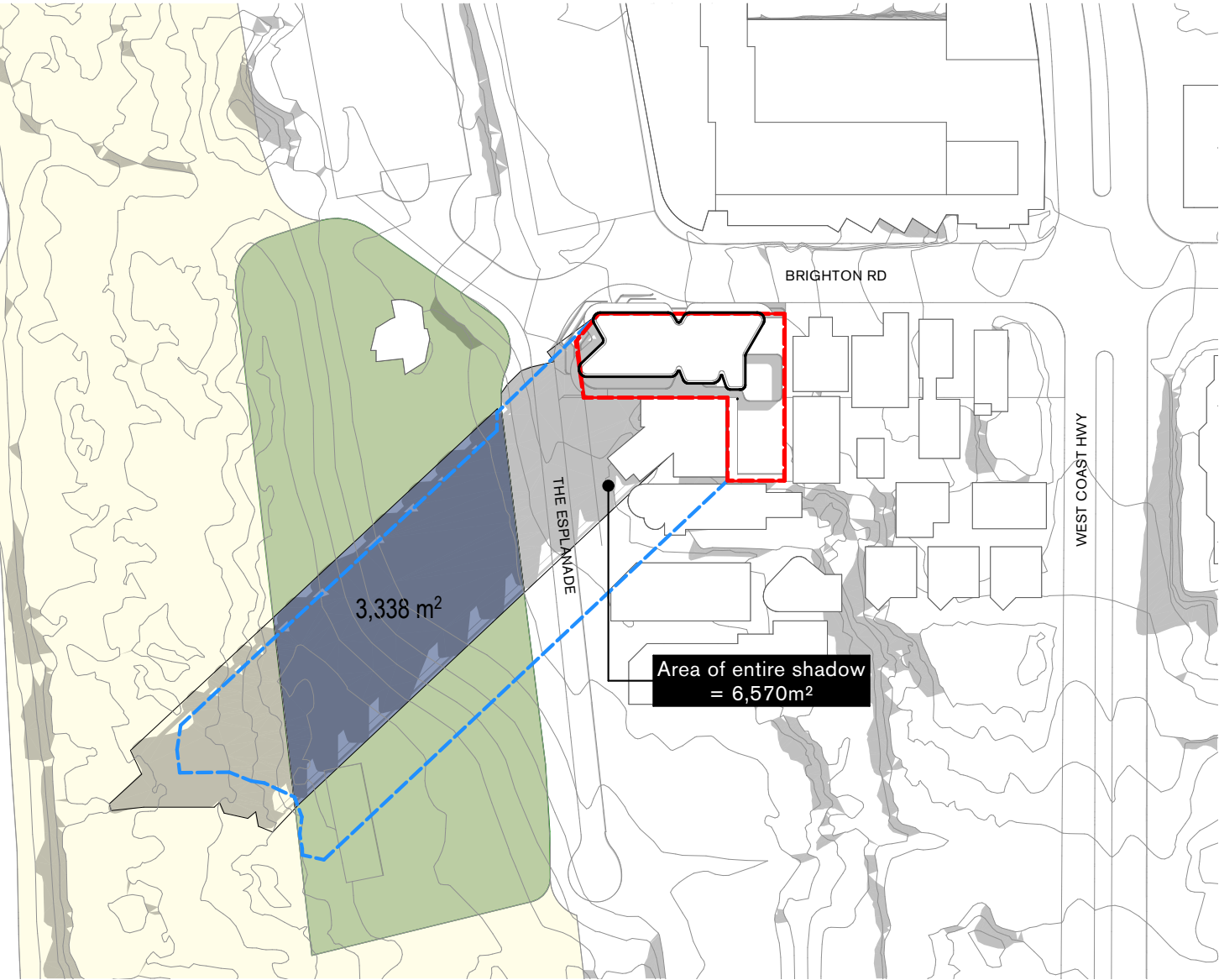
ACCORDANCE TO THE DESIGN GUIDELINES



SHADOW COMPARISON

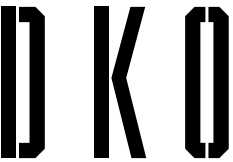
- - 922m² LESS OVERSHADOWING AREA OVER BRIGHTON RESERVE
- - 1294m² LESS OVERSHADOWING AREA OVERALL

PROPOSED SCHEME



| Functionality & Build Quality - Material Palette

Durability in Material Selection



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A	16/08/2023	CP/GK	DC	Development Application

Project Name
Project Number
Date
Scale

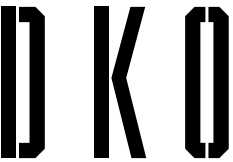
194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name
Drawing Number
Revision

Functionality & Build Quality - Material
Palette
DA135
B

| Functionality & Build Quality - Material Palette

Durability in Material Selection



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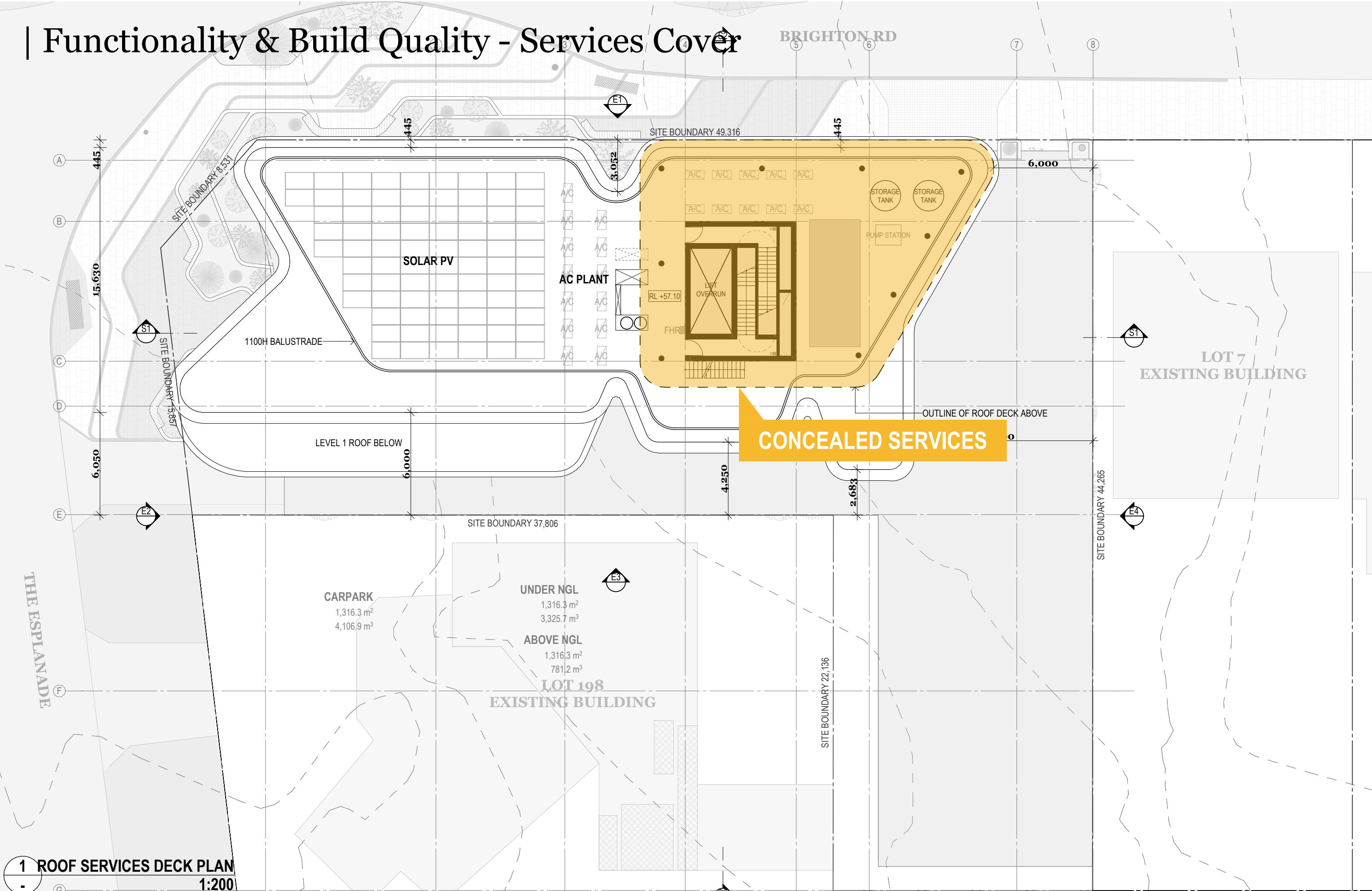
Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name
Drawing Number
Revision

Functionality & Build Quality - Material
Palette
DA136
B

| Functionality & Build Quality - Services Cover

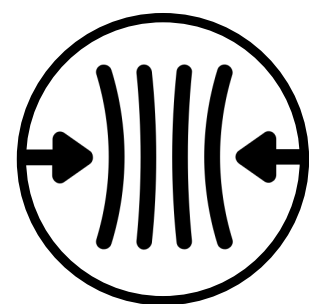


1 ROOF SERVICES DECK PLAN
1:200

| Sustainability - Design Principles

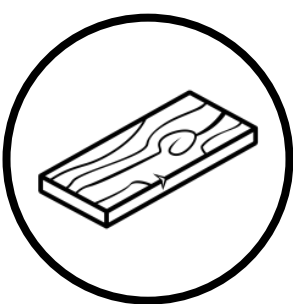
Conscious of our role as sustainable place-makers, we seek to harness **passive design** principles that **reduce energy** usage and create more **liveable homes**.

Other ways we can use design excellence to achieve the successful separation of private and public space are in zoning, landscaping, orientation, screening, lighting, and construction materials.



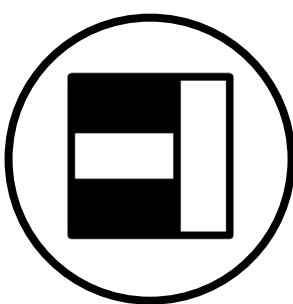
ADAPTABILITY & FLEXIBILITY

Ability to seamlessly provide different options to suit different lifestyles.



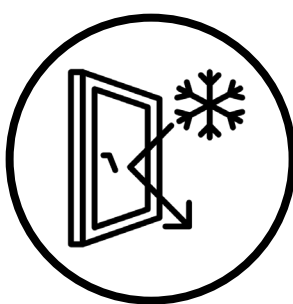
MATERIALS

Non-toxic, environmentally and socially responsible-material sources, contributing to healthy indoor environmental quality.



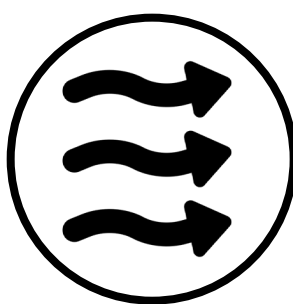
HIGHLY EFFICIENT FACADES

Window to wall ratio carefully designed to frame external views and optimise energy efficiency.



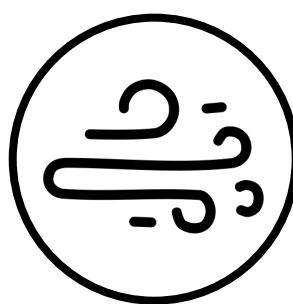
PASSIVE SHADING

External overhangs to provide summer shade while still allowing optimal winter sun and natural light.



NATURAL VENTILATION

Dwellings are cross ventilated to allow for passive cooling.



CALMER EXTERNAL SPACES

Porous and articulated mass create calmer wind conditions for external spaces.



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Rev	Date	By	Chk	Description
B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name
Drawing Number
Revision

Sustainability - Design Principles
DA138
B

| Sustainability - Approach



5-STAR GREEN STAR RATING
OR EQUIVALENT



EV CHARGING



SOLAR PANELS



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Project Name 194 The Esplanade
Project Number 00012991
Date 28/11/2023
Scale @A3

Drawing Name Sustainability - Approach
Drawing Number **DA139**
Revision **B**

LOWER GROUND AMENITIES

- + OUTDOOR SHOWER AND CHANGE ROOM FOR THE RESIDENTS
- + SURFBOARD AND BIKE STORE

Site Plan Details:

- Surfboard & Bike Store:** 68.9 m², RL +11,800
- Change Room:** 41.2 m², RL +11,800
- Carwash Station:** 23.7 m²
- Pump & Tank Room:** 11.6 m², RL +11,800
- Carpark:** 849.7 m², RL +11,800
- Units:** Unit 11 (13.0 m²), Unit 12 (13.0 m²), Unit 13 (13.0 m²), Unit 14 (13.0 m²), Unit 15 (13.0 m²), Unit 16 (5.400), Unit 17 (5.400), Unit 18 (13.0 m²), Unit 19 (13.0 m²), Unit 20 (13.0 m²), Unit 21 (13.0 m²).
- Stores:** Unit 11, Unit 12, Unit 13, Unit 14, Unit 15, Unit 16, Unit 17, Unit 18, Unit 19, Unit 20, Unit 21.
- Visitor Units:** Unit 11, Unit 12, Unit 13, Unit 14, Unit 15, Unit 16, Unit 17, Unit 18, Unit 19, Unit 20, Unit 21.
- Other Rooms:** Lift 1, Lift 2, Lift Lobby (8.5 m²), DDA, EV DB, FHR, MB, Sump, Drainage Cells Below.
- Boundaries:** SITE BOUNDARY 49,316, SITE BOUNDARY 37,806, SITE BOUNDARY 22,136, SITE BOUNDARY 44,265.
- Other Features:** 1:30 Ramp, EX.RL. 11,600, THE ESPLANADE, LOT 198 EXISTING BUILDING.

- + OUTDOOR SHOWER AND CHANGE ROOM FOR THE RESIDENTS
- + SURFBOARD AND BIKE STORE

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Project Name	194 The Esplanade
Project Number	00012991
Date	28/11/2023
Scale	1:200@A3

Drawing Name	Amenity - Lower Ground
Drawing Number	DA140
Revision	B

1
-
GROUND LEVEL
1:200

Amenity - Ground

GROUND FLOOR AMENITIES

- + RESIDENTS CLUB AND LOUNGE WITH LARGE OPENABLE SLIDING WINDOWS FOR INDOOR OUTDOOR CONNECTION
- + VISUAL CONNECTION TO LANDSCAPING AND STREETScape

LOT 198 EXISTING BUILDING

LOT 7 EXISTING BUILDING

THE ESPLANADE

BRIGHTON RD

DSZ 82.2 m²

CARPARK 852.0 m² RL +15.00

LOUNGE 58.5 m² RL +15.00

LOBBY 35.9 m² RL +15.00

RESIDENTS CLUB 61.5 m² RL +15.00

Unit 1 13.0 m²

Unit 2 13.0 m²

Unit 3 13.0 m²

Unit 4 13.0 m²

Unit 5 13.0 m²

Unit 6 13.0 m²

Unit 7 13.0 m²

Unit 8 13.0 m²

Unit 9 13.0 m²

Unit 10 13.0 m²

STORE Unit 1 13.0 m²

STORE Unit 2 13.0 m²

STORE Unit 3 13.0 m²

STORE Unit 4 13.0 m²

STORE Unit 5 13.0 m²

STORE Unit 6 13.0 m²

STORE Unit 7 13.0 m²

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STORE Unit 10 13.0 m²

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Unit 4 13.0 m²

Unit 5 13.0 m²

Unit 6 13.0 m²

Unit 7 13.0 m²

Unit 8 1

+ VISUAL CONNECTION TO
LANDSCAPING AND STREETScape

41,300

6 **DSZ**
82.2 m²

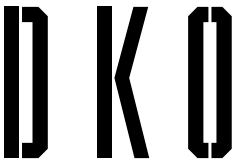


Drawing Name	Amenity - Ground
Drawing Number	DA141
Revision	B



| Amenity - Precedents

Surfboard & Bike Store



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Description
Development Application Update
Development Application

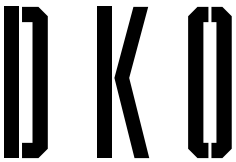
Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name	Amenity - Precedents
Drawing Number	DA142
Revision	B

| Amenity - Precedents

Residents Club



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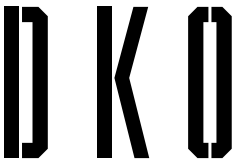
194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name
Drawing Number
Revision

Amenity - Precedents
DA143
B

| Amenity - Precedents

Residents Lounge



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Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name
Drawing Number
Revision

Amenity - Precedents
DA144
B

Legibility - Main Entry

The site plan illustrates the layout of a residential development. Key features include:

- Building Layout:** The main building contains a LOUNGE (58.5 m²), LOBBY (35.9 m²), and various residential units (Unit 1, Unit 2, Unit 3, Unit 4, Unit 5, Unit 6, Unit 7, Unit 8, Unit 9, Unit 10). It also includes a RESIDENTS CLUB (61.3 m²), a CARPARK (865.7 m²), and several storage areas (STORE Unit 1, STORE Unit 2, STORE Unit 3, STORE Unit 4, STORE Unit 7, STORE Unit 8, STORE Unit 9, STORE Unit 10).
- Site Boundaries:** The site is bounded by Brighton Rd to the north, The Esplanade to the west, and Lot 198 Existing Building to the south.
- Infrastructure:** The plan shows a 1:23 Ramp, a 1:20 Ramp, and a 1:80 Ramp. It also includes a fire booster cabinet, a power pillar, and a lift off hinges.
- Dimensions:** The site has a total area of 49,316 m². The building footprint is 31,816 m². The carpark area is 865.7 m². The lounge area is 58.5 m². The lobby area is 35.9 m². The residents club area is 61.3 m². The site boundary dimensions are 31,816 m (north), 32,376 m (east), 37,806 m (south), and 21,000 m (west).
- Other Features:** The plan includes a "CARVED LANDSCAPE AND FOOTPATH" area, a "REFER TO LANDSCAPE DRAWINGS" note, and a "LOT 198 EXISTING BUILDING" area.

GROUND LEVEL 1:200

| Legibility - Entry Portal Development



DRP 02 PROPOSAL



DRP 03 PROPOSAL



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Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name
Drawing Number
Revision

Legibility - Entry Portal Development
DA146
B

| Legibility - Entry Portal



POST DRP 03



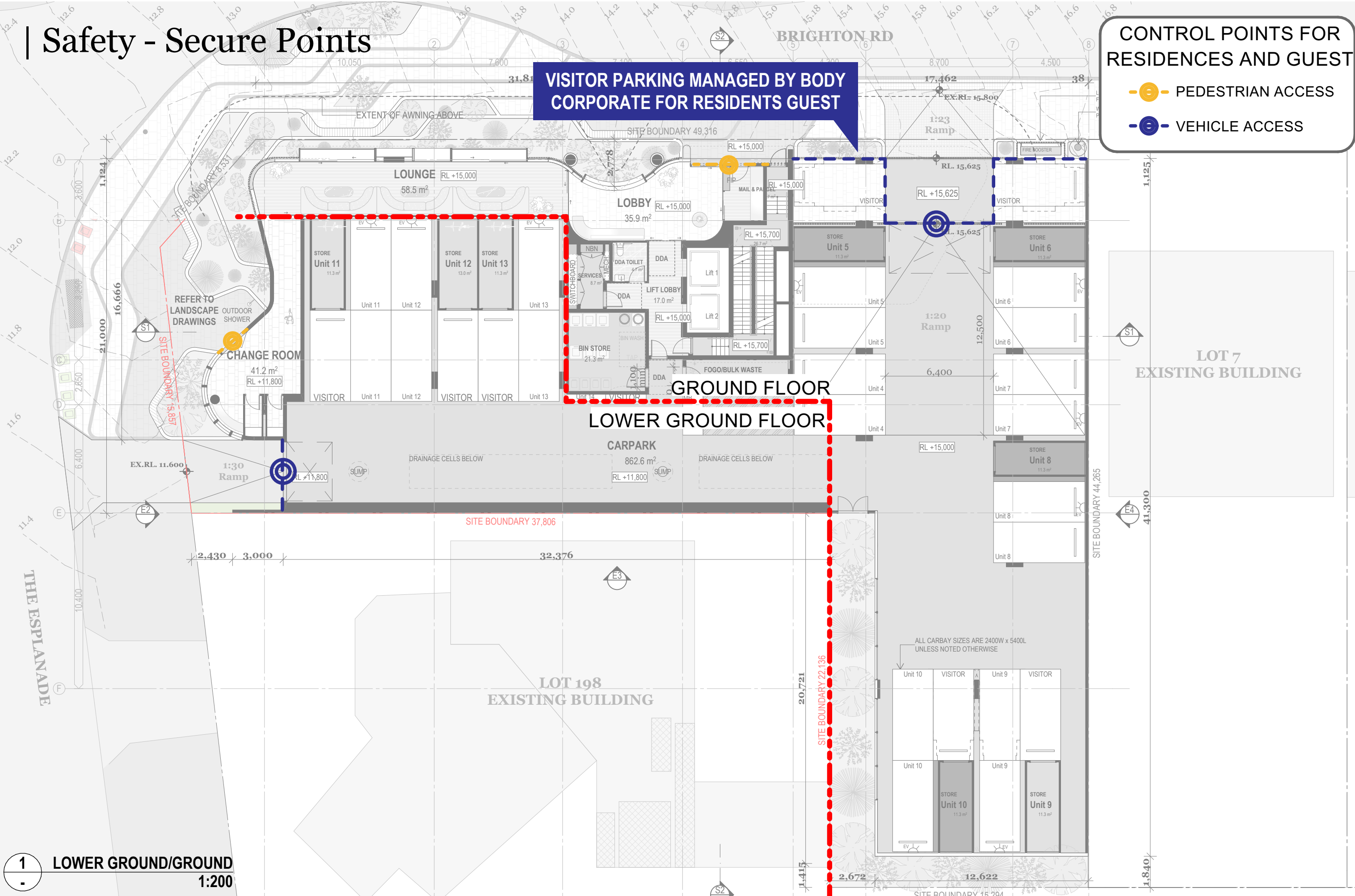
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Rev	Date	By	Chk	Description
A	21/11/2023	CP/GK	CP	Development Application RFI Issue

Project Name	194 The Esplanade	Drawing Name	Legibility - Entry Portal
Project Number	00012991	Drawing Number	DA147
Date	28/11/2023	Revision	A
Scale	@A3		



VISITOR PARKING MANAGED BY BODY CORPORATE FOR RESIDENTS GUEST

CONTROL POINTS FOR RESIDENCES AND GUEST

PEDESTRIAN ACCESS

VEHICLE ACCESS

1

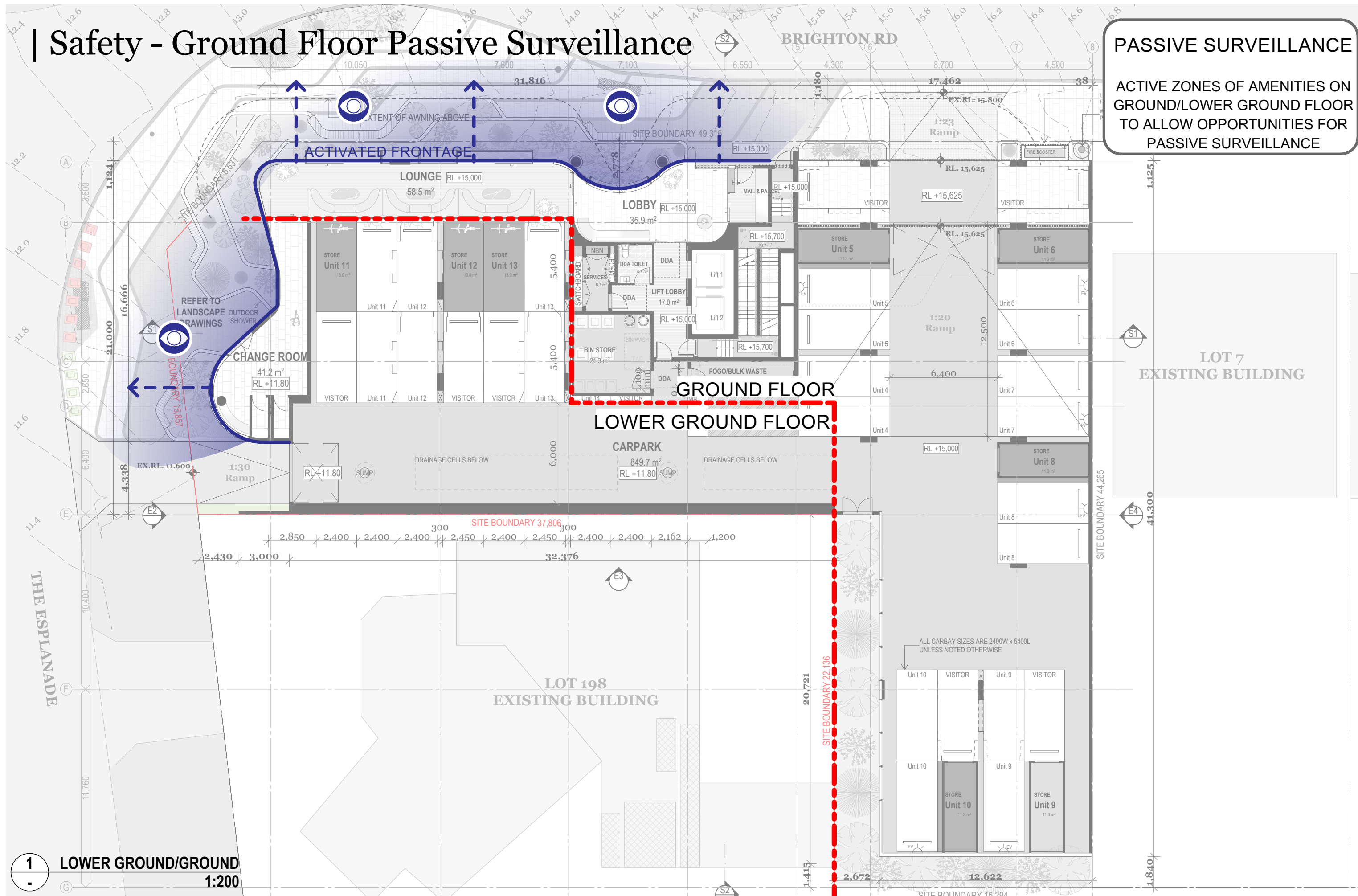
LOWER GROUND/GROUND

1:200

Safety - Ground Floor Passive Surveillance

PASSIVE SURVEILLANCE

ACTIVE ZONES OF AMENITIES ON GROUND/LOWER GROUND FLOOR TO ALLOW OPPORTUNITIES FOR PASSIVE SURVEILLANCE

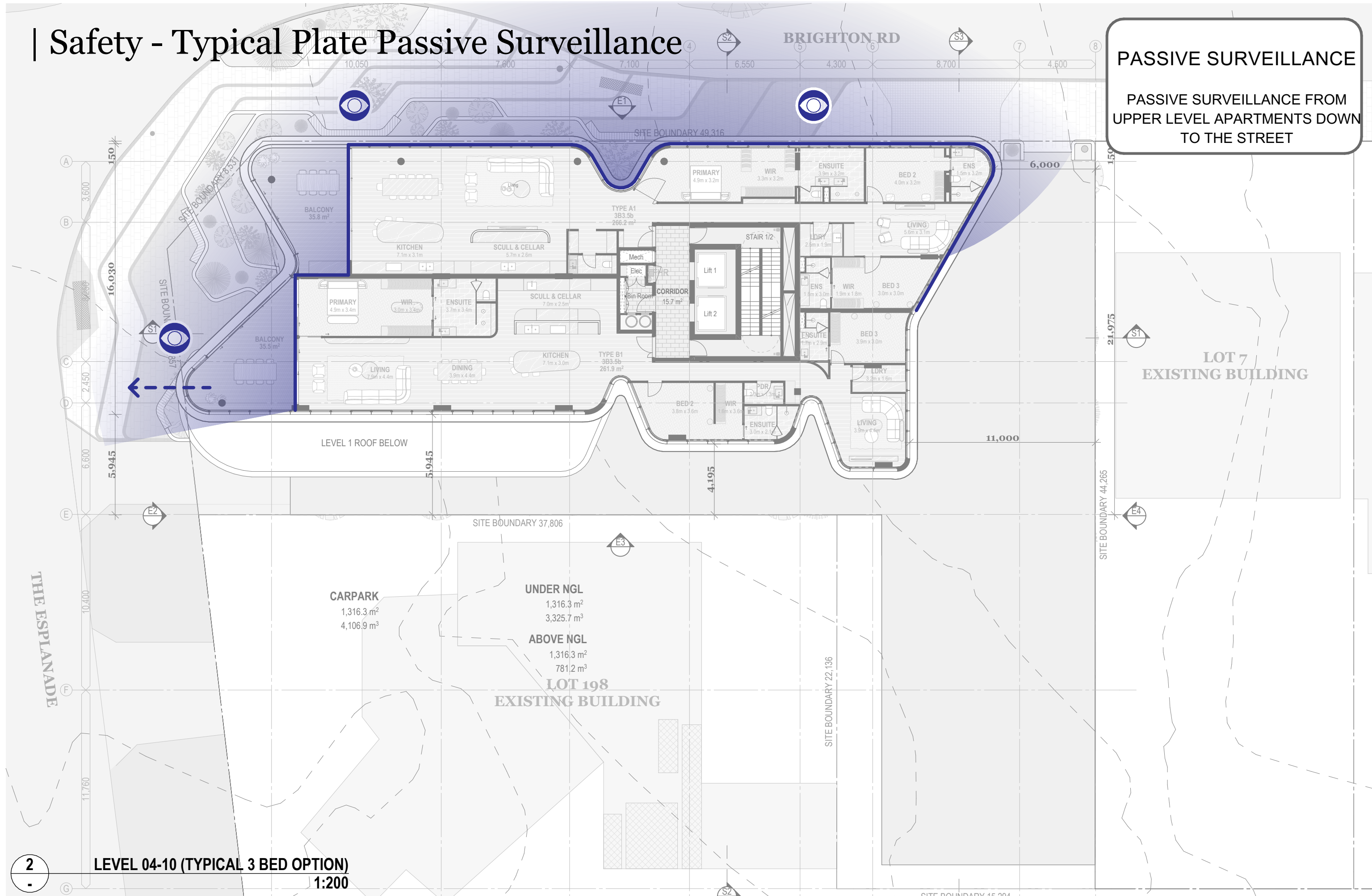


1 LOWER GROUND/GROUND
1:200

Safety - Typical Plate Passive Surveillance

PASSIVE SURVEILLANCE

PASSIVE SURVEILLANCE FROM
UPPER LEVEL APARTMENTS DOWN
TO THE STREET



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Project Name 194 The Esplanade
Project Number 00012991
Date 28/11/2023
Scale 1:200@A3

Drawing Name Safety - Typical Plate Passive Surveillance
Drawing Number DA150
Revision B

| Community - Housing Diversity



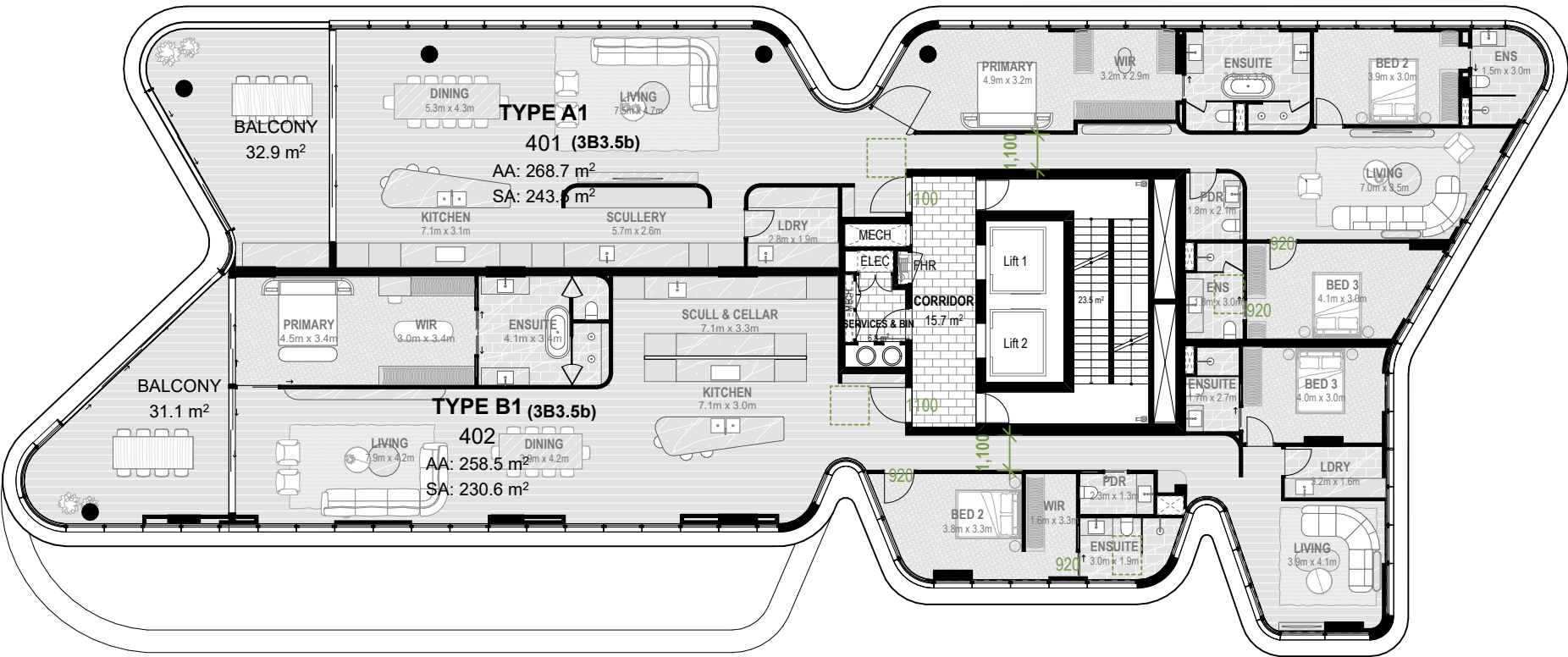
REDEVELOPMENT SCHEME (CL. 4.6 & 4.7)

- Development to “generally comply” with Development Policies.
- Development Policies “shall not bind the Authority”; the Authority “shall have due regard”.
- Clause 4.6 & 4.7 is consistent with the established planning principle that policy guides decision making and must not be applied slavishly.

DEVELOPMENT POLICY 9 AFFORDABLE AND DIVERSE HOUSING

- Policy triggers for 20 or more dwellings.
- Proposed development marginally triggers the policy; only 2 dwelling above the threshold (21 dwellings proposed).
- Is there an adequate nexus between 2 dwellings and a slavish adherence to the policy requirements.
- Policy objectives include offering a diversity of housing; the housing typology targets families in a family focused area of the Redevelopment area.
- Based on the application of sound town planning principles there are strong grounds to vary the policy and waive diversity (small homes) and affordable requirements given the location of the development and dwelling yield being marginally above the threshold.

| Community - Livable Housing Australia



LIVABLE HOUSING AUSTRALIA

100% SILVER LEVEL

WITH OPPORTUNITY TO UPGRADE AT PURCHASER'S REQUEST TO

GOLD LEVEL THROUGH:

- INCREASING CORRIDOR WIDTH TO 1200

- INCREASE DOOR SIZES



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Project Name
Project Number
Date
Scale

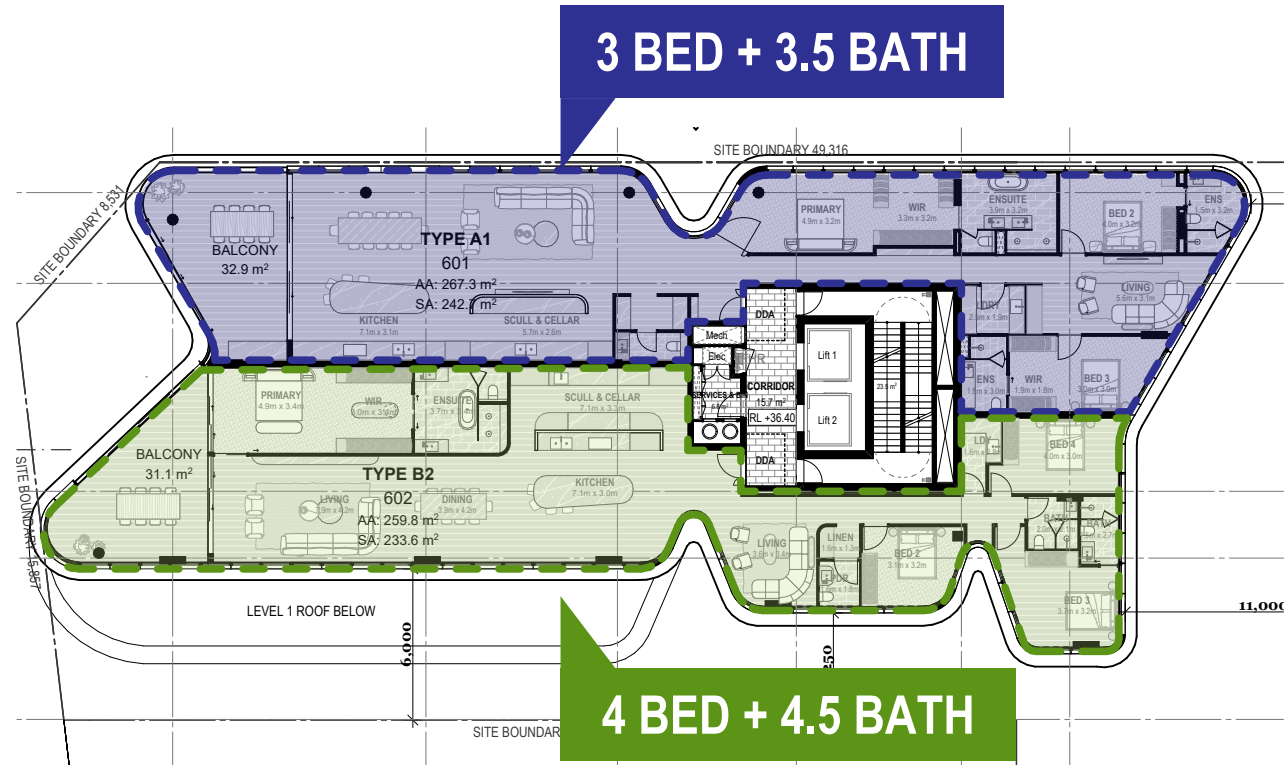
194 The Esplanade
00012991
28/11/2023
1:200@A3

Drawing Name
Drawing Number
Revision

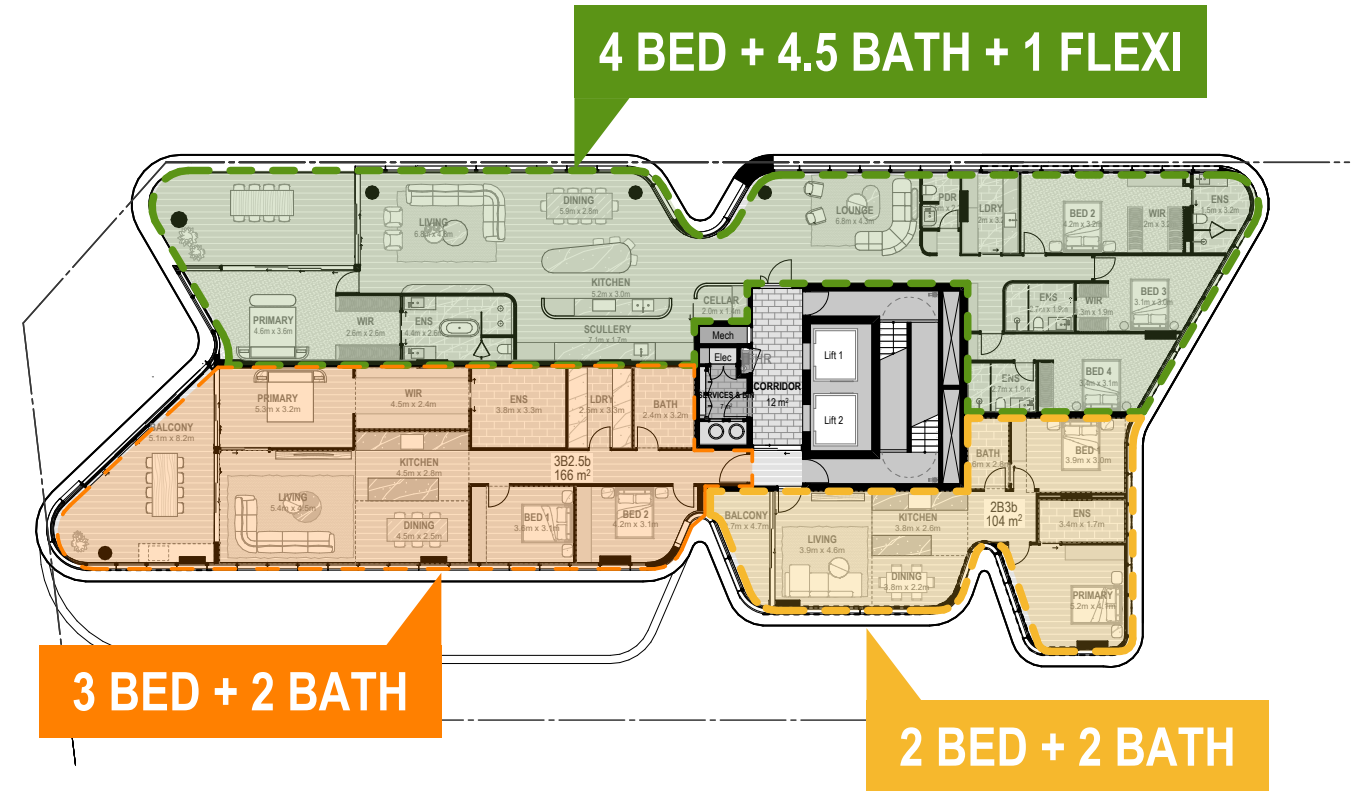
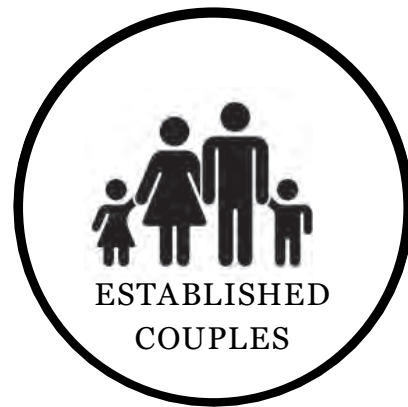
Community - Livable Housing Australia
DA152
B

| Community - Twin Key Option

DIVERSITY IN HOUSING
TYPOLOGIES TO CATER TO
VARIOUS DEMOGRAPHY



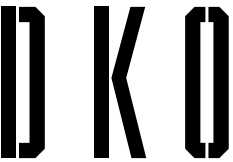
TYPICAL PLATE
PROPOSED PLATE



OPTION TO RECONFIGURE AT
PURCHASER'S REQUEST



| Community - Public Art



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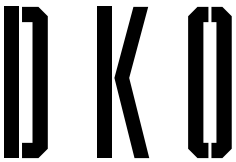
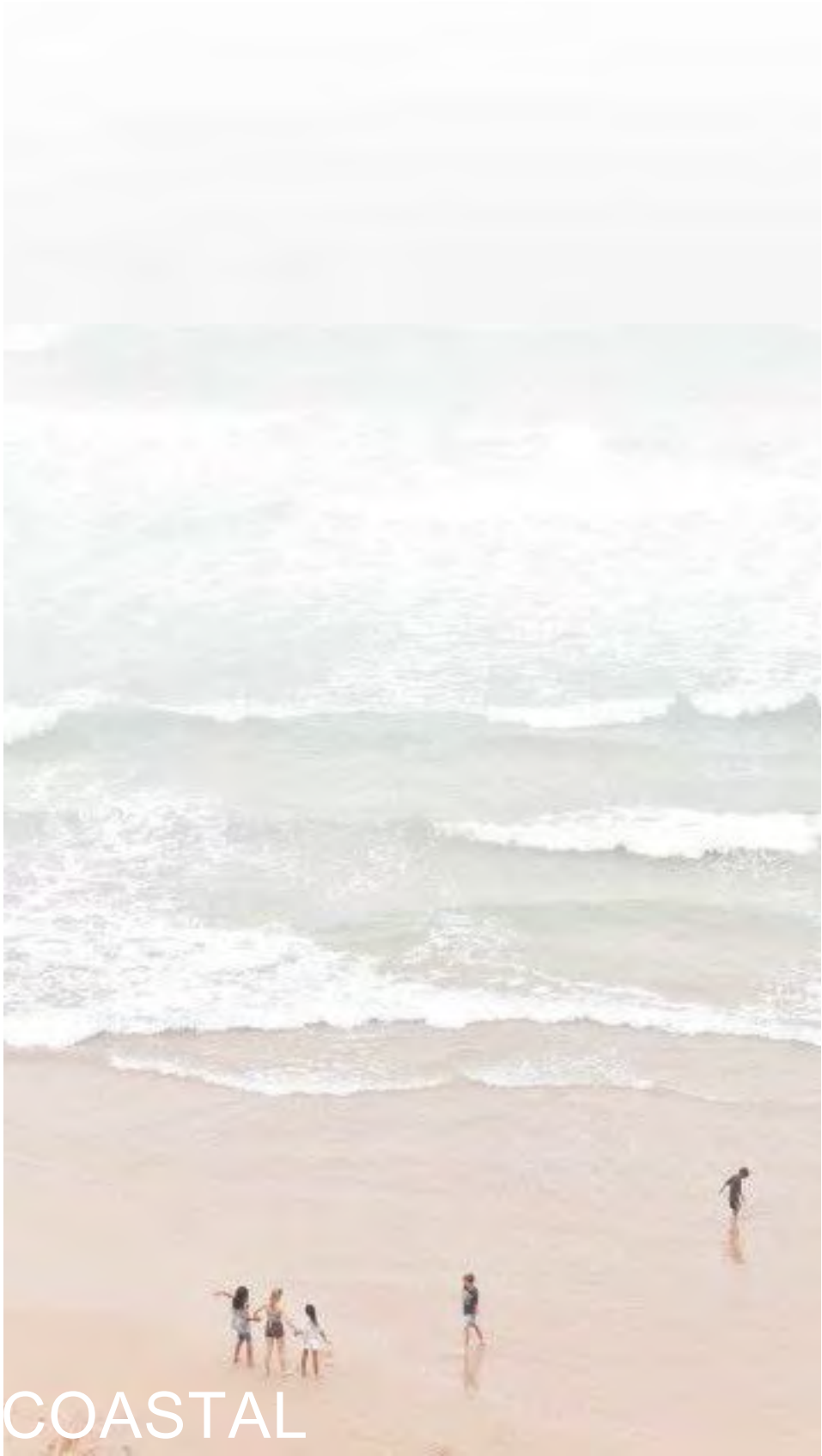
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Project Name 194 The Esplanade
Project Number 00012991
Date 28/11/2023
Scale @A3

Drawing Name Community - Public Art
Drawing Number DA154
Revision B

| Aesthetic - Contextual Influence



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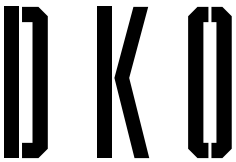
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Project Name 194 The Esplanade
Project Number 00012991
Date 28/11/2023
Scale @A3

Drawing Name Aesthetic - Contextual Influence
Drawing Number DA155
Revision B

| Aesthetic - Precedents



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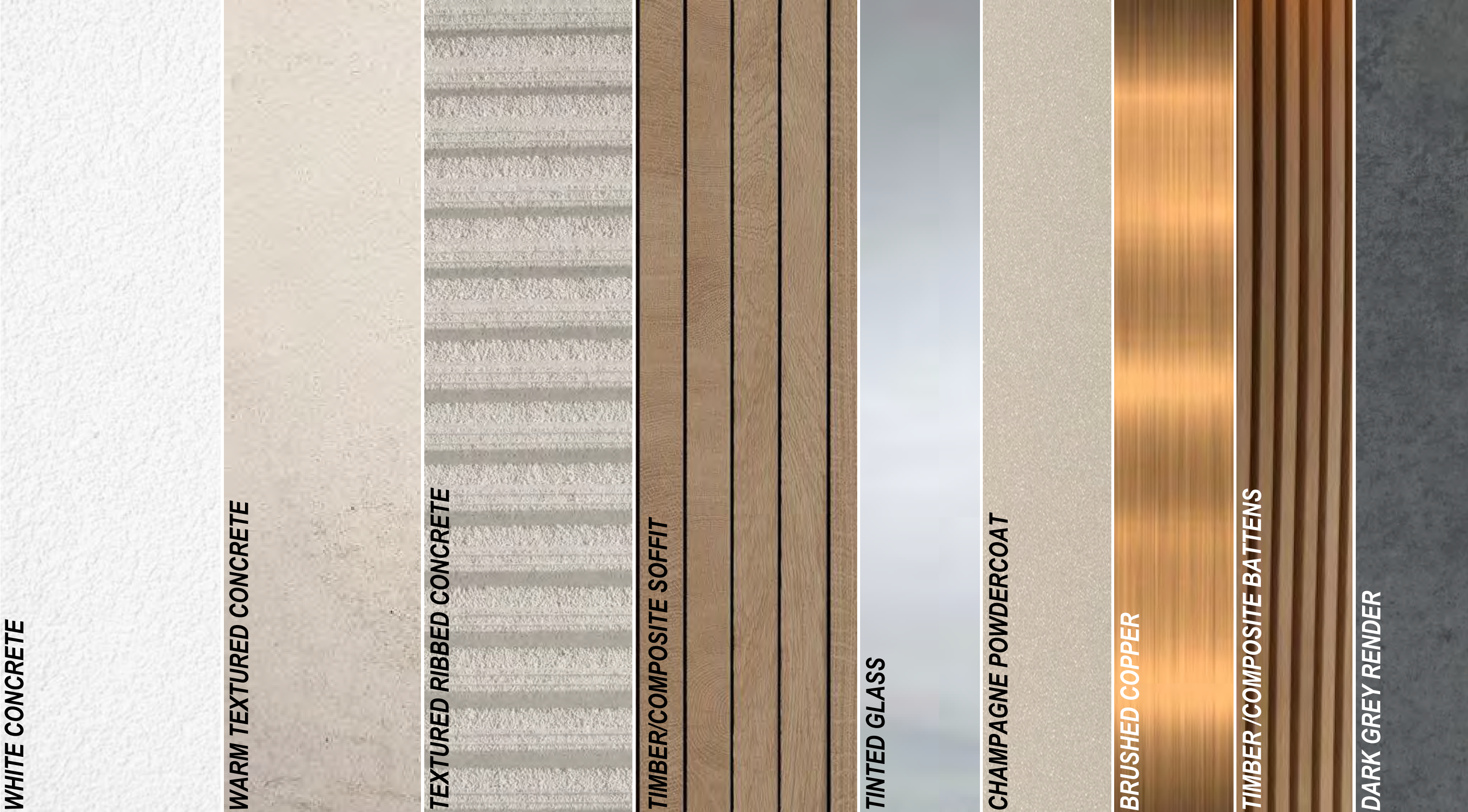
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Project Name	194 The Esplanade	Drawing Name	Aesthetic - Precedents
Project Number	00012991	Drawing Number	DA156
Date	28/11/2023	Revision	B
Scale	@A3		

| Aesthetic - Materiality



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Rev	Date	By	Chk	Description
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A	16/08/2023	CP/GK	DC	Development Application

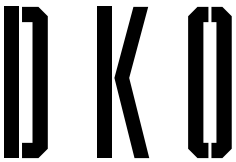
Project Name 194 The Esplanade
Project Number 00012991
Date 28/11/2023
Scale @A3

Drawing Name Aesthetic - Materiality
Drawing Number DA157
Revision B

| Aesthetic - Streetscape Architecture



| Aesthetic - Tower Architecture



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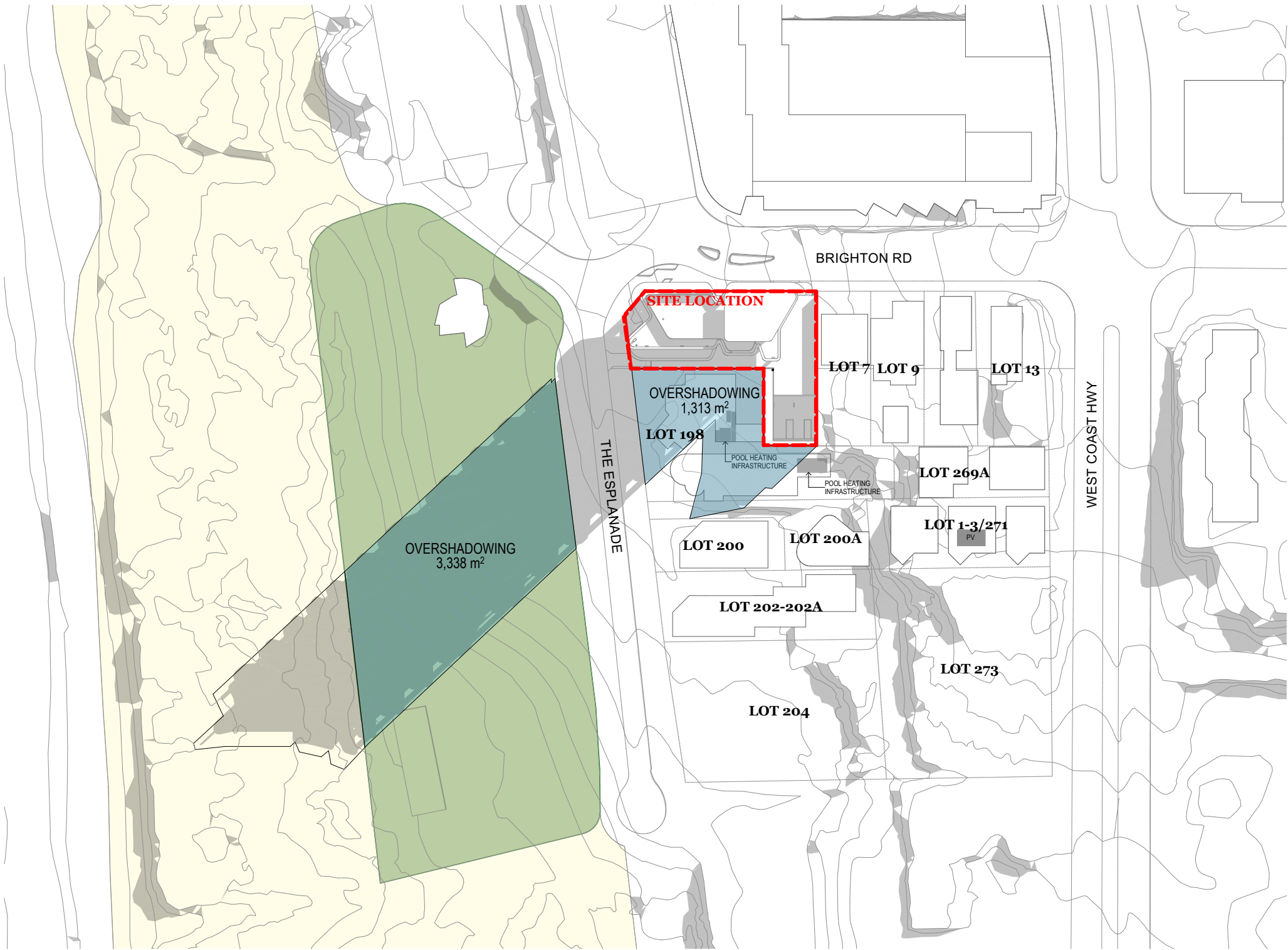
Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name
Drawing Number
Revision

Aesthetic - Tower Architecture
DA159
B

| Shadow Diagram - 9AM June 21



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C	27/11/2023	CP/GK	DC	Development Application RFI Issue
B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name
Project Number
Date
Scale

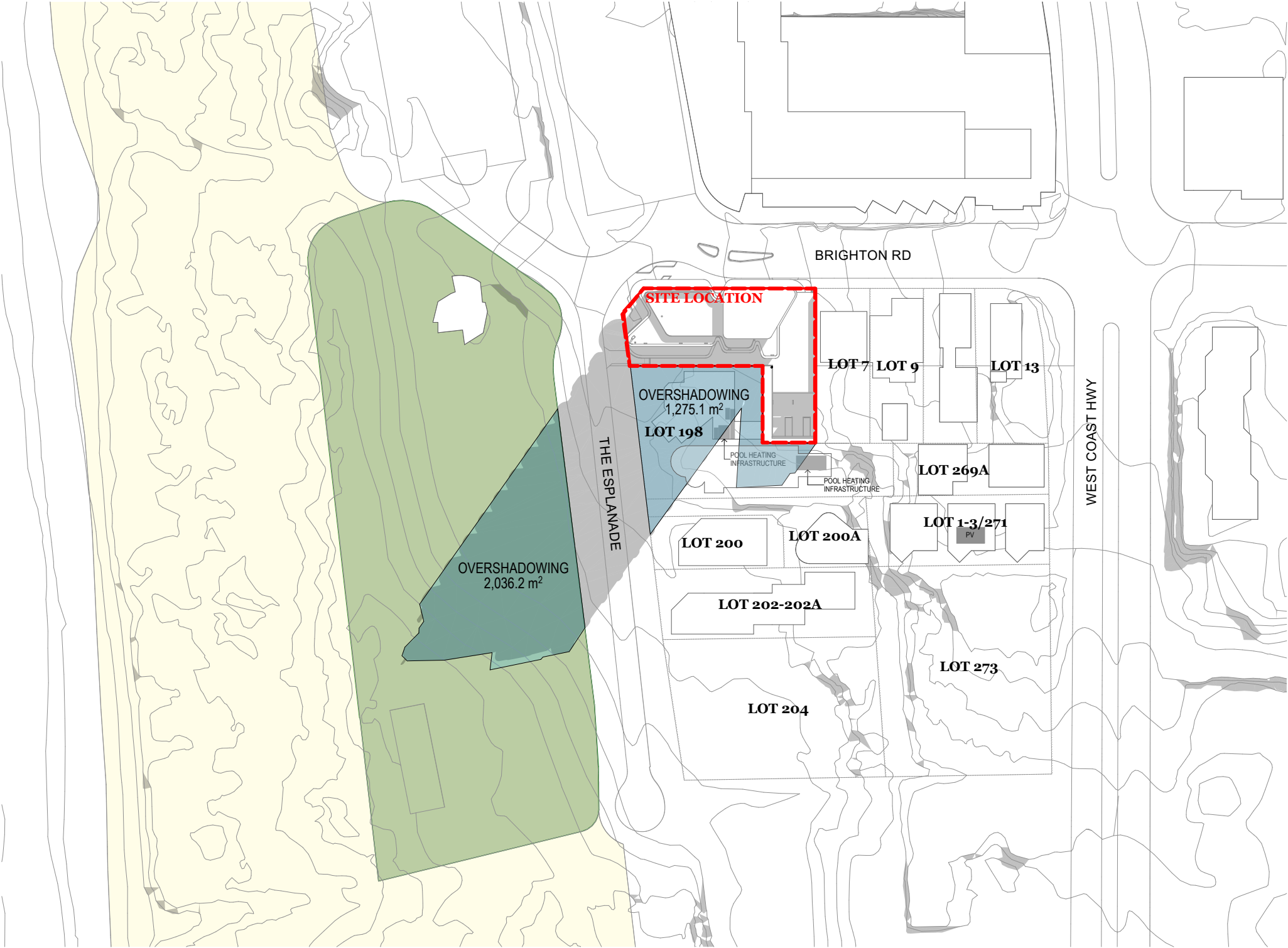


194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name
Drawing Number
Revision

Shadow Diagram - 9AM June 21
DA400
C

| Shadow Diagram - 10AM June 21



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B	19/09/2023	CP/GK	CP

Description
Development Application RFI Issue
Development Application Update



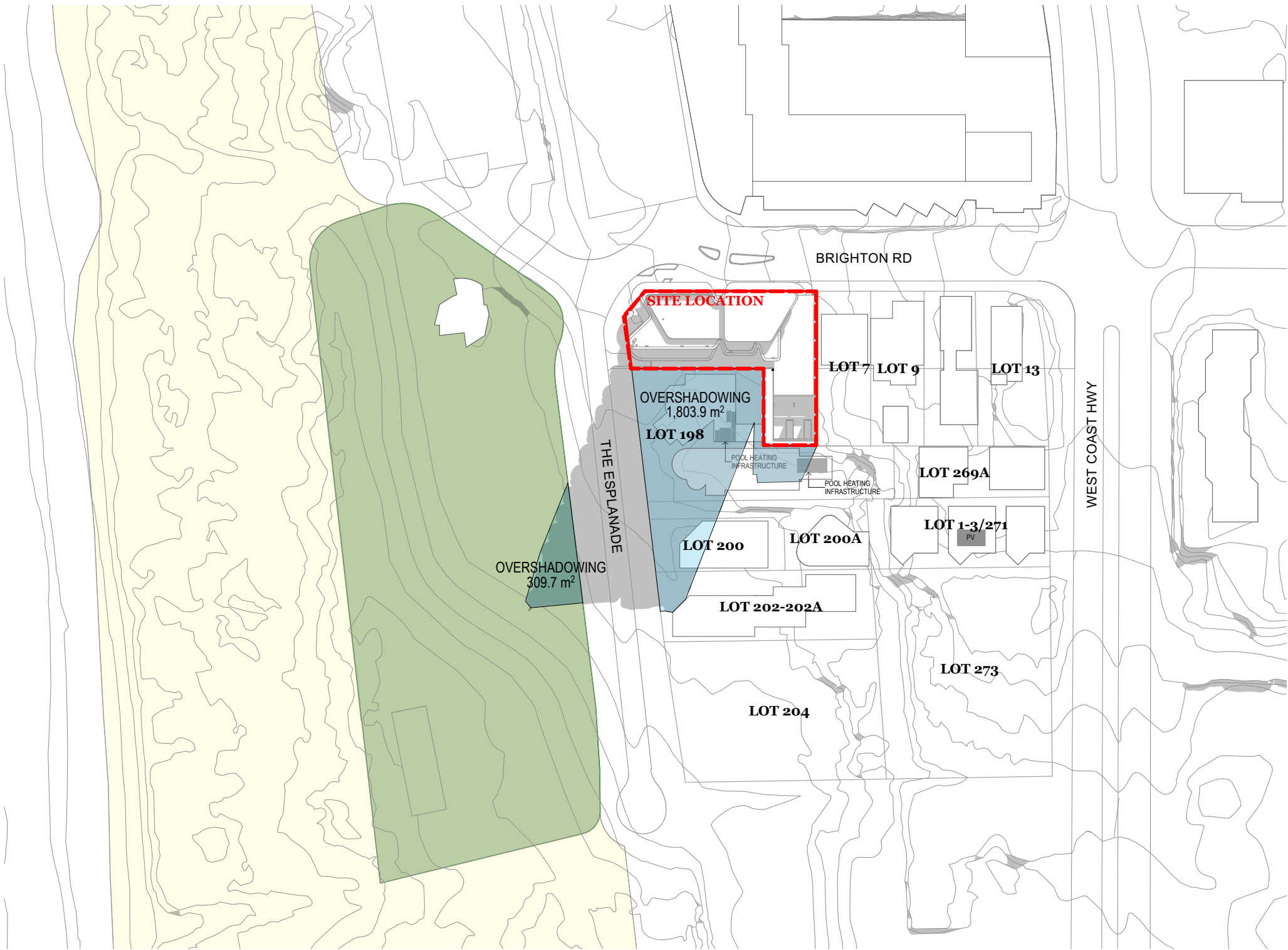
Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name
Drawing Number
Revision

Shadow Diagram - 10AM June 21
DA401
C

| Shadow Diagram - 11AM June 21



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B	19/09/2023	CP/GK	CP

Description
Development Application RFI Issue
Development Application Update



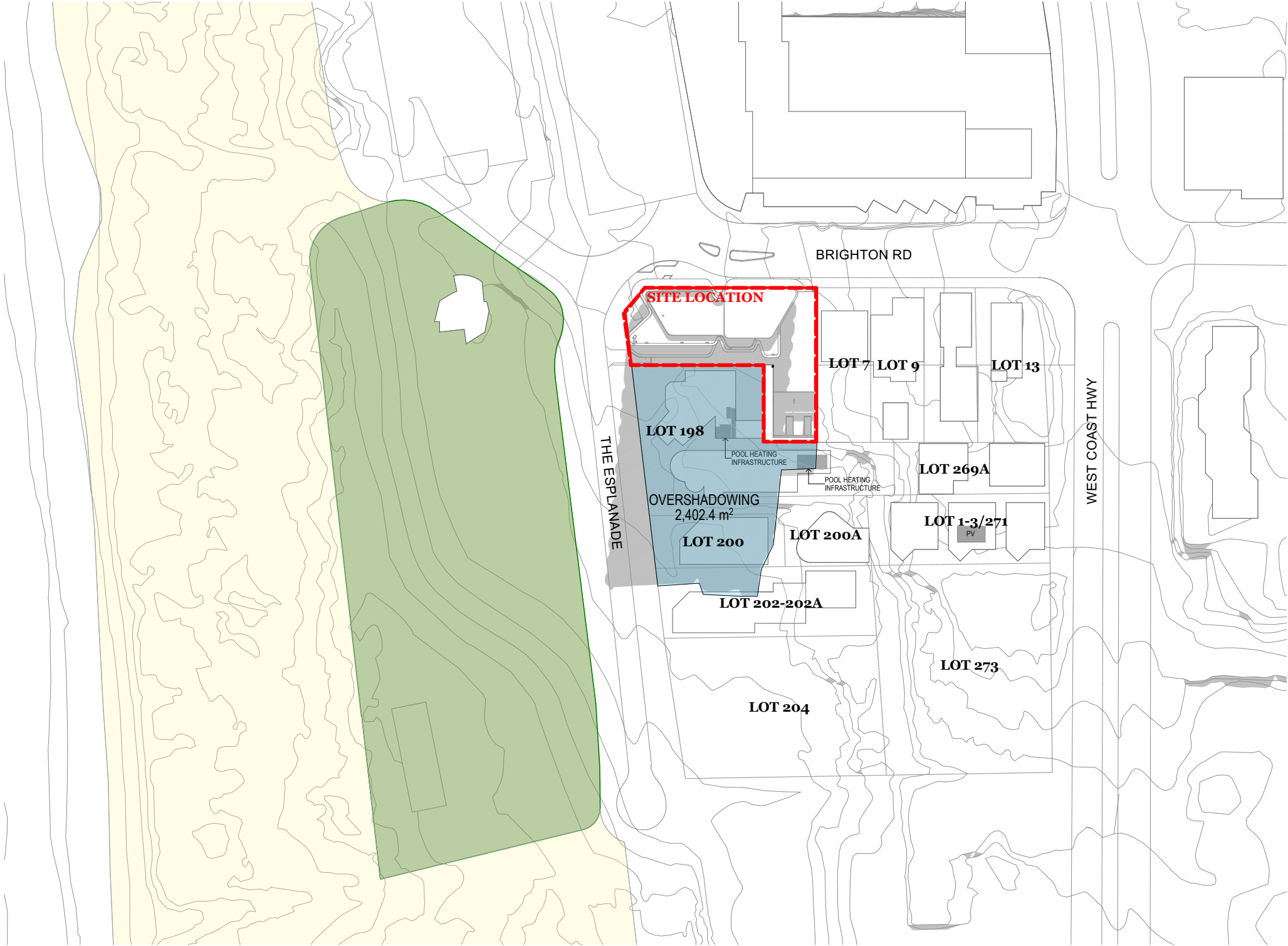
Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name
Drawing Number
Revision

Shadow Diagram - 11AM June 21
DA402
C

| Shadow Diagram - 12PM June 21



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A	16/08/2023	CP/GK	DC	Development Application



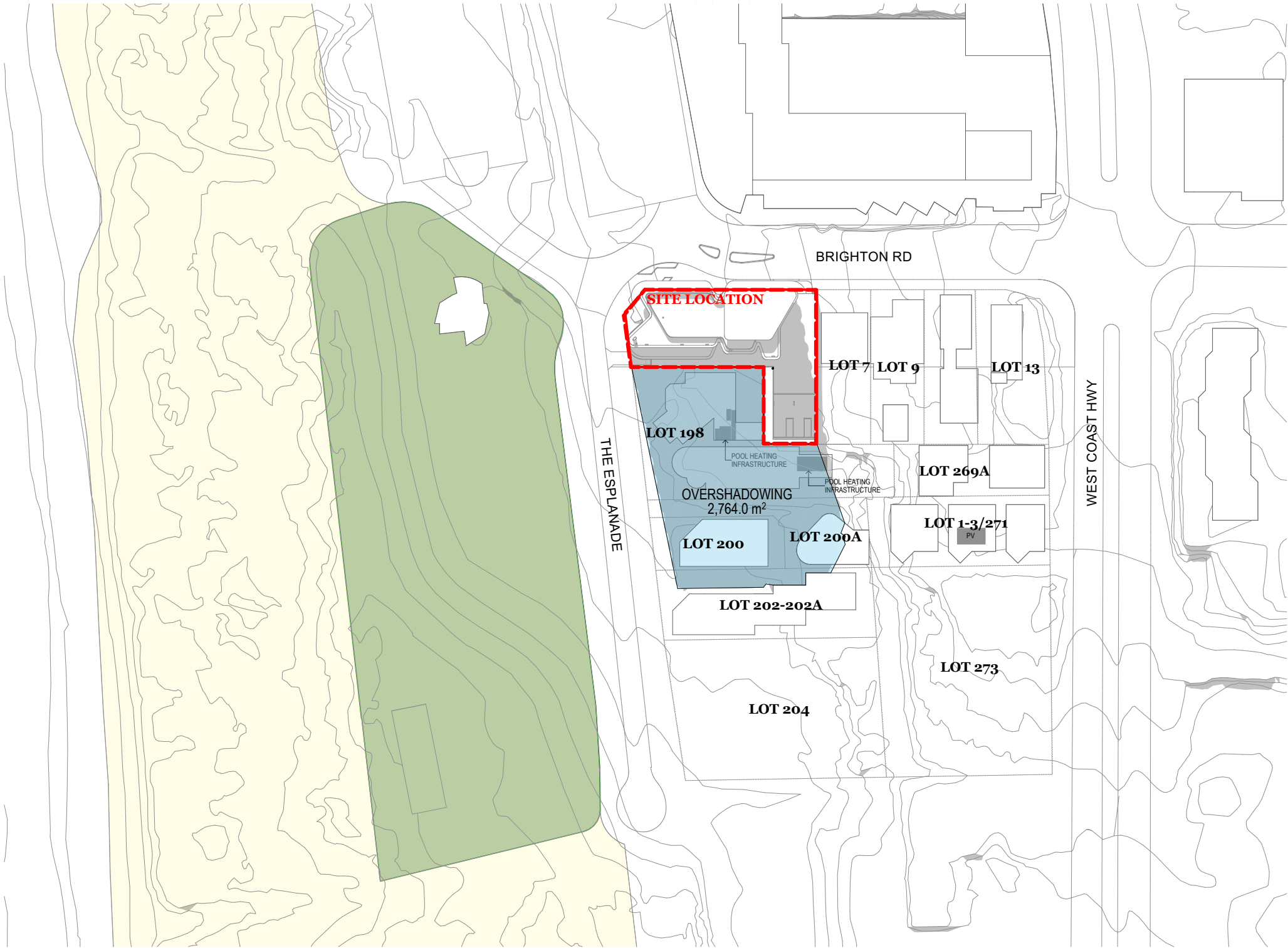
Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name
Drawing Number
Revision

Shadow Diagram - 12PM June 21
DA403
C

| Shadow Diagram - 1PM June 21



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B	19/09/2023	CP/GK	CP	Development Application Update

Project Name
Project Number
Date
Scale

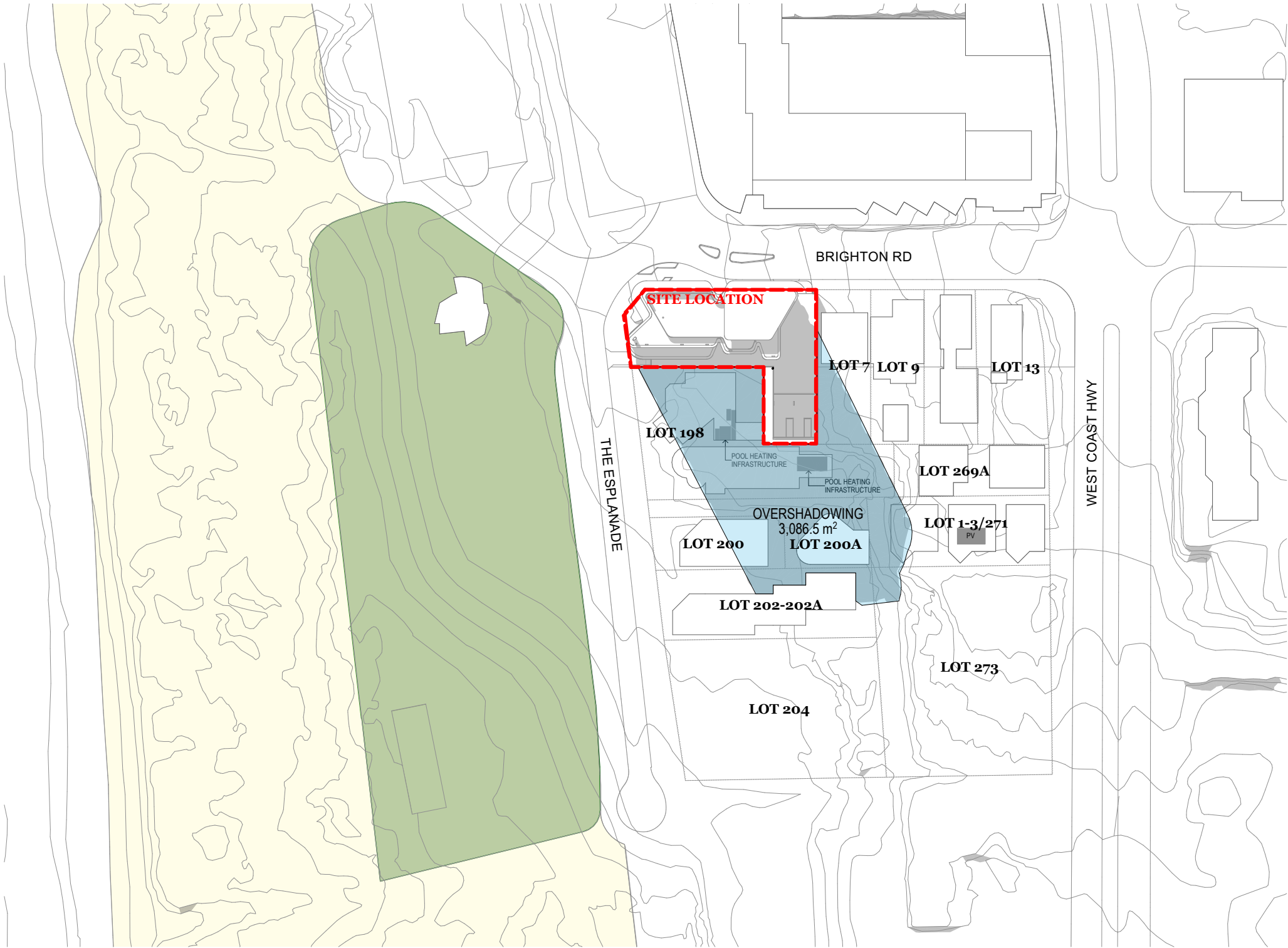


194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name
Drawing Number
Revision

Shadow Diagram - 1PM June 21
DA404
C

| Shadow Diagram - 2PM June 21



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B	19/09/2023	CP/GK	CP	Development Application Update



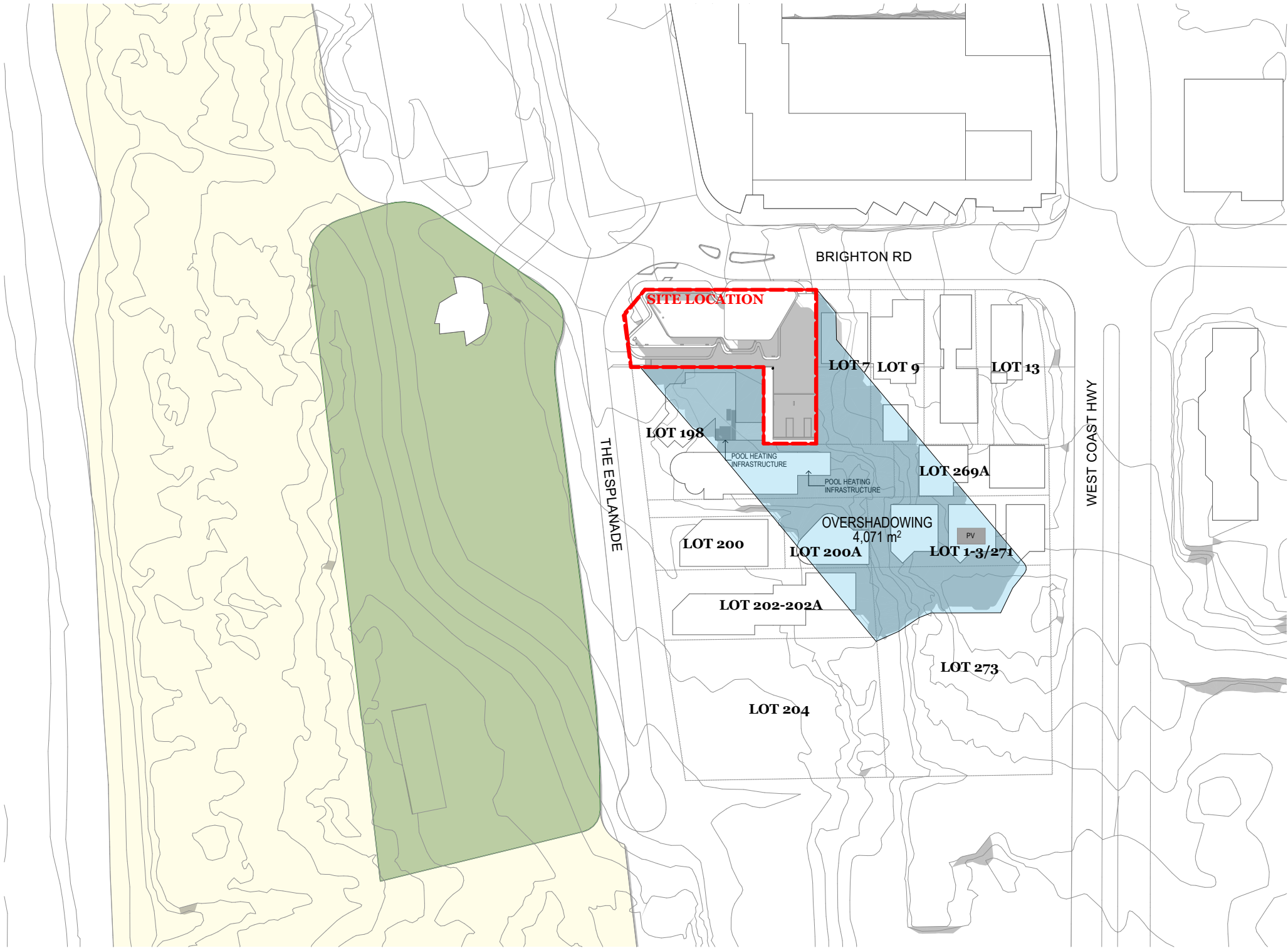
Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name
Drawing Number
Revision

Shadow Diagram - 2PM June 21
DA405
C

| Shadow Diagram - 3PM June 21



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A	16/08/2023	CP/GK	DC	Development Application



Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name
Drawing Number
Revision

Shadow Diagram - 3PM June 21
DA406
C

Open Space Calculation

SITE AREA = 1522m²
 SITE COVERAGE = 1316.3m²

SITE COVERAGE %:
 1316.3m² / 1522m² = 86.5%
 (6.5% OVER REQUIREMENT)

1,316.3 m²

GROUND FLOOR

LOWER GROUND FLOOR

LOT 198 EXISTING BUILDING

LOT 7 EXISTING BUILDING

01 LOWER GROUND/GROUND

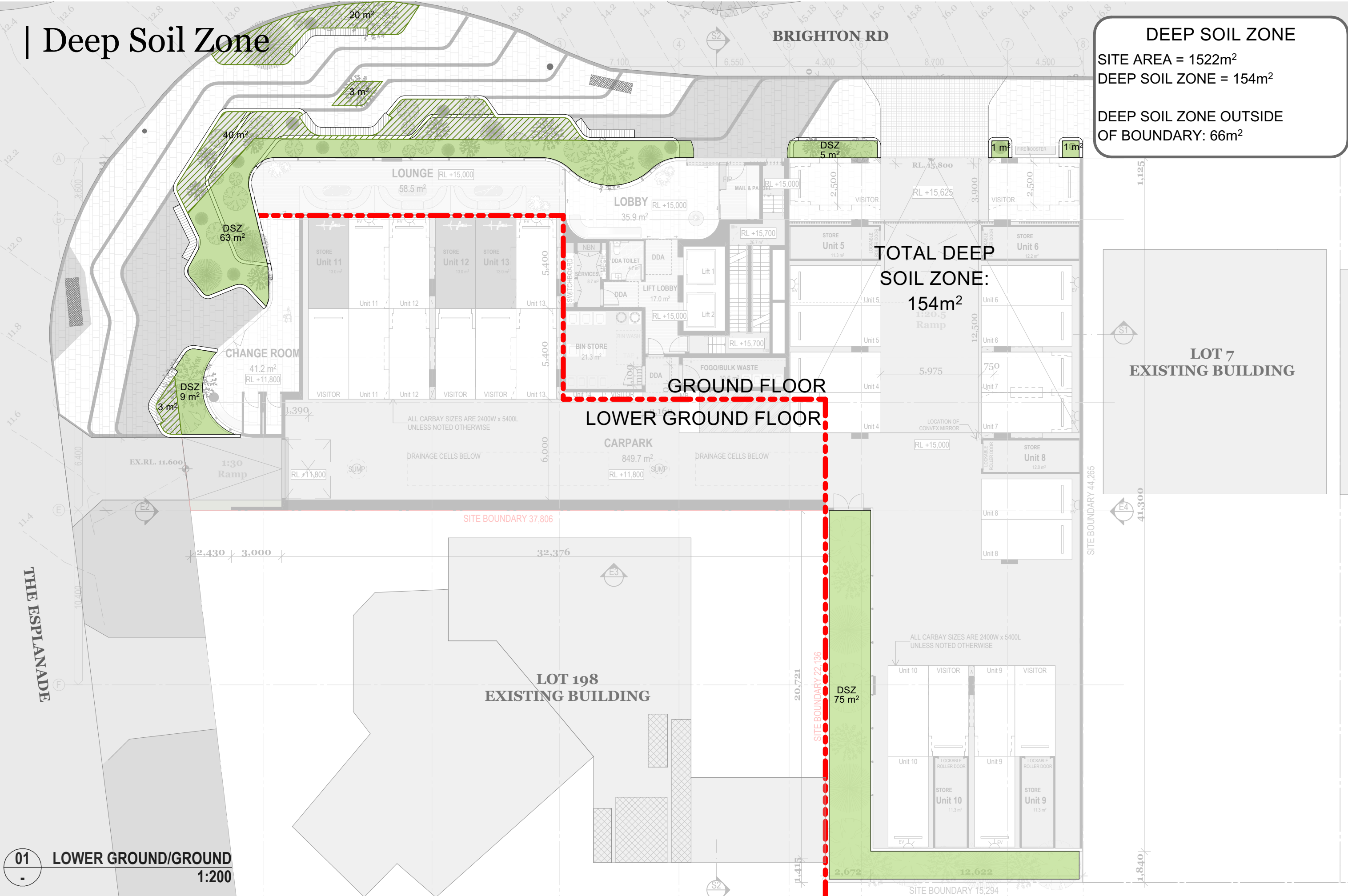
1:200

SITE AREA = 1522m²
SITE COVERAGE = 1316.3m²
SITE COVERAGE %:
1316.3m² / 1522m² = 86.5%
(6.5% OVER REQUIREMENT)

GROUND FLOOR
LOWER GROUND FLOOR

D K O

Drawing Name	Open Space Calculation
Drawing Number	DA500
Revision	B



Deep Soil Zone

DEEP SOIL ZONE
SITE AREA = 1522m²
DEEP SOIL ZONE = 154m²

DEEP SOIL ZONE OUTSIDE
OF BOUNDARY: 66m²

**TOTAL DEEP
SOIL ZONE:
154m²**

**GROUND FLOOR
LOWER GROUND FLOOR**

**LOT 7
EXISTING BUILDING**

**LOT 198
EXISTING BUILDING**

01 LOWER GROUND/GROUND
1:200



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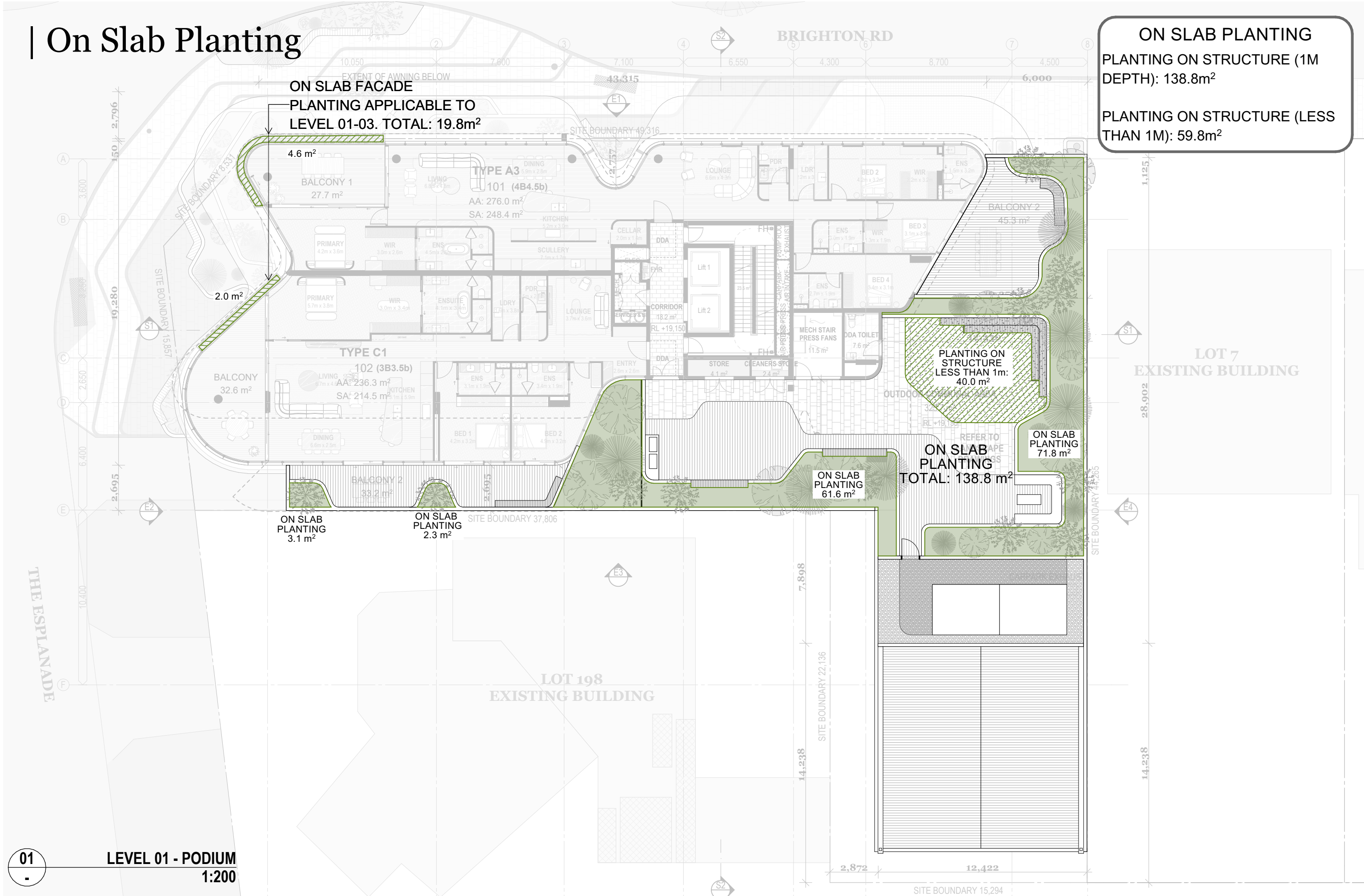
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Project Name 194 The Esplanade
Project Number 00012991
Date 28/11/2023
Scale 1:200@A3

Drawing Name Deep Soil Zone
Drawing Number **DA501**
Revision **B**

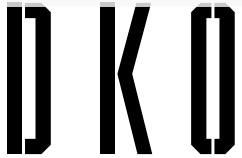
| On Slab Planting



ON SLAB PLANTING
PLANTING ON STRUCTURE (1M DEPTH): 138.8m²
PLANTING ON STRUCTURE (LESS THAN 1M): 59.8m²

01
-

LEVEL 01 - PODIUM
1:200



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A	16/08/2023	CP/GK	DC	Development Application



Project Name	194 The Esplanade
Project Number	00012991
Date	28/11/2023
Scale	1:200@A3

Drawing Name	On Slab Planting
Drawing Number	DA502
Revision	B

Communal Open Space

COMMUNAL OPEN SPACE

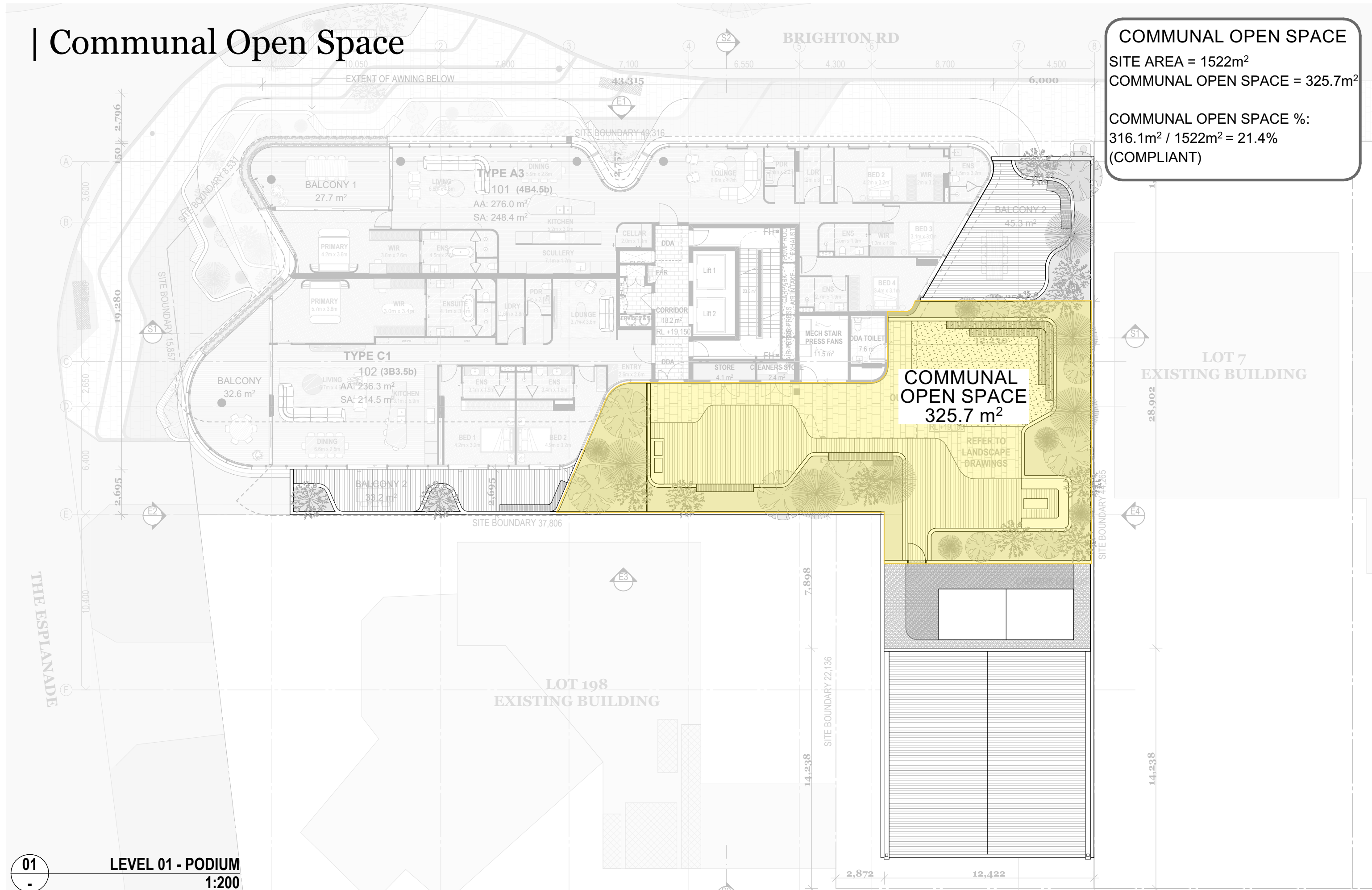
SITE AREA = 1522m²

COMMUNAL OPEN SPACE = 325.7m²

COMMUNAL OPEN SPACE %:

316.1m² / 1522m² = 21.4%

(COMPLIANT)



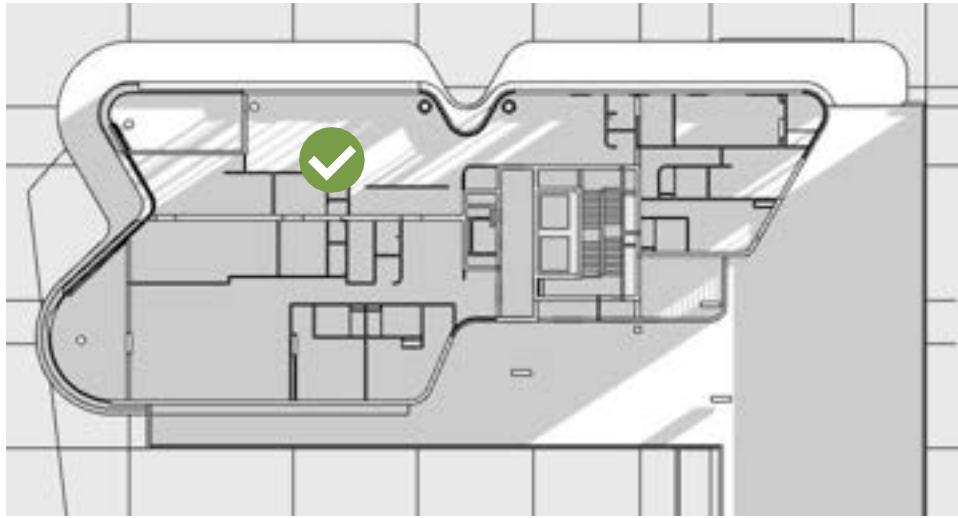
01

LEVEL 01 - PODIUM
1:200

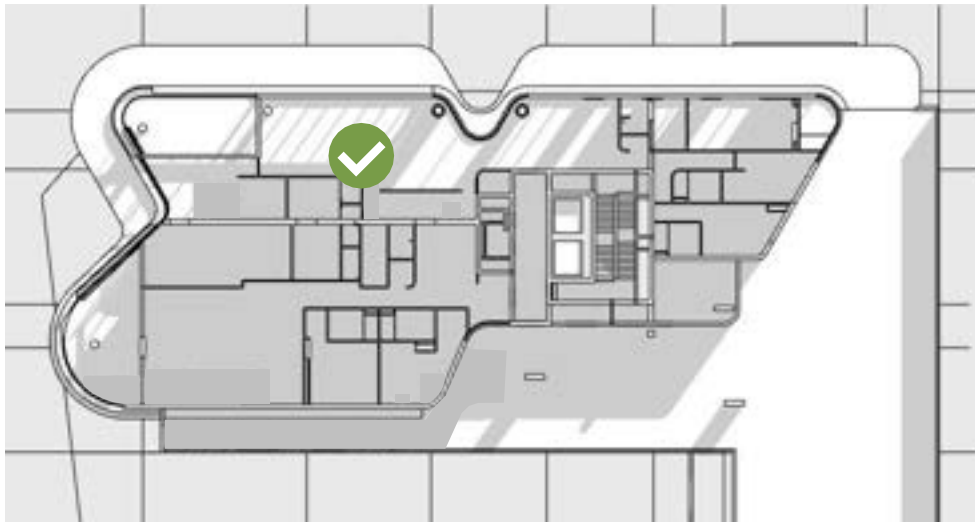
| Solar Penetration - Level 1

SOLAR PENETRATION

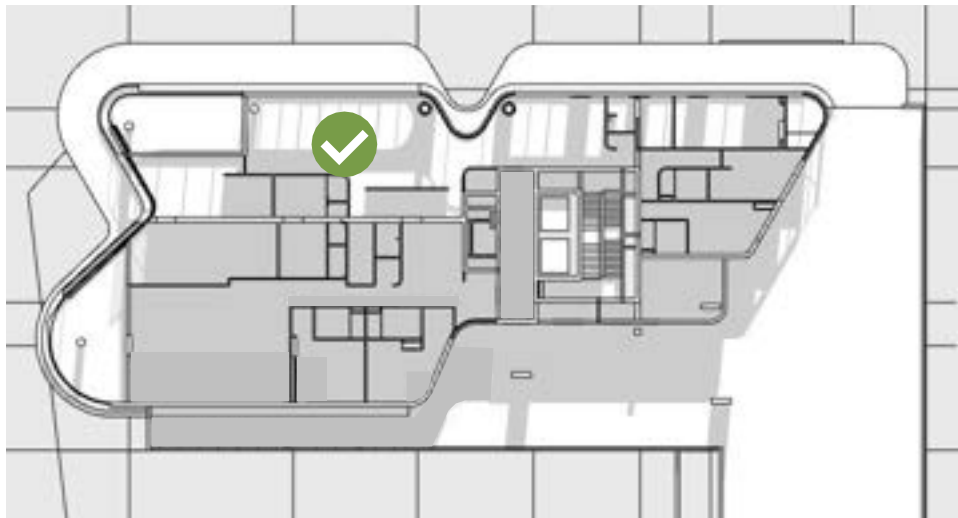
100% DWELLINGS RECEIVE 2+ HOURS OF DIRECT SUNLIGHT BETWEEN 8am - 4pm ON 21ST JUNE



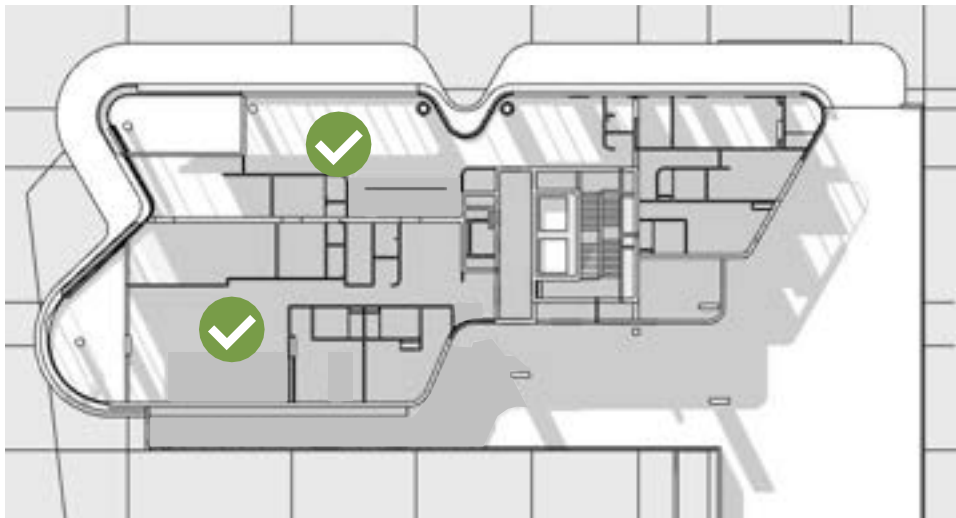
01 - Level 1 - 8am



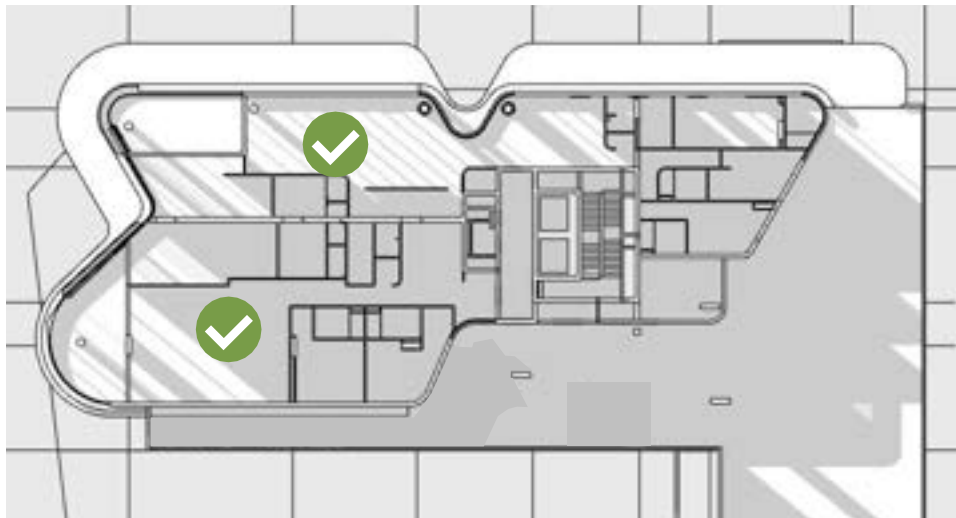
02 - Level 1 - 10am



03 - Level 1 - 12pm



04 - Level 1 - 2pm

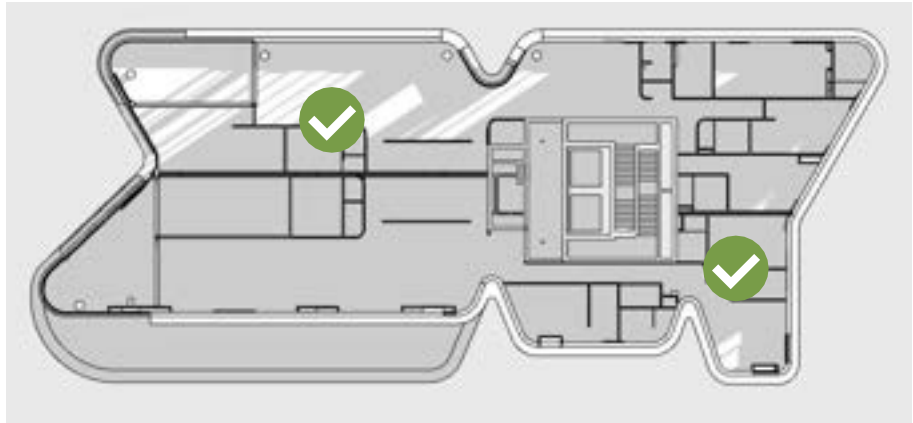


05 - Level 1 - 4pm

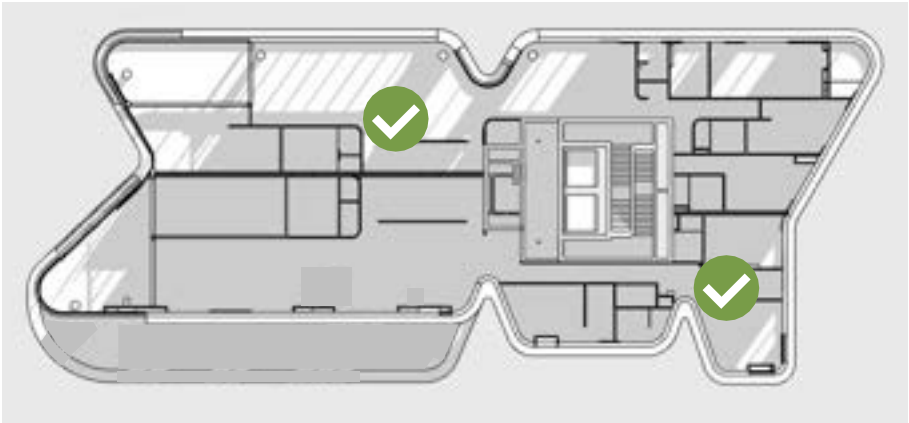
| Solar Penetration - Level 2 & 3

SOLAR PENETRATION

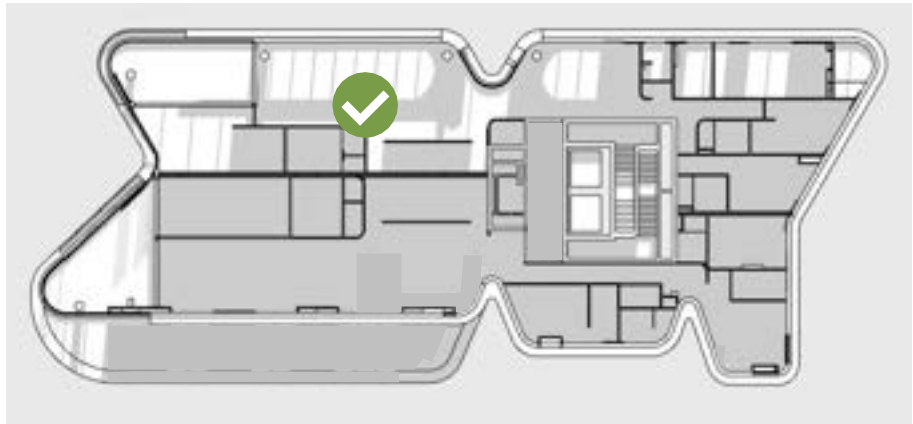
100% DWELLINGS RECEIVE 2+ HOURS OF DIRECT SUNLIGHT BETWEEN 8am - 4pm ON 21ST JUNE



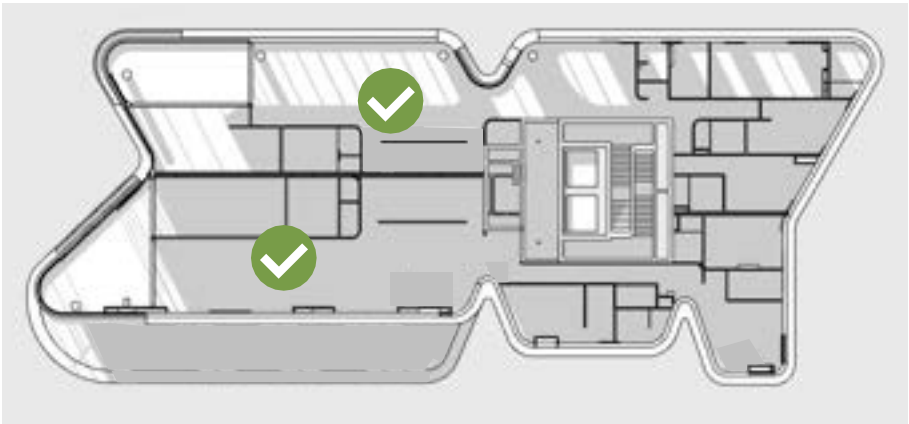
01 Level 2&3 - 8am



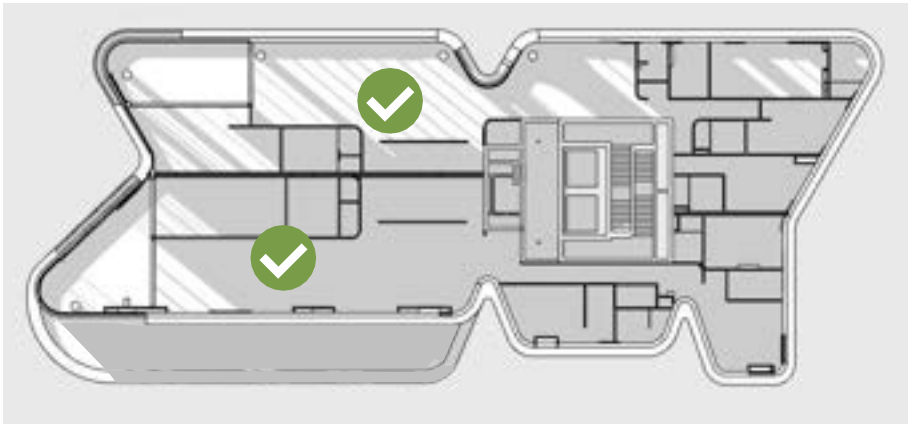
02 Level 2&3 - 10am



03 Level 2&3 - 12pm



04 Level 2&3 - 2pm



05 Level 2&3 - 4pm



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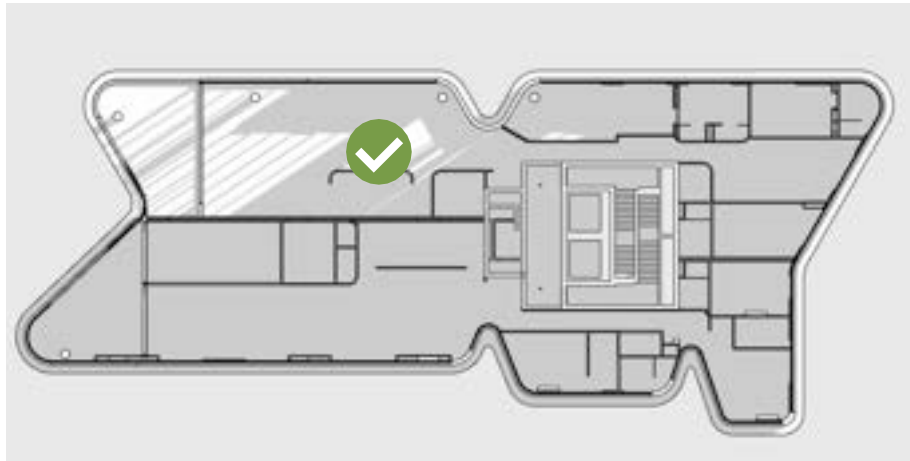
Project Name 194 The Esplanade
Project Number 00012991
Date 28/11/2023
Scale @A3

Drawing Name Solar Penetration - Level 2 & 3
Drawing Number DA505
Revision B

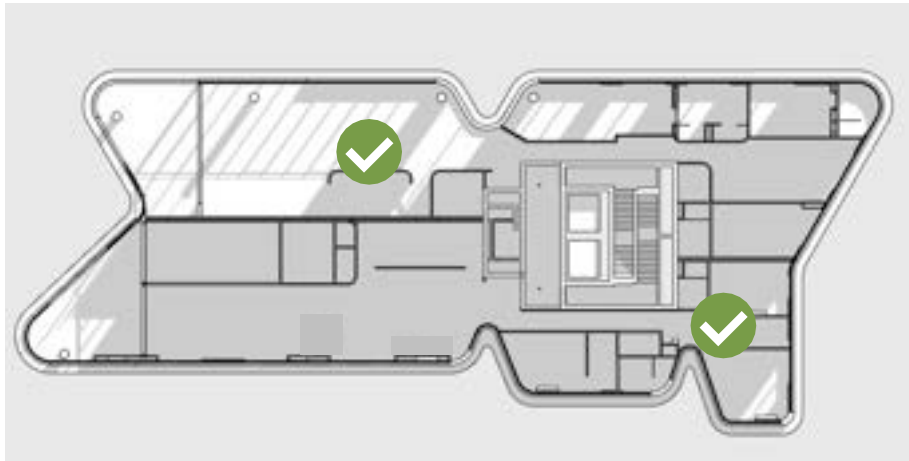
| Solar Penetration - Level 4 & 5

SOLAR PENETRATION

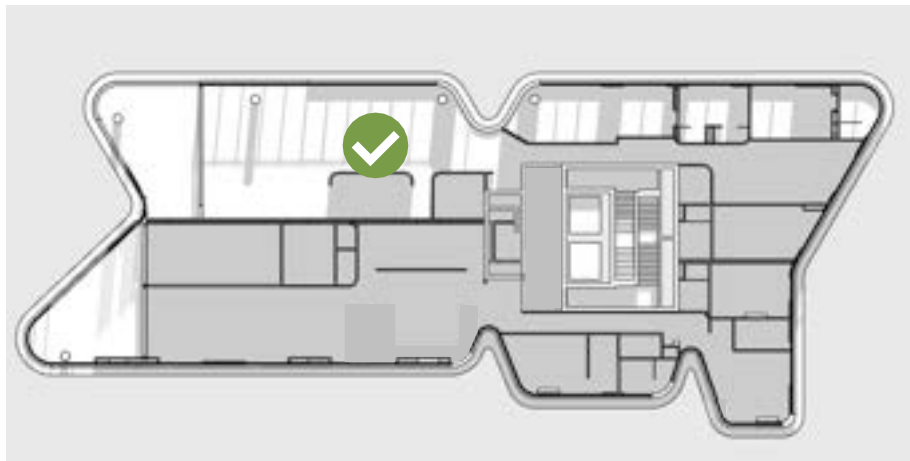
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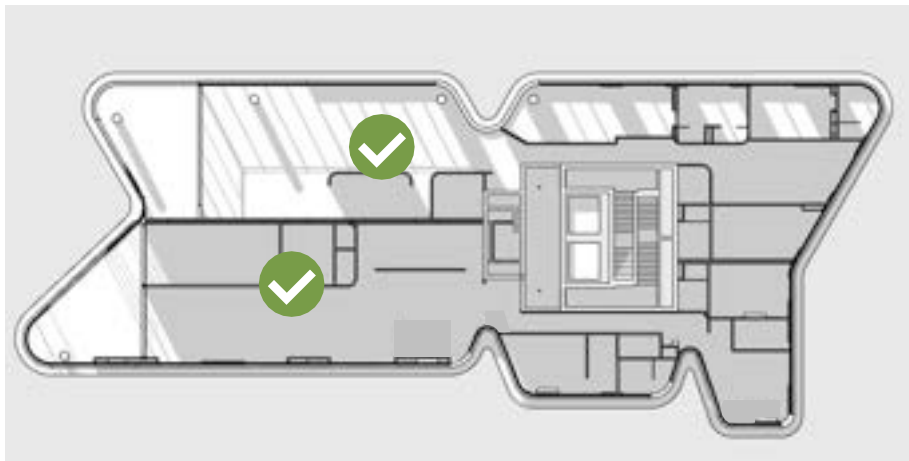
01 - Level 4&5 - 8am



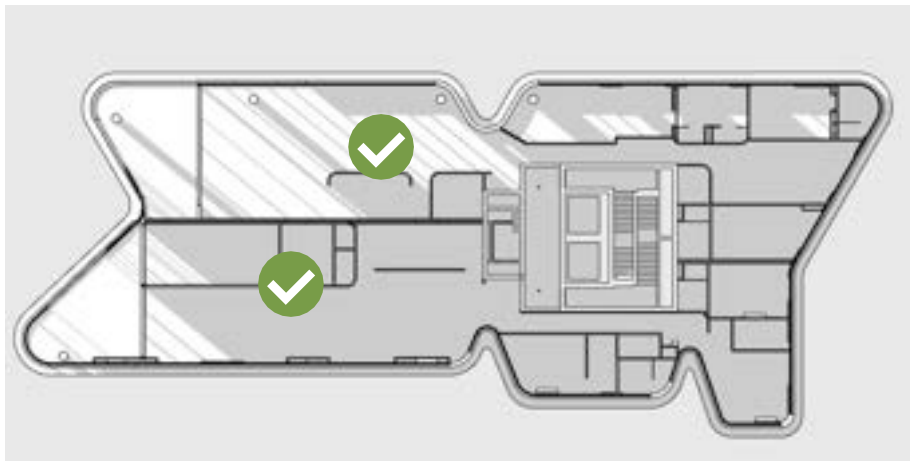
02 - Level 4&5 - 10am



03 - Level 4&5 - 12pm



04 - Level 4&5 - 2pm



05 - Level 4&5 - 4pm



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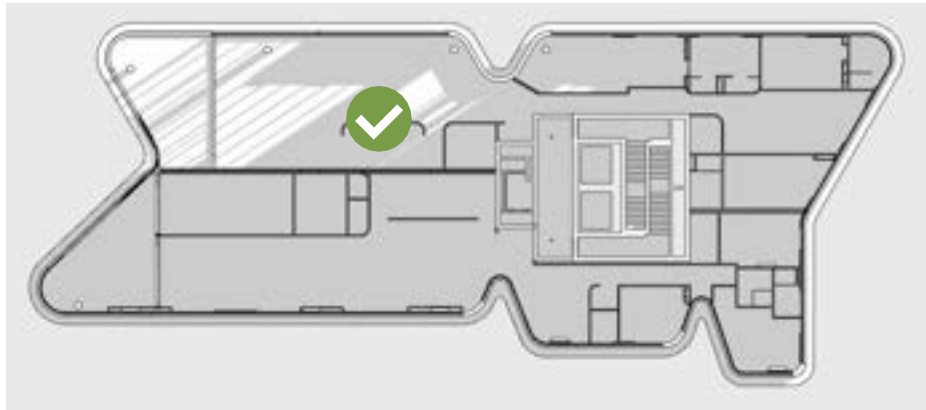
Project Name 194 The Esplanade
Project Number 00012991
Date 28/11/2023
Scale @A3

Drawing Name Solar Penetration - Level 4 & 5
Drawing Number DA506
Revision B

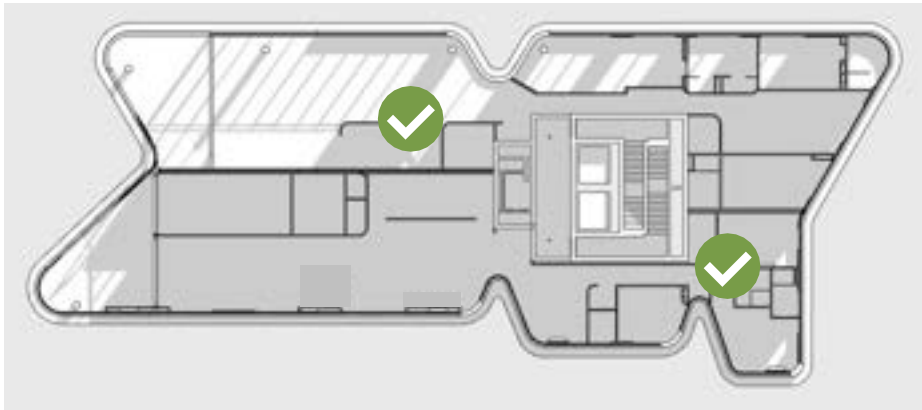
| Solar Penetration - Level 6 & 7

SOLAR PENETRATION

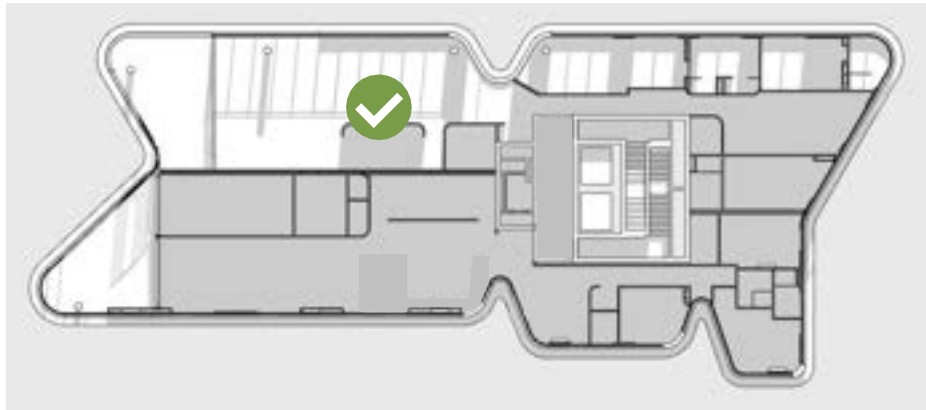
100% DWELLINGS RECEIVE 2+ HOURS OF DIRECT SUNLIGHT BETWEEN 8am - 4pm ON 21ST JUNE



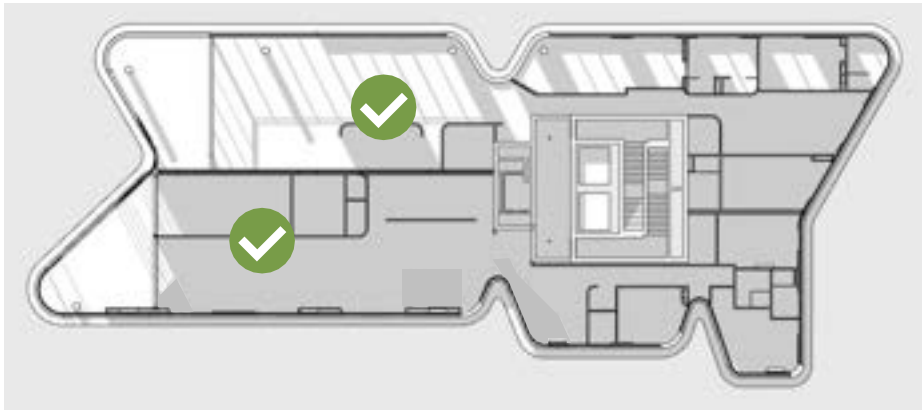
01
- Level 6&7 - 8am



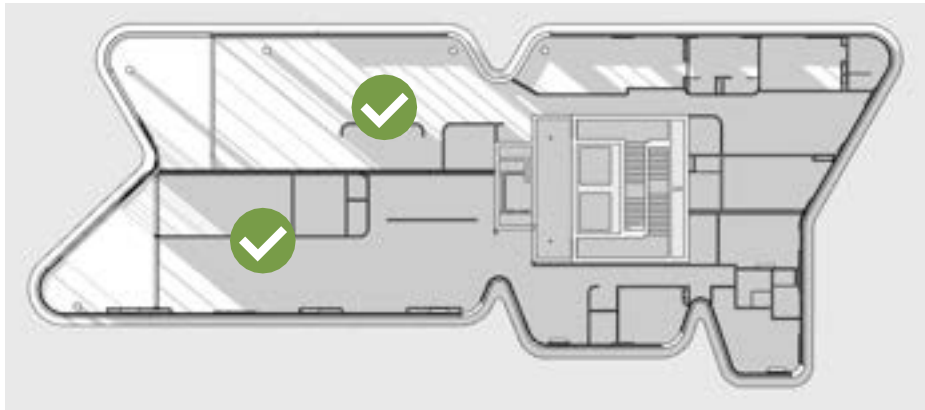
02
- Level 6&7 - 10am



03
- Level 6&7 - 12pm



04
- Level 6&7 - 2pm



05
- Level 6&7 - 4pm



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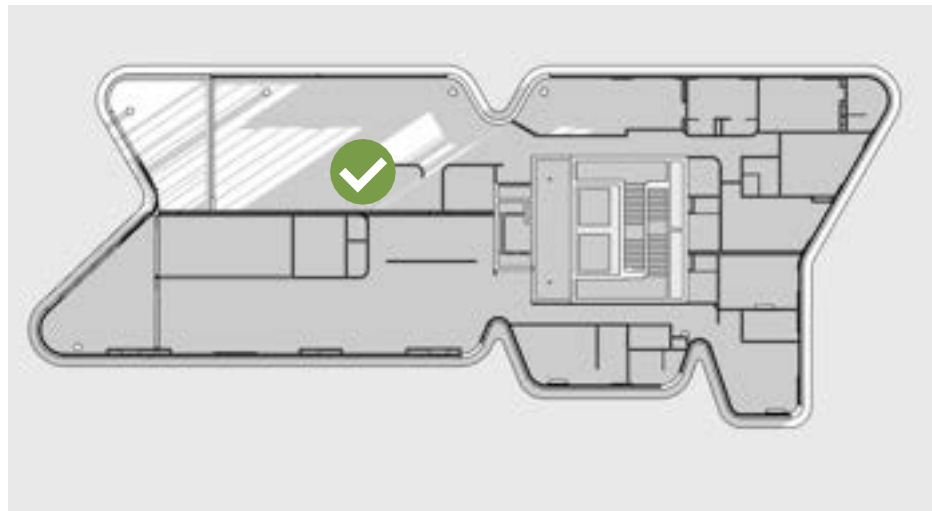
Project Name 194 The Esplanade
Project Number 00012991
Date 28/11/2023
Scale @A3

Drawing Name Solar Penetration - Level 6 & 7
Drawing Number DA507
Revision B

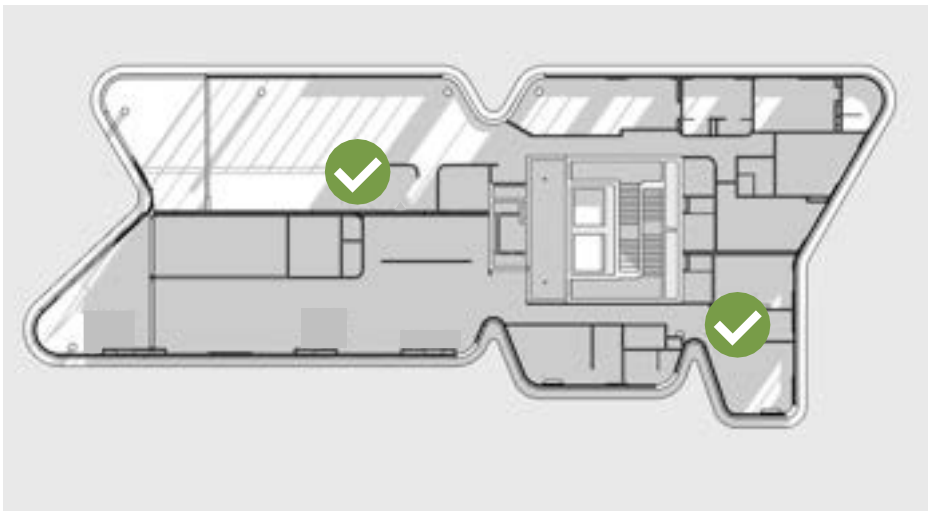
| Solar Penetration - Level 8 - 10

SOLAR PENETRATION

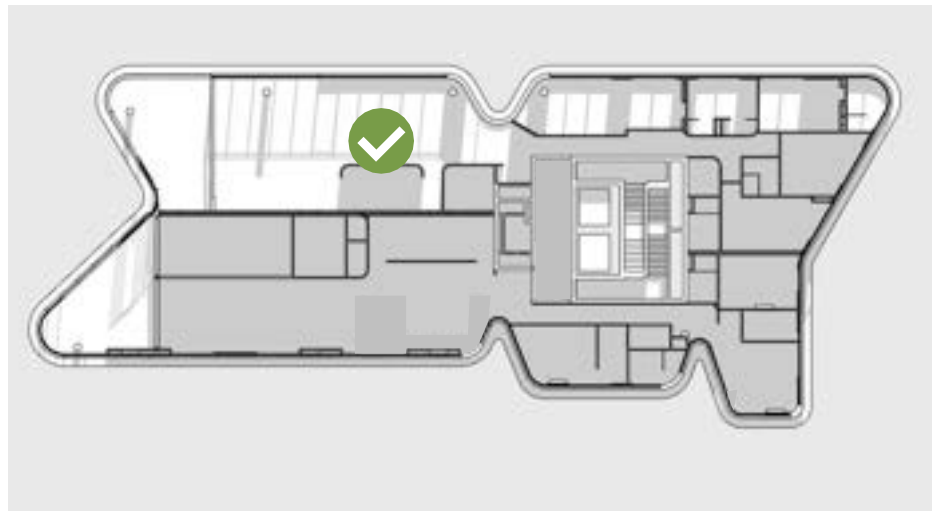
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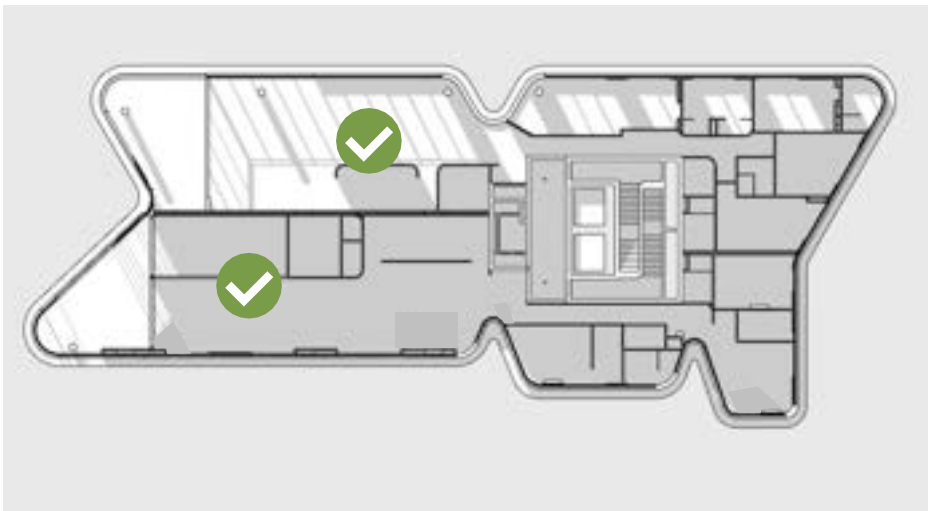
01 - Level 8 -10 - 8am



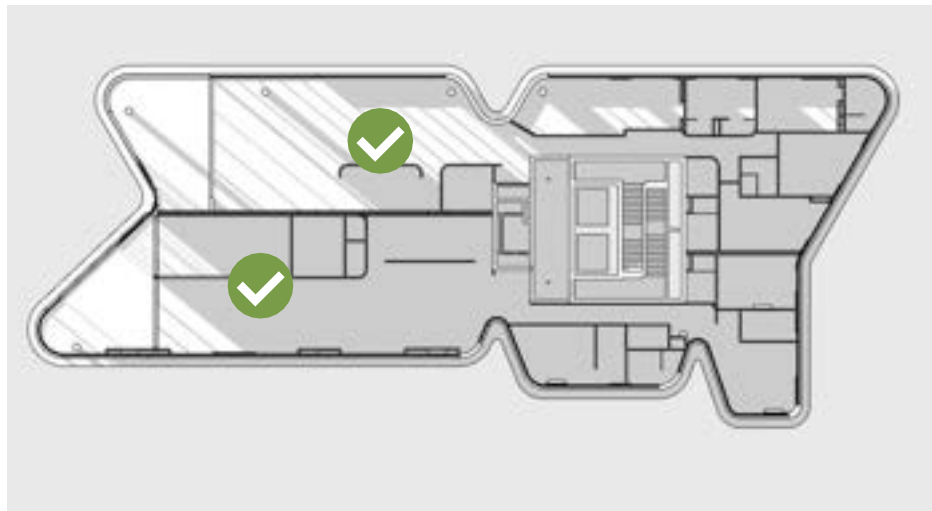
02 - Level 8 -10 - 10am



03 - Level 8 -10 - 12pm



04 - Level 8 -10 - 2pm



05 - Level 8 -10 - 4pm



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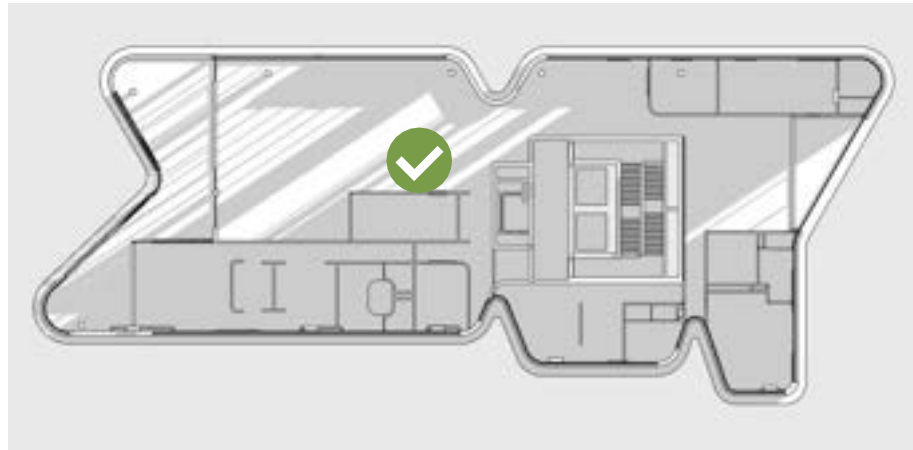
Project Name 194 The Esplanade
Project Number 00012991
Date 28/11/2023
Scale @A3

Drawing Name Solar Penetration - Level 8 - 10
Drawing Number DA508
Revision B

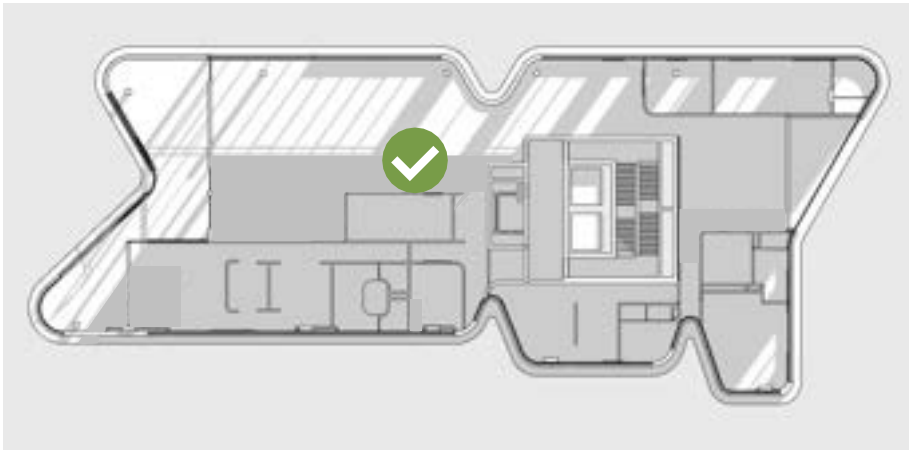
| Solar Penetration - Level 11

SOLAR PENETRATION

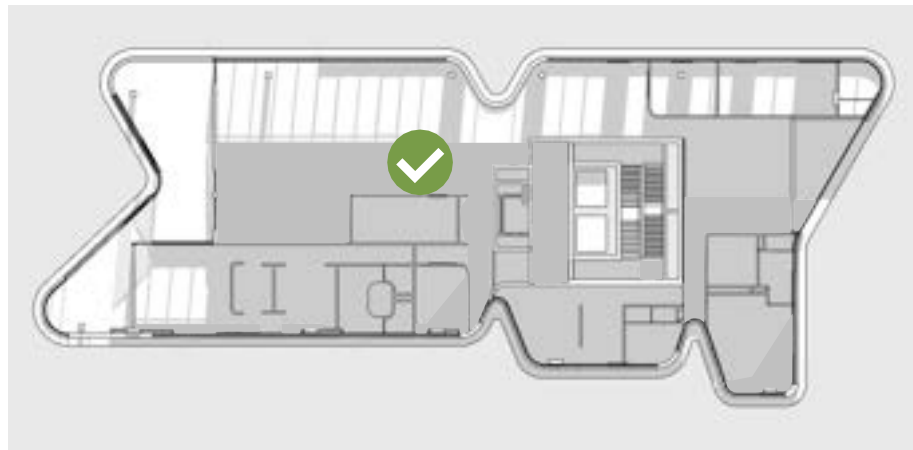
100% DWELLINGS RECEIVE 2+ HOURS OF DIRECT SUNLIGHT BETWEEN 8am - 4pm ON 21ST JUNE



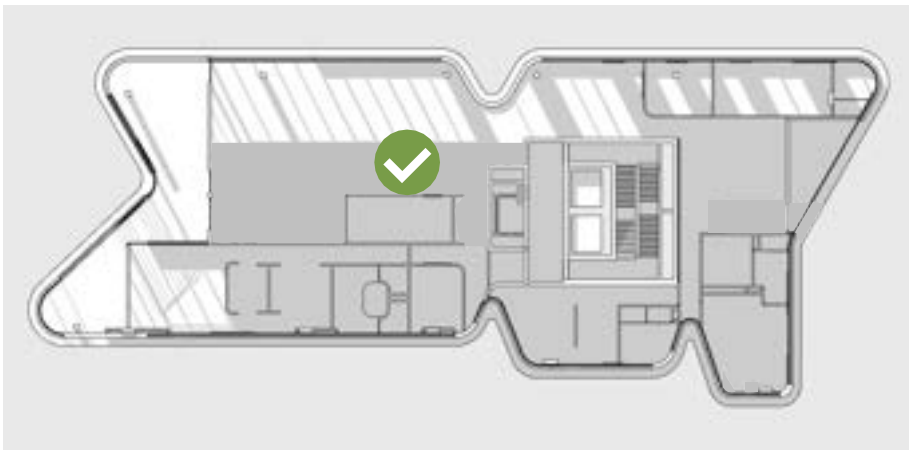
01
- Level 11 - 8am



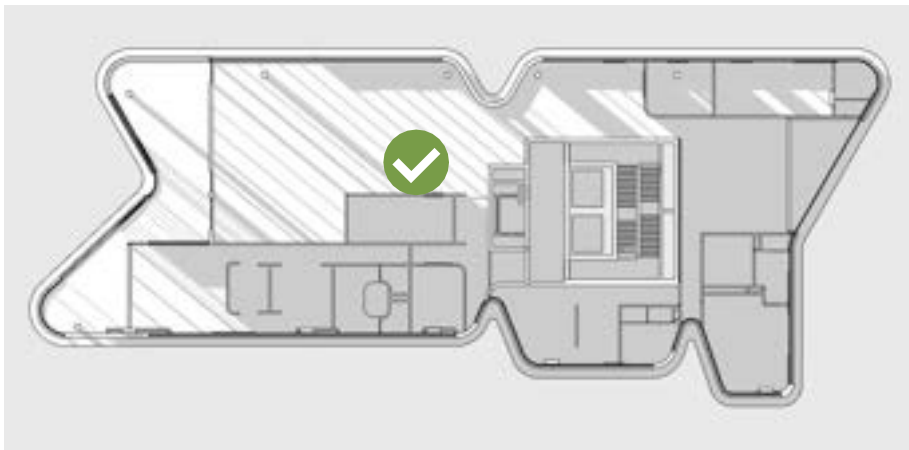
02
- Level 11 - 10am



03
- Level 11 - 12pm



04
- Level 11 - 2pm



05
- Level 11 - 4pm



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B	19/09/2023	CP/GK	CP	Development Application Update

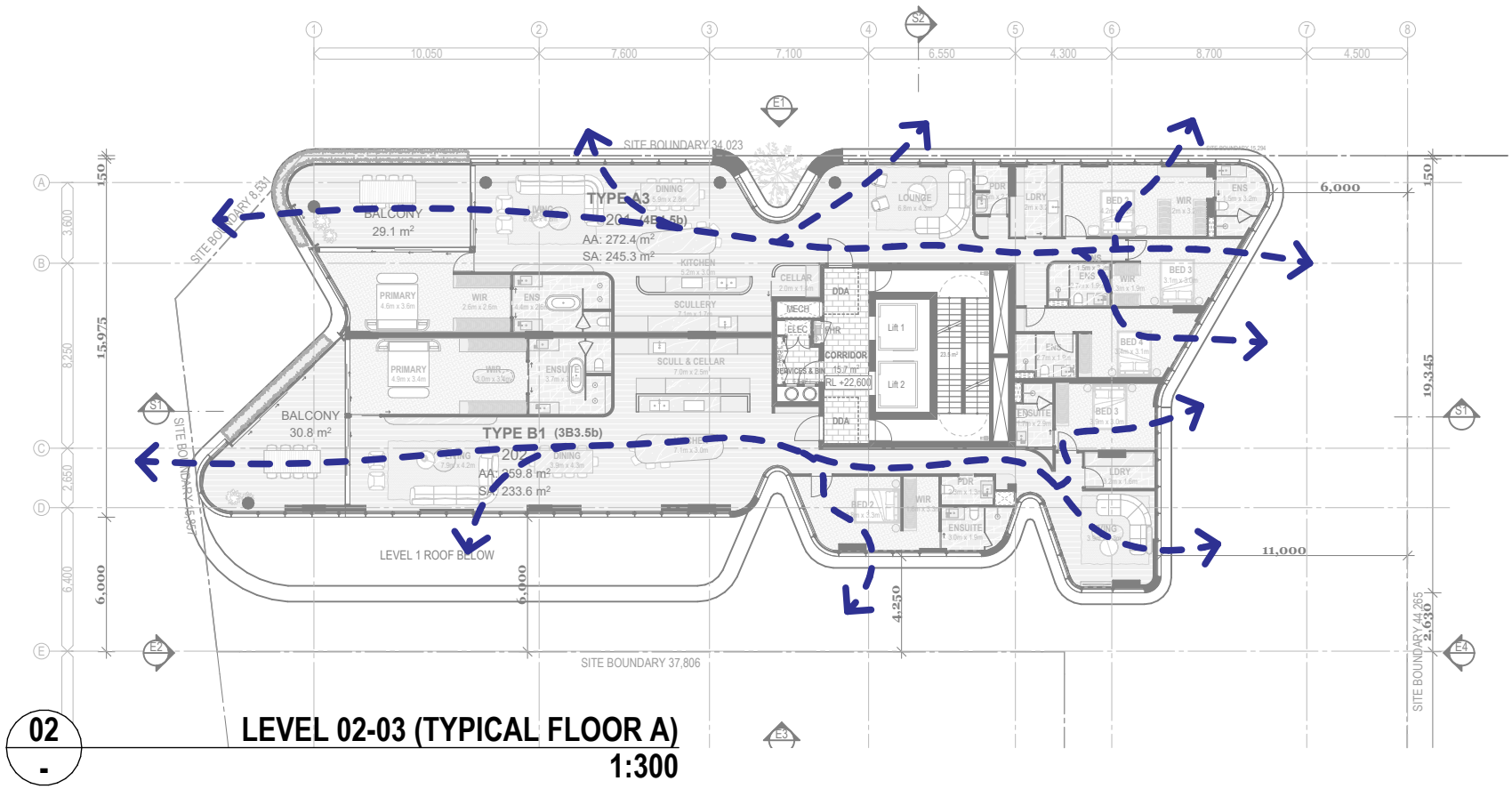
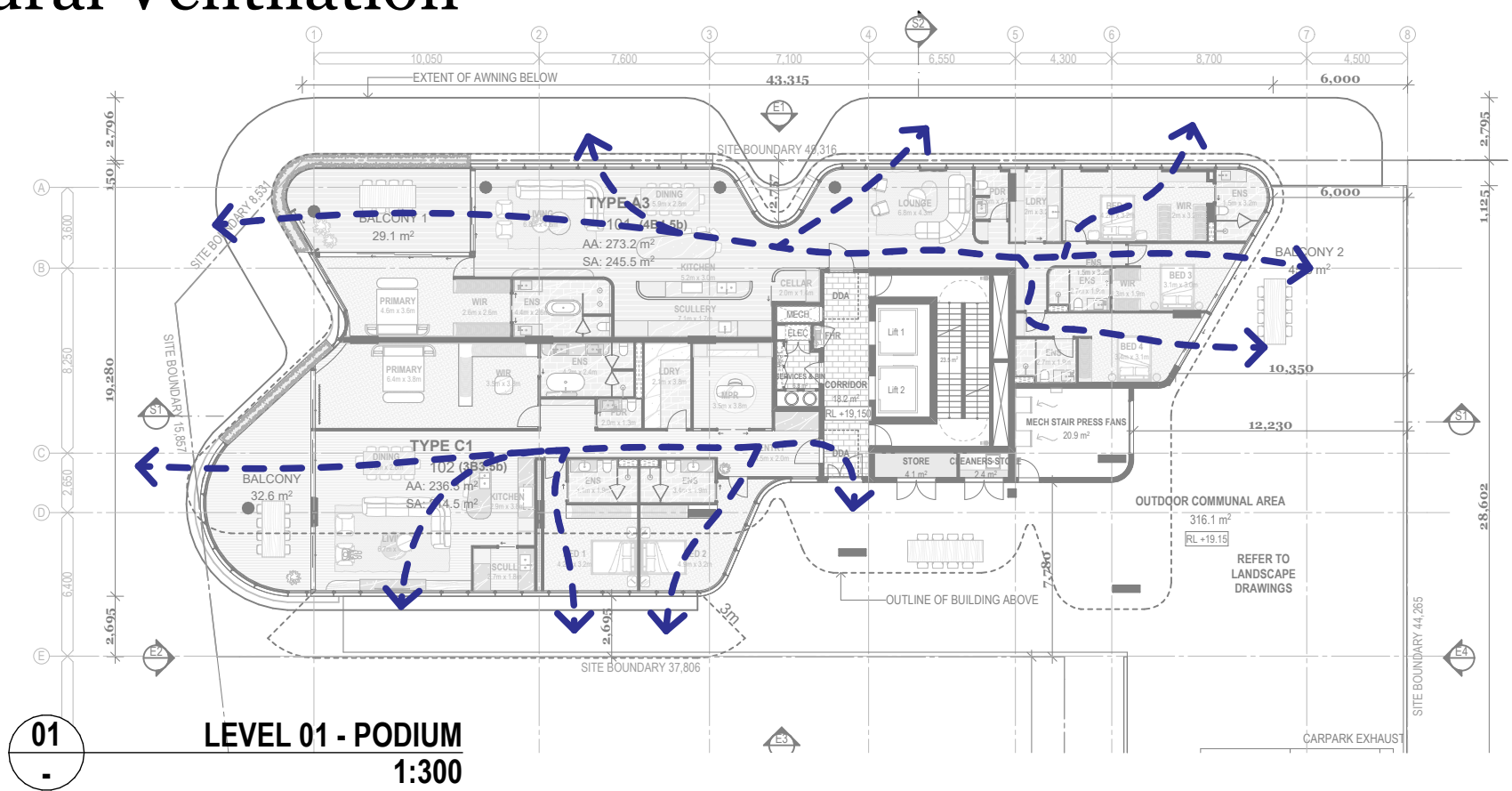
Project Name 194 The Esplanade
Project Number 00012991
Date 28/11/2023
Scale @A3

Drawing Name Solar Penetration - Level 11
Drawing Number DA509
Revision B

Natural Ventilation

NATURAL VENTILATION

100% DWELLINGS ARE
NATURALLY VENTILATED
THROUGH FACADE WINDOWS



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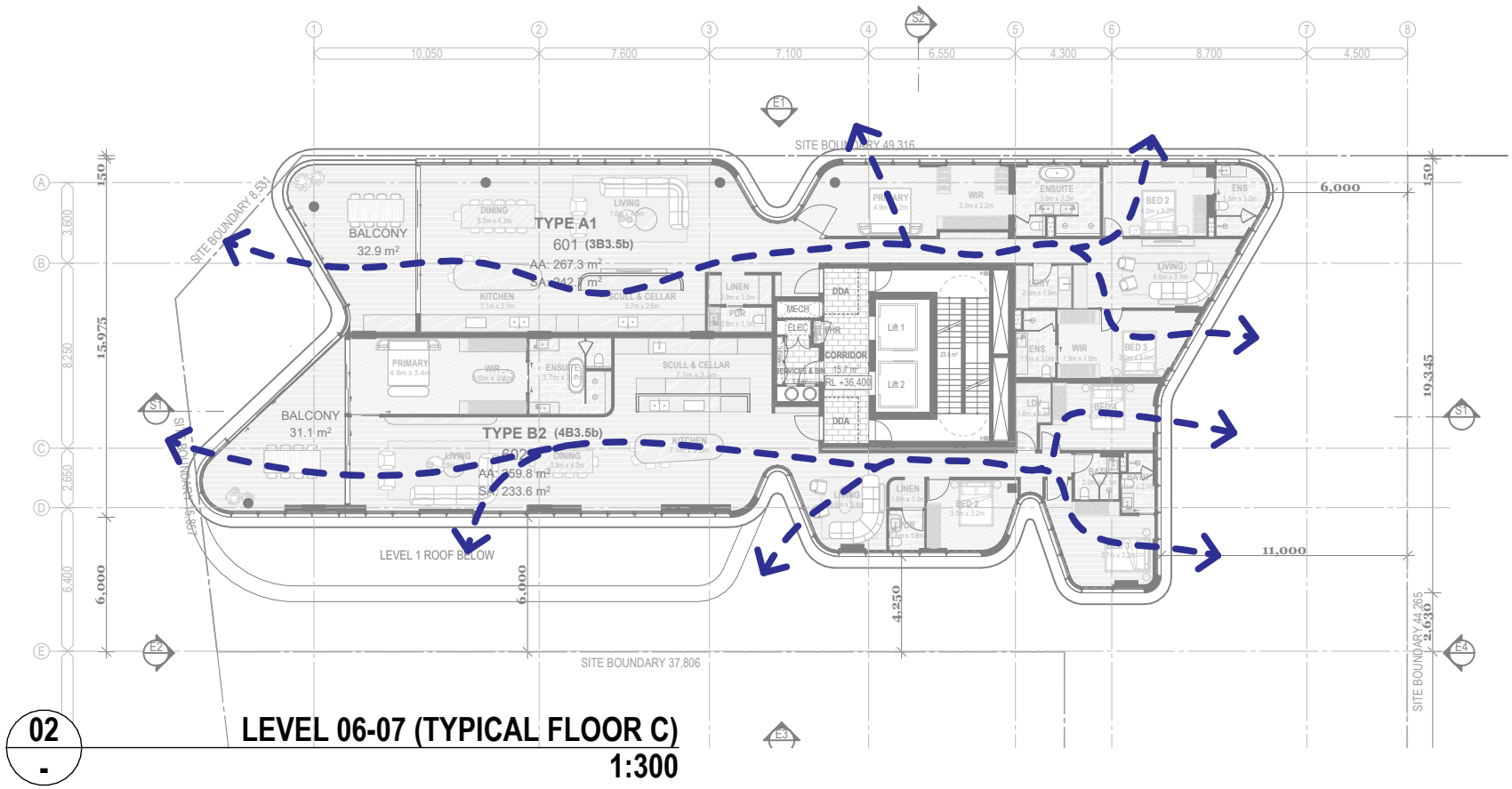
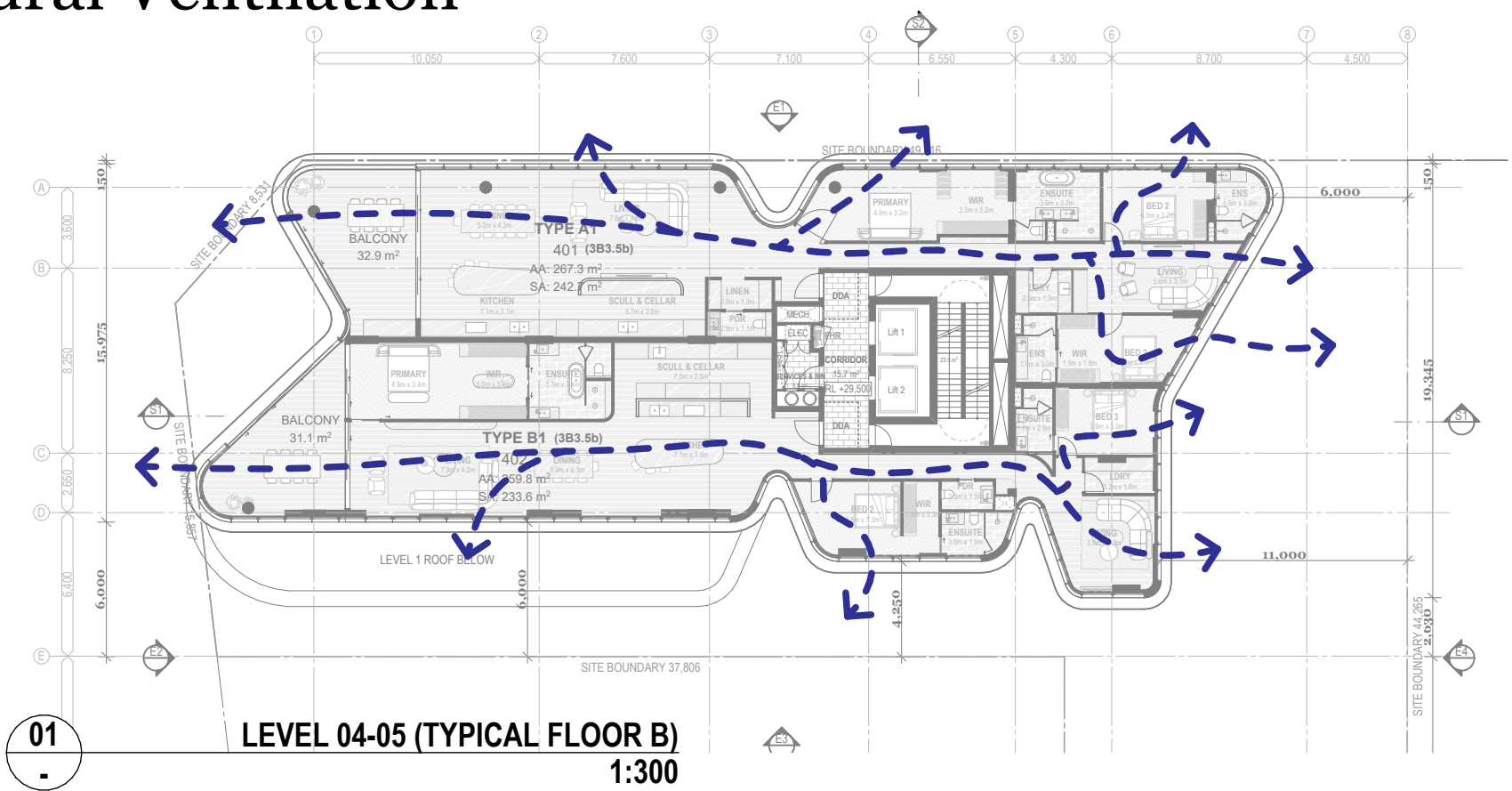
Project Name 194 The Esplanade
Project Number 00012991
Date 28/11/2023
Scale 1:300@A3

Drawing Name Natural Ventilation
Drawing Number DA510
Revision B

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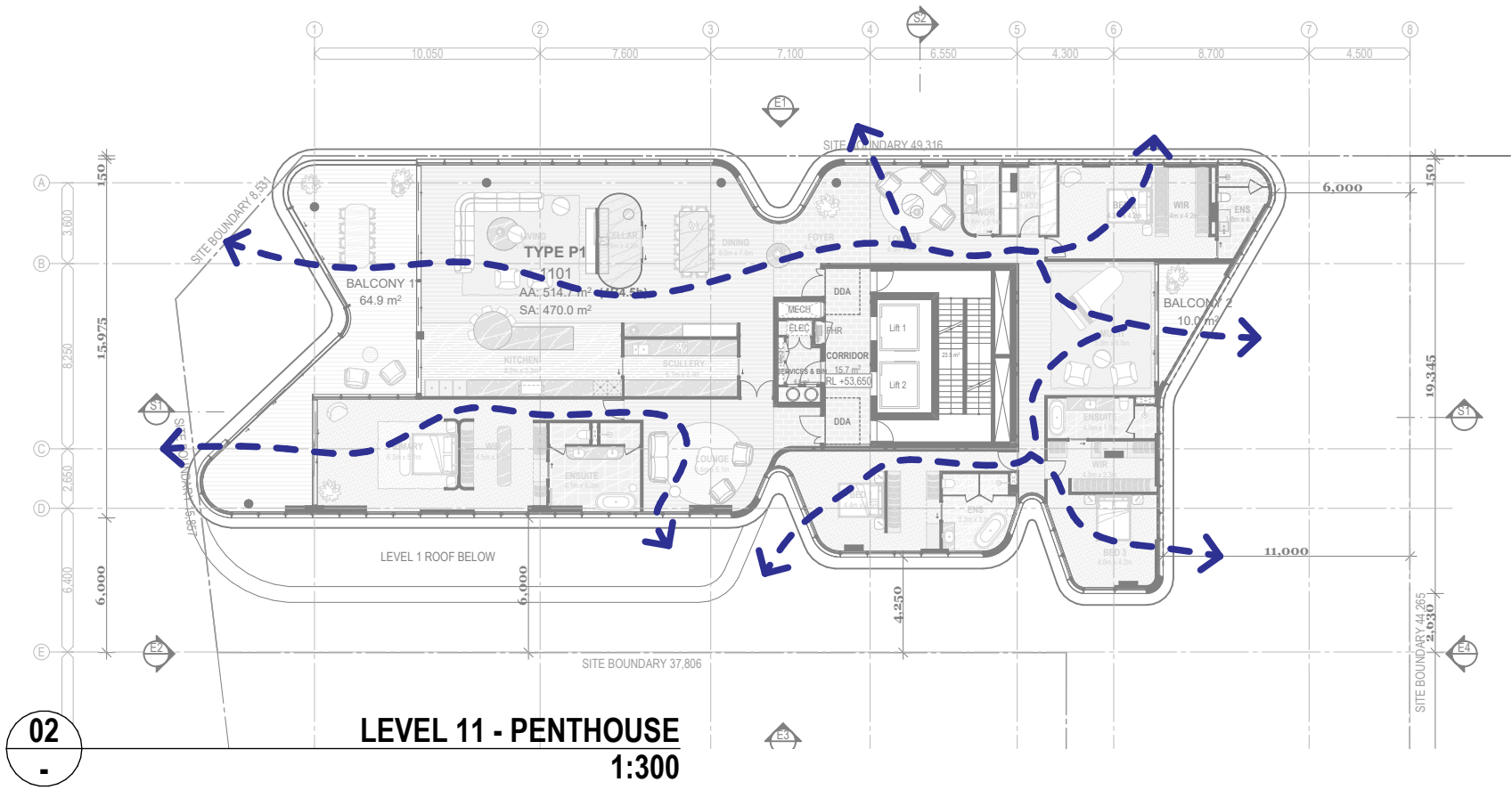
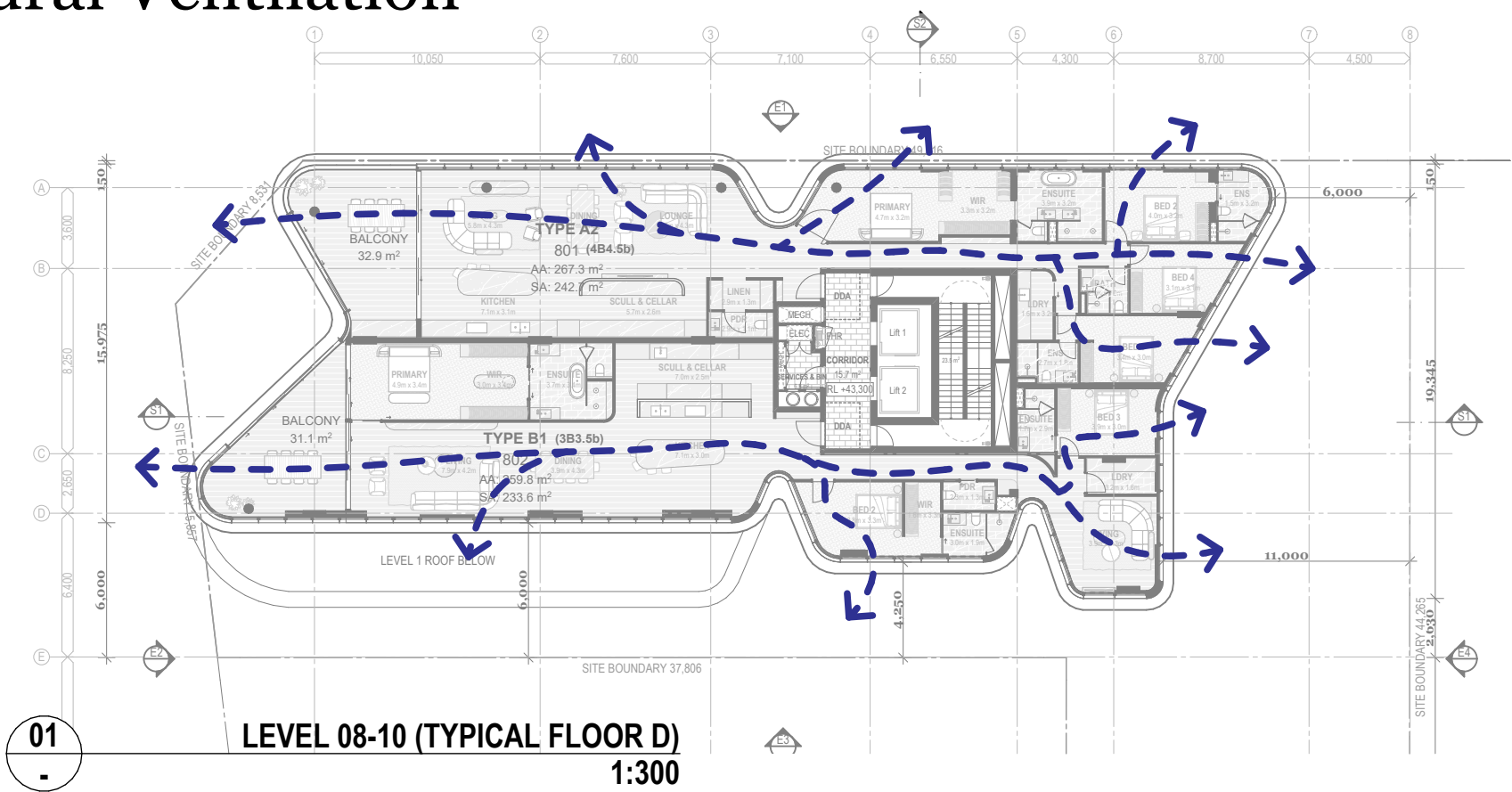
Project Name 194 The Esplanade
Project Number 00012991
Date 28/11/2023
Scale 1:300@A3

Drawing Name Natural Ventilation
Drawing Number DA511
Revision B

Natural Ventilation

NATURAL VENTILATION

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WATER METER

SEWER AC

TELSTRA PIT

POWER DOME

TREE (TO SCALE)

LIGHT POLE

TEMP. BENCHMARK

D DOOR

W WINDOW

W1 1ST FLOOR WINDOW

UW UNDERCROFT WINDOW

SURVEY DATUM: AHD (APPROX.)

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☒ WATER

☒ SEWER

☒ GAS

☒ TELSTRANBN

☒ POWER - U/G

☒ -OH

☒ X



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REV	DATE	AMENDMENT	APPROVED
...	...	...	...

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CLIENT: GARY DEMPSEY

ADDRESS: 194 THE ESPLANADE & 5 BRIGHTON RD
SCARBOROUGH

LOCAL GOVERNMENT: CITY OF STIRLING

See Plan
LOT AREA: Check MRA

1770/610
1668/656

TITLE:

VS009587

JOB NUMBER

DRAFTED BY: SH

CHECKED BY: DS

DRAFTING DATE: 18.10.2023

SURVEY DATE: 08/10/2023

DWG REF: The Esplanade 194 F - v1.0

1 OF 1 SHEETS
SHEET
VERSION

LEVEL		Amenities					Core	Service / Circulation	GFA	Balcony	Communal Deck	Carpark					
		m²					NSA		excl. balc & cp			Cars	GFA				
		3B3.5b	4B3.5b	4B4.5b	Penthouse	Subtotal (Units)	m²	m²	m²	m²	m²	#	m²				
PODIUM	Lower Ground	110				0		23	20	153	0	0	28	872			
	Ground	212				0		26	58	296	0	0	27	873			
	Level 1	1		1		2	510	24	52	586	138	325					
	Level 2 (Floor Plate A)	1		1		2	532	24	23	579	60	0					
TOWER	Level 3 (Floor Plate A)	1		1		2	532	24	23	579	60	0					
	Level 4 (Floor Plate B)	2				2	527	24	23	574	64	0					
	Level 5 (Floor Plate B)	2				2	527	24	23	574	64	0					
	Level 6 (Floor Plate C)	1	1			2	527	24	23	574	64	0					
	Level 7 (Floor Plate C)	1	1			2	527	24	23	574	64	0					
	Level 8 (Floor Plate D)	1		1		2	527	24	23	574	64	0					
	Level 9 (Floor Plate D)	1		1		2	527	24	23	574	64	0					
	Level 10 (Floor Plate D)	1		1		2	527	24	23	574	64	0					
	Level 11 - Penthouse				1	1	515	24	23	562	75	0					
	Roof - Services					0		24	411	435	0	0					
	Roof Deck					0		0	216	216	0	0					
		322	12	2	6	1	21	5778	337	987	7424	781	325	55	1745		
MIX		57.1%					100%										
LHA - SILVER LEVEL		12	2	6	1	21 (100%)											
TOTAL AMENITIES AREAS		322															
TOTAL NSA							5778										
TOTAL GFA incl. Balc & CP																10275	
TOTAL CARBAYS															55		
															- 42 Residential Carbays - 13 Visitor Carbays		

DISCLAIMER

1. These areas are schematic only and subject to council and other requisite approval. Areas are not to be used for marketing purposes.

2. This scheme has been prepared generally within the bounds of the current site dimensions however is subject to detailed discussion with council, hence may be subject to change once advice is received.

3. This design has been prepared without structural or services engineering input hence is subject to change once advice is received.

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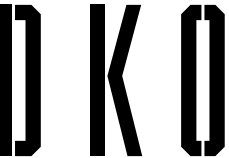
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B	19/09/2023	CP/GK	CP	Development Application Update
A	16/08/2023	CP/GK	DC	Development Application

Project Name 194 The Esplanade
Project Number 00012991
Date 28/11/2023
Scale @A3

Drawing Name Area Schedule
Drawing Number DA514
Revision C



| Artists Impression



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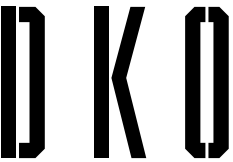
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A	16/08/2023	CP/GK	DC	Development Application

Project Name	194 The Esplanade
Project Number	00012991
Date	28/11/2023
Scale	@A3

Drawing Name	Artists Impression
Drawing Number	DA515
Revision	B



| Artists Impression



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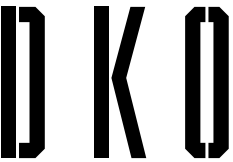
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Project Name	194 The Esplanade
Project Number	00012991
Date	28/11/2023
Scale	@A3

Drawing Name	Artists Impression
Drawing Number	DA516
Revision	B

| Artists Impression



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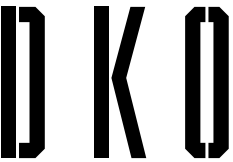
Project Name
Project Number
Date
Scale

194 The Esplanade
00012991
28/11/2023
@A3

Drawing Name
Drawing Number
Revision

Artists Impression
DA517
B

| Artists Impression



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Project Number	00012991
Date	28/11/2023
Scale	@A3

Drawing Name	Artists Impression
Drawing Number	DA518
Revision	B

| Artists Impression



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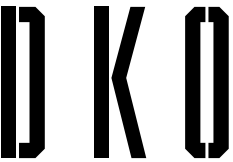
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Project Number	00012991
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Drawing Name	Artists Impression
Drawing Number	DA519
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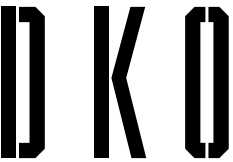
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Project Number 00012991
Date 28/11/2023
Scale @A3

Drawing Name Artists Impression
Drawing Number DA520
Revision B

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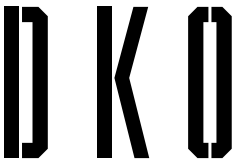
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A	16/08/2023	CP/GK	DC	Development Application

Project Name	194 The Esplanade
Project Number	00012991
Date	28/11/2023
Scale	@A3

Drawing Name	Artists Impression
Drawing Number	DA521
Revision	B

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Project Name	194 The Esplanade
Project Number	00012991
Date	28/11/2023
Scale	@A3

Drawing Name	Artists Impression
Drawing Number	DA522
Revision	B

| Artists Impression



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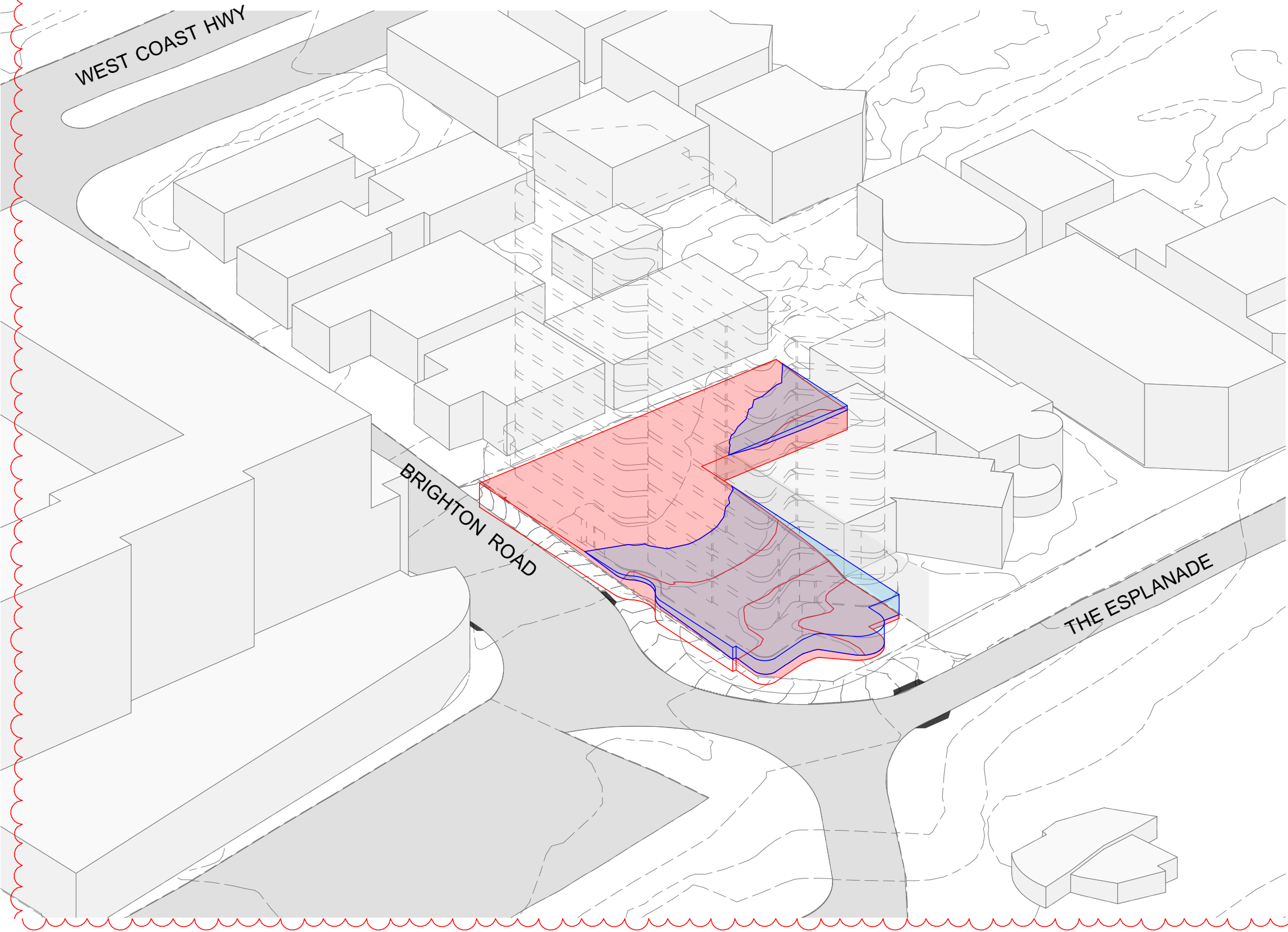
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Project Name	194 The Esplanade
Project Number	00012991
Date	28/11/2023
Scale	@A3

Drawing Name	Artists Impression
Drawing Number	DA523
Revision	A

| Basement Volumetric Calculation



VOLUMETRIC
CALCULATION

BASEMENT LEVEL BELOW NGL
3325.7m³

BASEMENT LEVEL ABOVE NGL
1316.3m³

TOTAL BASEMENT VOLUME
4624m³

PERCENTAGE BELOW NGL
71.92% (50% REQUIRED)



November 2023

194 The Esplanade

Sustainable Design Assessment Report

Graham Agar
FULL CIRCLE DESIGN SERVICES



Full Circle Design Services

Telephone: 0412 475 819

Report N°: 2021_062_ESD_SDRP

E-mail: graham.agar@fcds.com.au

Original Date of Issue: 1st June 2023

ACN: 163 742 890

ABN: 84 163 742 890

Title: 194 The Esplanade – Sustainable Design Assessment Report

Author : Graham Agar

Client: Gary Dempsey Developments

Contact: Gary Dempsey

Description: This report provides a brief summary of the proposed sustainable design strategy for the proposed new multi-unit residential on 194 The Esplanade in Scarborough.

The report outlines overall intent and sustainable design features to be included within the design, as well as an overall assessment of the expected outcome for the project.

Revision	Date	Checked by	Transmitted by
A	1 st June 2023		GEA
B	20 th July 2023		GEA
C	9 th August 2023		GEA
D	18 th August 2023		GEA
E	19 th August 2023		GEA
F	24 th August 2023		GEA
G	15 th November 2023		GEA
H	22 nd November 2023		GEA

Distribution	Revision								
Receiver	A	B	C	D	E	F	G	H	
Gary Dempsey	X	X	X	X	X	X	X	X	
DKO	X	X	X	X	X	X	X	X	
Consultant Team									
Builder									

Executive Summary

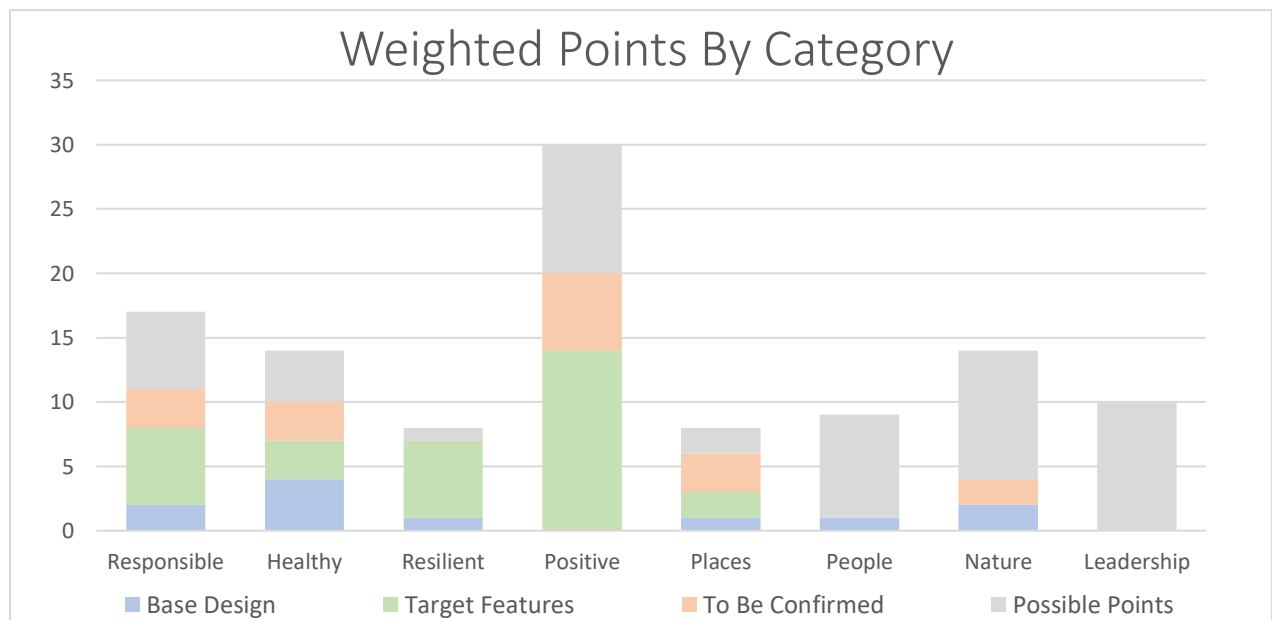
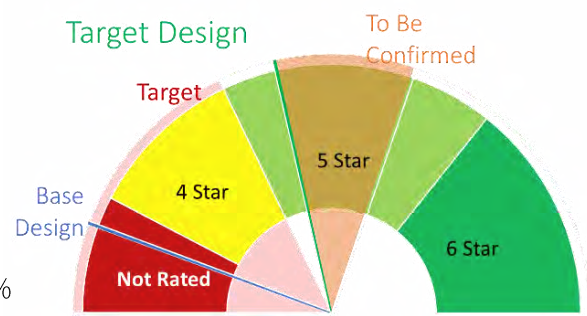
FCDS have been appointed to assist the project team with the sustainable design planning and delivery for the proposed residential project at 194 the Esplanade – a residential development in Scarborough. At completion, the site will include some 21 high end apartments targeting a very high-quality offering. Services and architectural finishes are based on high efficiency, durable products to match the address and site.

The project is aiming to demonstrate design excellence within sustainable design by significantly exceeding the benchmark requirements for sustainability within the Green Building's policy for the development area. The project site is classed as 'Tier 3' which would require a 4-Star Green Star self-assessment to meet planning regulations.

The project team are planning to exceed these requirements, including demonstration of key outcomes at key project milestones.

In addition to meeting the general ESD reporting requirements of the local Green Building policy, the project target is to self-assess performance against the Green Star Buildings tool, seeking to exceed the five star level.

FCDS have reviewed the existing documentation and, in conjunction with the developer and project team, have identified 42% of the available Green Star Buildings credits which can be included within the design – some 20% over the 5-Star Threshold:



Key features to be included to support this outcome include:

- ~25kW Peak Output Solar Array (nominal offset of more than 50 tonnes of CO_{2(e)} per annum)
- Avoidance of fossil fuels on site
- Verified indoor air quality and external envelope performance at completion
- Life cycle footprint 20% below reference case

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1. Introduction

FCDS have been commissioned to provide general sustainable design advice and briefing services for the proposed new residential development at 194 The Esplanade in Scarborough.

The project is targeting excellence in sustainable design, demonstrating performance improvement well in excess of the published requirements for a tier three site.

As part of the sustainable design strategy, the project is aiming to achieve at least 35 points (5 Star / Australian Excellence level) when benchmarked under the Green Star Buildings rating system. Whilst formal certification is not being pursued, key design initiatives will be independently verified at various key design milestones.

This report provides a summary of the project intent and comparison against Green Star Buildings benchmarks as well as reporting against other key sustainability considerations from the Green Building Policy.

1.1 Site Description

The proposed project is a residential development in Scarborough, comprising some 21 high end apartments targeting a very high-quality offering. Services and architectural finishes are based on high efficiency, high quality products to match the address and site.

The development includes around 55 car bays, located in two levels of below ground parking. Amenities are provided on ground floor and level 1.



1.2 Sustainability Targets

The project is aiming to achieve at least 35 points (5 Star / Australian Excellence) when compared to the Green Star Buildings rating system as part of a design commitment to Excellence. Key design features and performance outcomes are to be verified at various project milestones, as described below:

Category	Target	Design Team Response	Verification
General Sustainability	5 Star Green Star +10% Self-Assessment	Formal certification for this sized project under Green Star Buildings is not considered reasonable, representing a significant cost with limited perceived value for occupants and owners. The project team propose to use Green Star benchmarks for key design features, with reduced formal reporting. The project team are aiming to achieve the intent of 38 Points worth of features ~10% over a 5-Star level.	Building License: SDAR including relevant drawing and specification extracts, Demonstrating sufficient Green Star Outcomes. Practical Completion SDAR referencing O+M Information. Current planning shows a margin of 20% over 5 Star.
Operational Performance	5 Star NABERS Energy and Water certification	Design team will monitor and tune building performance in operation, with operational performance to be prioritised as a route to a carbon neutral certification.	Building Tuning plan provided at Building License outlining metering strategy and documentation requirements for formal certification. 12 Month Tuning Commitment and FCDS Appointment @ PC.
Energy Consumption	Façade Improvement over BCA	Design intends to improve over BCA by around 1 Star per residence.	NatHERS Certification with 7 Star Average, by independent Cert IV qualified assessor at Building License.
	Fossil Fuel Free	Design is to include operations without fossil fuels for heating or domestic hot water.	SDAR with hydraulic design documentation
	On Site Solar Array	Design team will target an array of around 25kW, depending on required roof space and services design.	Solar modelling report at BL based on proposed design. Electrical documentation at PC.
Indoor Environment Quality	Low Toxicity Materials	Low VOC and formaldehyde for internal finishes and joinery	On site VOC test to 25% of apartments
Build Quality	Building envelope pressure test at completion	A selection of apartments will be tested at completion to verify building sealing performance and improved thermal comfort.	10% of apartments to undertake envelope pressure test
Building Life Cycle	20% Improvement over Reference	Undertake peer reviewed Life Cycle Assessment demonstrating overall life cycle improvement	Certified LCA report at BL Confirmation of Compliance at PC.

2. State Planning Policy 7.3 Compliance

The majority of the requirements within the R-Codes (SPP 7.3) are addressed elsewhere, specific comments on elements 4.15 Energy Efficiency and 4.16 Water Management and Conservation and addressed below:

2.1 Section 4.15 – Energy Efficiency

Compliance with Section 4.15 requires that developers either include one significant energy efficiency initiative **or** achieve at least 0.5 Stars improvement over minimum NatHERS compliance requirements.

The proposed design – as outlined within this report – includes a target of **1 Star** improvement over NatHERS minimum compliance as well as the provision of a PV array, sized to provide more energy than required to run common area services.

The design have therefore exceeded these requirements substantially.

2.2 Section 4.16 – Water Management and Conservation

Section 4.16 requires project teams to address both potable water use and rain water management.

To manage potable water use, the design is targeting compliance with GBCA Green Star benchmarks for sanitary tapware and appliances – where appliances are provided as part of the base apartment specification.

In addition, the design is to include water metering for apartments and major water uses, which will assist with building tuning and performance management, as well as appropriate allocation of costs.

Storm water will generally be managed on site, with designed, safe overland flows if required for major storm events.

The design does not intend to utilise rain water for this development. Rainfall reuse generally does not provide good economic returns in Perth. The highly seasonal nature of our rainfall along with potential health risks associated with long-term storage of untreated water makes rainfall reuse outside of domestic applications highly problematic and, generally, uneconomic.

The quanta of water which can be reused is dependent on both rainfall quanta and water storage. Perth's climate has the majority of rainfall in a short percentage of the year – over winter – meaning rainfall collection for reuse is relatively costly (water is required to be stored for long periods of time, hence large storage volumes required to offset summer water usage as water is not needed in winter).

Literature dictates that the use of rainwater as potable water in public spaces is not recommended, given that the water may contain airborne pollutants and heavy metals from the roof. Studies in Queensland have also shown that rainwater collected from roofs can commonly be contaminated with animal faeces and their related disease-carrying microorganisms. The Alternate Water Supply Guidelines – Stormwater and Rainwater (April 2009) present strong limitations on duration of storage, testing and reporting requirements for rainwater.

With more than 70% of Perth's rainfall in four months and more than 90% in seven months, rainfall is clearly highly concentrated. Simply, when it is raining, there is no need for irrigation and, generally, the use of sprinklers are prohibited anyway. Storage of water for long enough to permit use in summer would require excessive tanks and would provide a user health issue due to storage of untreated and stagnant water.

3. Local Development Controls

Due to its location close to Scarborough Beach, the development site is subject to the Green Building requirements of the Scarborough Redevelopment area, published by the MRA in September 2016.

This policy is significantly out of date and references an out of date Green Star tool – 'Design and As Built'.

The project site is classified as a Tier 3 site, however, the project team are seeking to demonstrate a significant improvement over the benchmarks for this level as part of a commitment to design excellence and sustainable design.

3.1 Green Star System

As a tier 3 site, the project is to achieve a 4-Star Self-Assessment under the Green Star System, with reporting at Building License and Practical completion to demonstrate compliance.

The proposed project approach is to use the current Green Star Buildings system to undertake a self-assessment, targeting a 5-Star outcome – at least 35 points achieved.

The project team considered formal certification for the site, however, the costs associated with additional reporting, submission assembly and project registration are not considered to provide a reasonable cost benefit. The project team note that the design targets were set under an older version of the Green Star Tool (Design and As Built) with many of the reporting requirements no longer aligning with the Green Star system and the new tool offering limited value proposition for owners.

In lieu of a formal Green Star certification, the project team propose:

- Exceed Green Star 5-Star target by ~10%, targeting 38 points within design documentation
- Verify key design performance metrics, as follows:

○ Air Quality	On site VOC tests at completion
○ Occupant Comfort	Acoustic test at completion
○ Envelope Integrity	Air pressure tests at completion
○ Passive Design	7 Star NatHERS Certification
○ Life Cycle Performance	Peer reviewed LCA report

The project also intends to eliminate fossil fuels from site and provide a solar array, generating more than 1kW peak output per residence, which is expected to be able to provide around half of the total annual energy requirements of the site.

A detailed self-assessment and justification of approach is provided in the following sections.

3.2 Other Sustainability Categories

In addition to the above, the development area policies identify key performance areas, which have also been addressed by the design team:

- Indoor Environment Quality
 - Low toxicity finishes – verified at completion
 - High performance building envelope
 - Noise separation
 - Dedicated exhaust systems
 - Best practice lighting systems
 - Refer also to 'Healthy' section below
- Energy Efficiency

- Solar array
 - 7 Star NatHERS
 - Efficient lighting and air conditioning systems
 - Electric hot water systems
 - High performance building envelope
 - Embedded meter network and building tuning
 - Refer also to 'Positive' section below
- Water Efficiency
 - Efficient tapware and appliances
 - Efficient irrigation
 - No fire pump testing water expulsion
 - Embedded meter network and building tuning
 - Refer also to 'Water Use' section below
- Stormwater Management
 - Onsite stormwater collection
 - Avoidance of exposed road and car parks
 - Refer also to 'Nature' section below
- Building Materials
 - Low toxicity finishes
 - Net reduction in embodied energy – targeting 20% reduction against benchmark
 - Refer also 'Upfront Carbon Emissions' and 'Responsible Products' sections below
- Transport
 - Potential for EV charging to all bays
 - Occupant end of trip facilities
 - Bike parking
 - Refer also 'Places' section below
- Waste Management
 - Waste segregation chutes
 - Large onsite waste storage and separation
 - Convenient collection points
 - Sustainable procurement policy for building managers
- Urban Ecology
 - Specialist landscape design
 - Communal gardens at podium and ground levels
 - Refer also 'Nature' category below
- Innovation
 - Utilisation of newest Green Star tool (Green Star Buildings) for internal benchmarking
- Construction and Building Management
 - Construction Environmental and Waste Management
 - Inclusive Construction Practices
 - Contractor Health and Wellbeing
 - Best Practice Commissioning and Verification

4. Indoor Environment Quality

Issue	Performance	Comment
Thermal Comfort	Exceed BCA requirements by 1 Star NatHERS	NatHERS performance assesses envelope thermal performance and passive design.
Natural Ventilation	Comply with AS 1668.4 Provide cross flow ventilation for all apartments.	The design provides three elevation natural ventilation for all apartments with east / west cross flow ventilation, controllable with awning type windows.
Daylight & Views	Achieve >80% of floor within 8m of a window	This exceeds GBCA best practice benchmarks for daylight and views access
Orientation of Single Aspect Dwellings	NA	The development has no single aspect apartments
Glare Prevention	Internal and external shading to GBCA benchmarks	Design has potential for installation of block-out blinds to all vision glazing. Western glazing protected by deep balconies.
Hazardous Materials and VOCs	Green Star Buildings benchmarks	Performance verified by on site verification.
Electric Lighting Levels	Best practice fittings – Green Star Buildings	Light fittings to meet Green Star Buildings for vision lighting. Occupants able to provide task lighting to Green Star Design and As Built.
Acoustics	AS 2107 Compliant maximum noise levels. Noise Separation between apartments.	Green Star Buildings compliant. Performance verification at completion.

5. Energy Efficiency

Issue	Performance	Comment
Building Fabric, Shading and Glazing Treatments	7 Star NatHERS	Performance in excess of BCA minimum requirements by one full star.
Operating Energy	30% below BCA	Performance verified in operation during DLP and tuning phase
Energy Submetering	Full Embedded Network	Internal metering network provided to monitor performance and permit billing and tuning.
Peak Energy Demand Reduction and Onsite Generation	Solar Array	~25kW Peak output solar array. Passive design and efficient air conditioning systems.
Access to Natural Daylight	Achieve >80% of floor within 8m of a window	This exceeds GBCA best practice benchmarks for daylight and views access
Lighting Efficiency and Zoning	10% Below BCA	Section J6 compliance calculations for all internal spaces. Automated common area lighting control. Maintain < 75lumens per watt for internal lighting.
Air Leakage	Good Practice Envelope	Building envelope pressure test to Green Star Buildings benchmarks at completion.
Efficient HVAC System	VRF or inverter technology	Exceed BCA MEPS standards
HVAC Zoning	1 System per apartment	Air supply to single thermal zone
Efficient Fans and Pumps	NA	No significant fan or pump systems.

6. Water Efficiency

Issue	Performance	Comment
Minimising Amenity Water Demand	Low flow tapware No hot water dead legs	WELS compliant fittings as above Minimum dead legs for hot water wastage
Water Meter	Embedded network	Water meters for apartments and all major uses.
Landscape Irrigation	Drip irrigation with rain sensor	Meet Green Star Buildings irrigation efficiency benchmarks.
Efficient Fixtures	Low flow tapware	WELS compliant fittings as above
Heat Rejection Water	NA	No water used for heat rejection.
Fire Systems Check Water Consumption	Avoid water expulsion in annual testing	Water recirculation on fire test line.

7. Stormwater Management

Issue	Performance	Comment
Site Permeability	Infiltrate water on site	Stormwater managed through sub-soil soak wells and infiltration.
Discharge to Sewer	Low flow sanitary tapware	WELS compliant fittings as above
Stormwater Treatment and Watercourse Pollution	No exposed roadways Infiltration on site	Comply with GBCA Buildings benchmarks
Stormwater Detention	Cater for relevant storm flows	Comply with GBCA Buildings benchmarks

8. Building Materials

Issue	Performance	Comment
Reuse of Materials and other Recycled Materials	Steel >90% recycled content Recycled content in insulation.	Target 20% reduction in embodied energy by LCA
Embodied Energy of Materials	Embodied energy calculation	Target 20% reduction in embodied energy by LCA
Toxicity	Low VOC and formaldehyde materials	On site air quality testing
Sustainable Timber	PEFC or FSC certified new timber	Green Star Design and As Built benchmark for new internal timber
Design for Disassembly	NA	Not targeted
Transport	NA	Not targeted
Suitability, Maintenance and Durability	Durability assessment	Design considering location and proximity of ocean. Air leakage testing on façade.

9. Transport

Issue	Performance	Comment
Minimising Car Parking	NA	Car parking is provided in accordance with R-Codes
Providing Bike Storage	1 Bike per apartment	Green Star Buildings compliant
Access to Showers and End of Trip	Ground floor amenities	Exceeds Green Star requirements for residential projects
Car Sharing	NA	Design caters for ride share use through ground floor lounge
Green Travel Plan	Green Star Buildings Compliant	Refer 'Places' Section Below
Improving Pedestrian Spaces	Ground floor landscaping. Dual pedestrian entrances	Landscaping to verge. Pedestrian connections.

10. Waste Management

Issue	Performance	Comment
Construction Waste Management Plan	Green Star Buildings Compliant	Target 90% Construction and Demolition waste diversion from landfill.
Operation Waste Management	Dual waste chutes for segregation	Additional space at ground floor for recycling. Building waste strategy by qualified professional.
Access and Storage for Recycling and Green Waste	Ground floor waste store and chutes	Green Waste is not suited to chutes. Space at ground floor for storage and segregation.

11. Urban Ecology

Issue	Performance	Comment
Onsite Topsoil Retention	NA	Site is currently developed with limited valuable topsoil
Resue of Land	Compliant	Site is currently built on
Maintaining / Enhancing Ecological Value	Compliant	Use of native landscaping at ground and podium levels
Reclaiming Contaminated Land	NA	Site is not contaminated.

12. Innovation

Issue	Performance	Comment
Significant Enhancements to Environmental Performance	Green Star Buildings	Targeting design excellence on new generation tool.
Defining Synergies	NA	Not targeted
Social Improvements	Green Star Buildings	Refer 'People' section below.
Technology	Metering System	Self validating meter system for billing
Passive Design	7 Star NatHERS	1 Star improvement over BCA requirements
Local Climate	7 Star NatHERS	1 Star improvement over BCA requirements
New Design Approach	NA	Not targeted

13. Construction and Building Management

Issue	Performance	Comment
Construction Environmental Management Plan	Best Practice Equivalent	Green Star Buildings Benchmarks for CEMP for site.
Contactor Accreditation	ISO 14001 certification, or independently audited	Green Star Buildings Benchmarks for EMS for site.
Operation Environmental Management Plan	NA	Minor common areas for management
Building Tuning	12 Months tuning, NABERS Assessment	Formal NABERS Certification pending eligibility after 12 months
Building Users Guide	Best practice O+Ms	Green Star Buildings benchmarks for O+M content.
Stormwater Pollution Reduction Strategy (Construction and Operation)	Best Practice CEMP Stormwater Infiltration on site	Comply with Green Star Buildings Benchmarks.

14. Green Star Self-Assessment

14.1 Responsible Design Features

The Responsible category refers to credits which are intended to minimise ecological footprint by control of the design, construction and commissioning process. The features also include elements to optimise operational performance through design of effective spaces and measuring consumption.

The following section outlines FCDS expectation with respect the Responsible design elements intended to be included by the project team:

14.1.1 Marketing Excellence

The design team will produce documentation to describe sustainable design features of the development for key stakeholders – including prospective occupants of each dwelling.

Other than communication with the GBCA and presentation of the project certification, the project team intend to meet most of the Green Star accreditation requirements.

14.1.2 Environmentally Responsible Construction

The main contractor will be expected to implement an environmental management system, using ISO 14001 practices or a similar, formal environmental management process to monitor its implementation on site.

The construction management plan will include waste management and minimisation, targeting a minimum of 80% of construction and demolition waste diversion from landfill.

Contractors visiting site for more than 3 days will be required to undertake site familiarisation and sustainable design training covering design features for this development, as well as a wider overview of sustainability issues.

14.1.3 Commissioning, Verification and Handover

The design team have been provided clear design targets for environmental performance – refer to Section 1.2 above.

The designers and contractors will complete a constructability and maintainability review as part of the shop drawing process.

Commissioning will be in accordance with best practice international standards, including CIBSE, ASHRA and Airah. The building envelope will be tested for air leakage prior to practical completion.

Common area services will be closely monitored over the first 12 months of operation to minimise performance issues and optimise operational efficiency against design targets.

The designers will include meters for each dwelling, utilising utility meter reading systems to monitor and report on performance.

Detailed handover documentation will be provided to building stakeholders in electronic format, including As Built drawings and functional control descriptions.

14.1.4 Operational Waste

The design team will be ensuring that the project is effectively designed to manage operational waste across metrics including sizing, segregation of waste streams and accessibility for waste contractors.

The project team have commissioned Tallis to complete a review of required waste volumes and collection methods. The design includes dual waste shoots and a large bin store at ground level to facilitate waste segregation and storage of bulky goods.



14.1.5 Sustainable Design Professional

The project team have included sustainable design considerations from schematic design phase and will continue through to practical completion and beyond.

14.1.6 Waste Minimisation

Beyond the minimum requirement to divert 80% of construction and demolition waste, the contractor will be expected to control materials brought to site and the waste disposal process to achieve a net 90% diversion of all construction and demolition waste, by mass, by practical completion.



14.1.7 Responsible Products

This category review products selected for building structure, envelope, systems and finishes and provides points for projects which can demonstrate performance improvement over standard practice.

Key elements supporting these features are:

- Design and Construction procurement processes to align with ISO 20400 – Sustainable Procurement Guidance
- Mechanical, electrical and hydraulic systems are to include at least 20% (by cost) achieving a Responsible Products Value, greater than 6, as per the table below:
- Finishes to follow similar sustainable requirements, with a net score of at least 9 for more than 20% of products

Metric	Score
• Industry specific environmental product declarations (EPD)	2 Points
• Product specific environmental product declarations (EPD)	4 Points
• ISO14001 certification	3 Points
• Reused Product	15 Points
• FSC Certified	10 Points
• Best Practice PVC certification	5 Points

Based on our understanding of the project and recent experience in this space, FCDS expect the project team will deliver sustainable material selections in building envelope and structure, as well as the building services.

FCDS expect to work with the DKO team to prioritise sustainable finishes, including painting and floor coverings which meet international best practice performance requirements.

14.2 Healthy Design Features

The Healthy credit category is about ensuring the building provides a strong response to occupant health and wellbeing. Features supporting air quality, views, access to light and noise contribute to point scoring within this category:

14.2.1 Ventilation System Attributes

Outside air and natural ventilation systems are to comply with the prescriptive requirements of AS 1668.2 (mechanical ventilation) and AS 1668.4 (natural ventilation) for air quantity, intake location and exhaust separation.

The project will be using GBCA FAQ F-00078 which allows projects to meet compliance with full points where coils are <4 rows deep, protected with filters and spaces are compliant with AS 1668.4.

Local exhaust systems are to be provided to isolate occupied spaces from contamination such as kitchens and toilets.

14.2.2 Lighting Systems

Lighting systems are to be flicker free and provide a minimum Colour Rendering Index (CRI) average R1 to R8 > 85, and a CRI R9 > 50r, with a maximum of 3 MacAdam Ellipses.

The design will meet best practice illuminance levels for each task within each space type with a maintained Illuminance values must achieve a uniformity of no less than that specified in Table 3.2 of AS/NZS 1680.1:2006.

Detailed modelling will not be undertaken beyond typical design level for projects of this type.

Initial light fitting selections, include the BIA Titan and BIA Astro, both of which have a CRI of 90, a UGR < 19 and < 3 Macadam ellipses.

14.2.3 Glare Control

External shading systems will provide some coverage from direct solar penetration, however, internal areas will be provided with blinds and window treatments to eliminate direct solar penetration.

Lighting systems are to be provided with diffusers or other design features which maintain direct glare from the luminaries below the UGR (Unified Glare Rating) limit within AS 1680.1.

14.2.4 Access to Daylight

All occupants have excellent access to natural lighting through strong passive design (north/south facing windows with overhangs) and relatively shallow plans.

14.2.5 Noise Levels

The use of high-quality mechanical plant and good architectural detailing will result in comfortable internal noise levels, generally matching AS 2107.

The design also includes walls and space layouts to limit noise carryover from loud to quiet spaces. Ceilings and finishes are expected to be detailed to limit reverberation within the space.

14.2.6 Connection to Nature

At least 60% (close to 100% for this project) of spaces are within 8m of a view to outside, including nature.

14.2.7 Low Toxicity Products

The design team are expected to select finishes and composite wood products with low Volatile Organic Compound (VOC) and low formaldehyde content. This includes joinery, carpets, adhesives and sealants. Wall and ceiling paints will target a level <5 g/L for VOC content.

Performance is to be verified at completion with air quality testing.

14.2.8 Amenity and Comfort

The project includes ample space for occupants and visitors to promote mindfulness, inclusivity and physical activity, including external courtyards and gardens.

14.3 Resilient Design Features

The Resilient category of credits highlight the need for projects to be ready for the imminent impacts of climate change and to provide a level of support to the surrounding community. Shocks to power infrastructure, ongoing weather pattern adjustment and the urban heat island effect are considered within the category.

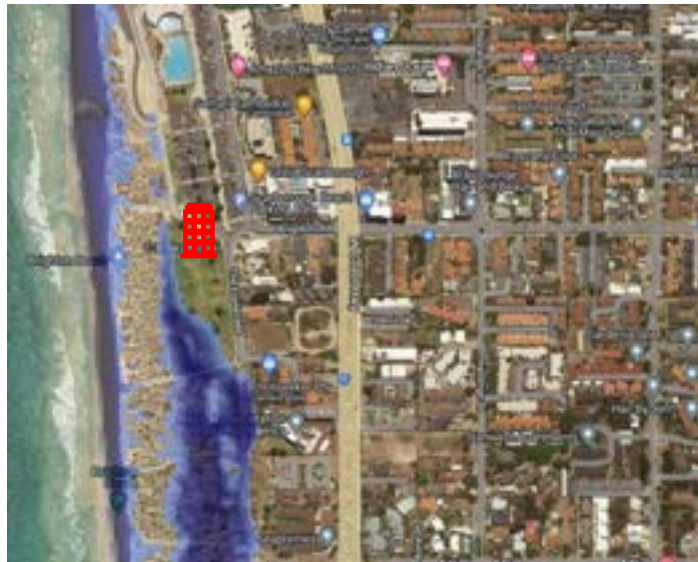
Formalised reporting in accordance with Green Star certification requirements is not being undertaken. The following risk analysis and associated design features are considered sufficient due to the low risks identified.

14.3.1 Climate Change Resilience

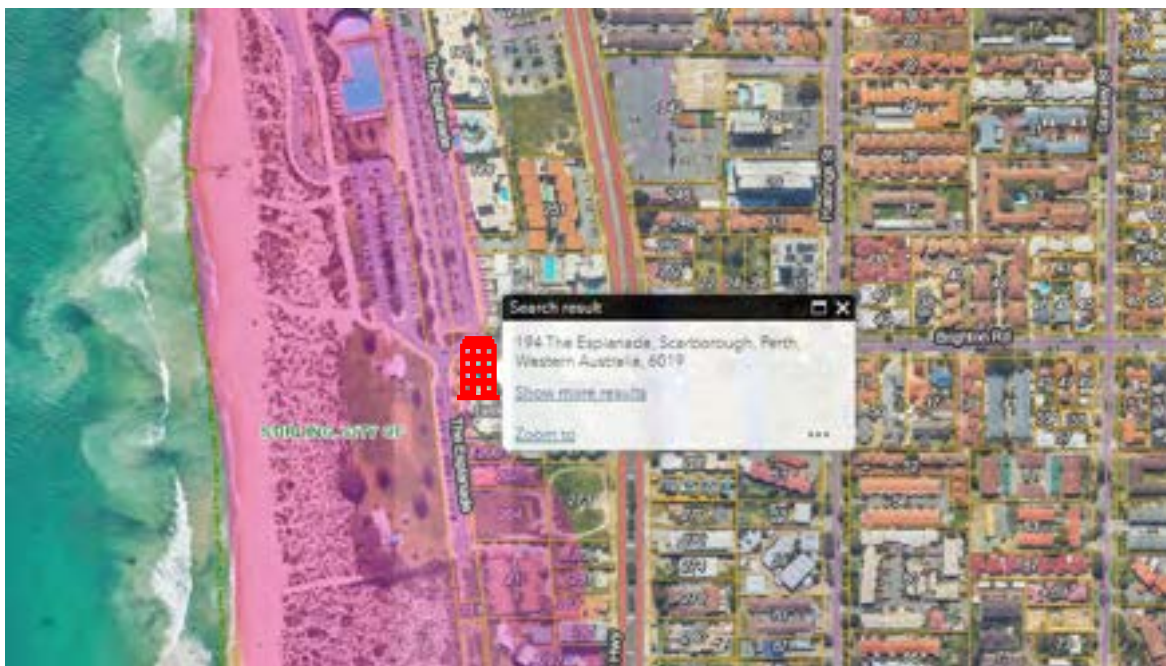
FCDS have undertaken a base review of the project and the potential likely impacts of climate change on the site, based on the following likely impacts of climate change in South West WA:

Variable	Current	Predicted	Expected Change	Possible Range
Annual Average Temperature (°C)	25.8°C	26.6°C	+0.8°C	26.4 – 27°C
Number of days over 35°C	28	35.3	+7.3	33.1-38.7
Annual Average Rainfall (mm)	835.1mm	785mm	-6%	726.5 – 827mm
Annual Average Potential Evaporation	1800mm	1836mm	+2%	1818-1872mm
Annual Relative Humidity	55%	54.4%	-0.6%	53.7 – 55%

The site is considered likely to flood at ~5m sea level rise – greater than predicted worse cast 2100 levels:



The site is moderate low risk of bushfire, with 'prone' areas to the south and west of the site:



14.3.2 Climate Change Risk Management

Following the base risk review above, the design team have included the following features to mitigate risks and provide an improved outcome for occupants and the local community:

Climate Change Impact	Risk	Proposed Response
Increased temperatures lead to increased bushfire risk and intensity.	Low due to current classification of site.	Consider provision of air filtration on air conditioning systems and dual aspect ventilation.
Rising sea levels and increased flood risk.	Very low.	Avoid critical construction below ground level. Ensure structure can adapt to changing water levels.
Reduced rainfall	Increasing requirement for irrigation, increased cost of scheme water.	Utilise smart irrigation, including moisture detection and prioritise drought tolerant planting.
Increased temperatures lead to increased reliance on air conditioning.	Building is unable to provide comfortable environment for extended periods.	Provide high efficiency air conditioning systems with automatic controls. Upgrade building envelope in excess of BCA minimum requirements.
Increased temperatures lead to increased power demand.	Operating cost increases as electrical prices increase. Power security becomes questionable.	Good control systems and energy efficient design. Installation of solar photovoltaics for renewable generation.

14.3.3 Operations Resilience

The project team have identified no significant risks in terms of operation under the loss of power, the design includes features which improve operational resilience under major shocks to electrical infrastructure including:

- Strong solar passive design
- Building envelope upgrade above minimum compliance
- Onsite renewable generation

Electrical infrastructure will cater for future installation of batteries if risk increases over time.

14.3.4 Grid Resilience:

The building will be designed to reduce its electricity peak demand by 10% of the annual peak electricity demand for at least a one-hour period through a variety of features, some of which may include:

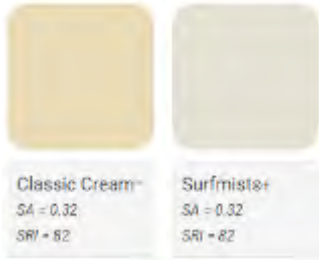
- Improved building envelope
- High efficiency systems
- On site renewable generation.

Compliance with Green Star requires the ability to manage and reduce building peak load by 10% for at least a one hour period.

The solar array – capable of producing more than 1kW per apartment – and embedded meter network will meet this requirement by actively reducing peak demand during grid peaks and enabling building management to interface with network wide grid management systems in future if needed.

14.3.5 Heat Resilience

The project should include the selection of light colours to external finishes as well as shaded area (from fixed building shading and planting) and landscape integrated into the site to minimise the impacts of urban heat island on the site. The following table shows the recommended colour palettes with respect colours and solar absorbance:

Usage	Initial SRI	3 Year SRI	Sample Product
Metal Roof > 15° Pitch			 Shale Grey[™] SA = 0.43 SRI = 66 Dunes⁺ SA = 0.47 SRI = 67 Windspray⁺ SA = 0.58 SRI = 48 Pale Eucalypt[®] SA = 0.60 SRI = 43
	>34	>39	Bamboo (35-48)  Grey Limestone (54) 
Hardscape			
Metal Roof < 15° Pitch	>82	>64	 Classic Cream[™] SA = 0.32 SRI = 82 Surfmeister⁺ SA = 0.32 SRI = 82 White Concrete (86) 

Compliance is targeted only at this stage, ongoing design development and material selection will be required to confirm compliance.

14.4 Positive Design Features

The Positive category refers to design elements which contribute positively to the environment. Buildings must actively reduce their harm, but also act as a restorative force for good in order to achieve credits. The category assesses energy use, energy source, water consumption and refrigerant emissions, aligning with the National Standard for carbon neutral assessment and certification (Climate Active).

The project team intend to undertake a peer reviewed Life Cycle assessment as part of design side verification.

14.4.1 Upfront Carbon Emissions

The design team will target material selections which reduce the embodied energy by a minimum of 10%. Features to support this include the reuse of structures and civil infrastructure on site, as well as the use of natural finishes, waste diversion and high durability as part of the proposed solution.

The project does not intend to pursue carbon offsets.

14.4.2 Energy Use

The design team will ensure low energy use by improving performance against BCA Section J minimum, across building envelope, air conditioning and ventilation systems and lighting.

Typical energy consumption for apartments is around 3MW hrs per annum, the proposed PV array can generate almost 80% of the expected annual demand.

14.4.3 Energy Source

The design will omit all fossil fuels from site or – at least – have a clear plan for their removal as soon as practical. No formal Zero-Carbon action plan will be provided for this project as would be required for a formal Green Star submission.

14.4.4 Water Use

The development is targeting a minimum 15% reduction in water consumption against benchmarks, including the provision of low flow fixtures are being provided for sanitary uses in accordance with the table below:

Fixture Type	Green Star Minimum WELS rating	MRA Design Guidelines Minimum WELS Rating	Maximum Flow Allowable
Taps	5 stars	4 stars	4.5-6 L/min
Urinals	5 stars	6 stars	1.0 L / Flush + Smart demand flush device
Toilets	4 stars	5 stars	<3.0 L average flush <4.5 full flush <3.0 half flush
Showers	3 stars	4 stars	6.0 – 7.5 L/min
Clothes Washing Machines	4 stars	4 stars	
Dishwashers	5 stars	4 stars	

The project team is targeting compliance with the Green Star benchmarks. These are a nationally accepted benchmark for best practice water consumption. The MRA guidelines presents place unreasonable restrictions on fitting procurement for toilets (only one product currently certified to this level) and showers, whilst allowing higher consumption on taps and dishwashers.

In addition, experience in residential developments with unreasonably low shower flows result in owners replacing shower heads with non-compliant or much higher flow fittings soon after occupation.

Material	PER embodied energy MJ/kg
Air dried sawn hardwood	0.5
Stabilised earth	0.7
Concrete blocks	1.5
In situ concrete	1.9
Precast tilt-up concrete	1.9
Kiln dried sawn hardwood	2
Precast steam-cured concrete	2
Clay bricks	2.5
Gypsum plaster	2.9
Kiln dried sawn softwood	3.4
Autoclaved aerated concrete (AAC)	3.6
Plasterboard	4.4
Fibre cement	4.8
Cement	5.6
Local dimensioned granite	5.9
Particleboard	8
Plywood	10.4
Glue-laminated timber	11
Laminated veneer lumber	11
MDF (medium density fibreboard)	11.3
Glass	12.7
Imported Dimensioned Granite	13.9
Hardboard	24.2
Galvanised steel	38
Acrylic paint	61.9
PVC (polyvinyl chloride)	80
Plastics — general	90
Copper	100
Synthetic rubber	110
Aluminium	170

14.4.5 Net Zero Energy and Emissions Reduction

The design team are confident that the proposed energy efficient design features and onsite renewable generation will represent an annual energy consumption reduction of at least 30% against BCA minimum requirements.

As noted above, expected generation is expected to offset more than 80% of total site demand.

Detailed energy modelling is not to be completed as would be required for Green Star certification.

14.4.6 Overall Footprint Reduction

The design team are confident that the proposed design features will result in a net life cycle emissions reduction of at least 30% if assessed by an LCA practitioner.

The project team intend to undertake a peer reviewed LCA model, in accordance with Green Star requirements.

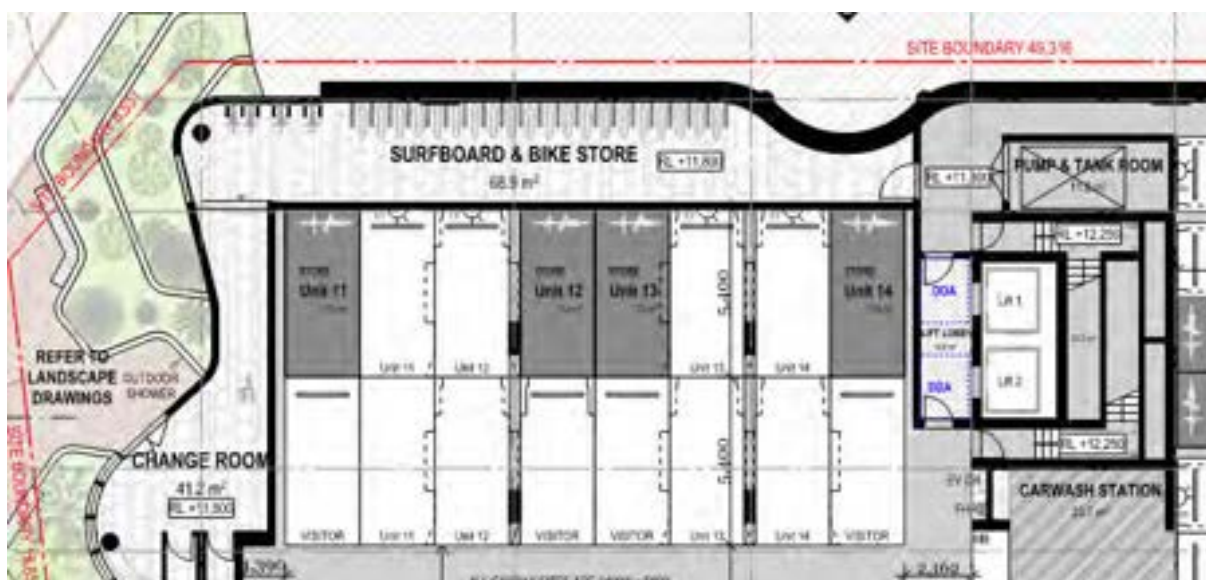
14.5 Places Design Features

The places category reflects outcomes that are linked to the location and nature of the development. Design features which reduce the impacts of transport – on the environment and occupant health – are rewarded with credits. In addition, proximity of the development to local amenity and public transport which can promote walking and reduce reliance on vehicles is also recognised.

Within the site, the category considers the provision of communal spaces and their potential beneficial impacts on the occupants. Externally, project teams are encouraged to engage with, consult and justify their design to the local community as well as their shareholders.

14.5.1 Active Transport

The design will seek to include bike parking for visitors and occupants. The basement level has a large area dedicated for surfboards and bikes, connecting to a change area with excellent pedestrian access and outdoor shower:



Occupants also have bike parking within their stores and the design includes 7 bike parks for visitors.

14.5.2 Sustainable Transport

Green Star Buildings requires project teams to make provision for car sharing as well as EV Parking and future charging. The design has addressed this with EV charging outlet within the parking area for each unit.

The design aligns well with BCA 2022 EV provisions:

BCA 2022 Requirements – Part J9D4		
A carpark associated with a Class 2, 3, 5, 6, 7b, 8 or 9 building must be provided with electrical distribution boards dedicated to electric vehicle charging—		
in accordance with Table J9D4 in each storey of the carpark; and	~2 DBs one each level	
labelled to indicate use for electric vehicle charging equipment.		
Electrical distribution boards dedicated to serving electric vehicle charging in a carpark must—		
be fitted with a charging control system with the ability to manage and schedule charging of electric vehicles in response to total building demand;	Compliant	
when associated with a Class 2 building, have capacity for each circuit to support an electric vehicle charger able to deliver a minimum of 12 kWh from 11:00 pm to 7:00 am daily; and	Compliant	
be sized to support the future installation of a 7 kW (32 A) type 2 electric vehicle charger in 100% of the car parking spaces associated with a Class 2 building;	Compliant	
contain space of at least 36 mm width of DIN rail per outgoing circuit for individual sub-circuit electricity metering to record electricity use of electric vehicle charging equipment; and	Metering compliant	
be labelled to indicate the use of the space required above is for the future installation of metering equipment.	Compliant	

The Green Star thresholds are slightly different:

Attribute	Green Star Target	Met?
Ready to charge EV Parking	5% of all parking spaces	Exceeded
Future car share parking spaces with potential for EV	Additional 5% of bays	Future Provision
Load management and infrastructure	Cater for 25% of all car parking spaces.	Exceeded
Cater for 7kW and 22kW charging points	Design team to confirm mix	All bays have charging provision
Cable paths for future provision	Potential to provide charging to all bays	All bays have charging provision

The design team have also developed a sustainable transport plan which addresses:

Plan Element	Comment
Typical mode share of development, considering location and type	Private use – building occupants
Target mode share, prioritising active and public transport.	Improve pedestrian and cyclist access. Cater for connection to local bus routes.
Design features to facilitate mode share shift away from private use:	
Car Pool	Community noticeboard and engagement
Electric Vehicles	EV charging to BCA 2022 or Green Star benchmarks
Active Transport	Provide occupant bike parking
Drop Off Points	Visitor car bays
Potential future projects and upgrades, including delivery timeline	Complies with BCA 2022 provisions for future extension of EV systems.
Roles and Responsibilities during operation:	
Implementation:	Strata
Monitoring:	Strata
Audit and Review:	Strata

The project team are not intending to complete a formal sustainable transport plan for the development. In lieu, project documentation will include information on sustainable transport options available for the location.

14.6 People Design Features

The People category of credits provides an increased emphasis on social sustainability outcomes within the Green Star system. Projects are required to consider gender inclusivity and provide staff support around issues such as mental and physical health as part of their impact on the people building the project as well as the people who will use it long term.

The category also rewards projects that deliver strong outcomes for Indigenous or disadvantaged and under-represented social groups.

14.6.1 Minimum Requirements

The main contractor will be required to provide gender specific bathrooms and PPE on site and provide policies and training on discrimination, racism, bullying, drug and alcohol awareness and mental health. This will including introducing programs and solutions to address at least five current health issues such as suicide prevention, healthy eating and depression.

14.6.2 Needs Analysis

The contractor will be required to complete a needs analysis of site workers and contractors to inform the programs and policies implemented.

14.7 Nature Design Features

The Nature category is based on providing design solutions which prioritise and restore the natural environment around prospective developments. Features consider biodiversity, previous site usage, site emissions and waterway protection. Projects are required to demonstrate best practice performance across the range of local impact areas considered.

14.7.1 Minimum Requirements

- The site is not an old growth forest, prime agricultural land or within 100m of a nationally significant wetland.
- The external lighting will comply with AS 4282 – Control of the obtrusive effects of Outdoor Lighting
- No external light fitting will have an Upward Light Output Ratio (ULOR) of more than 5%.

14.7.2 Ecological Value

The current and future ecological value of the site will be retained through the use of primarily native planting, with green spaces across the site.

14.7.3 Stormwater

The design is to infiltrate a proportion of stormwater into local ground water, aiming to minimum outflow and achieve pollution reduction matching the performance below:

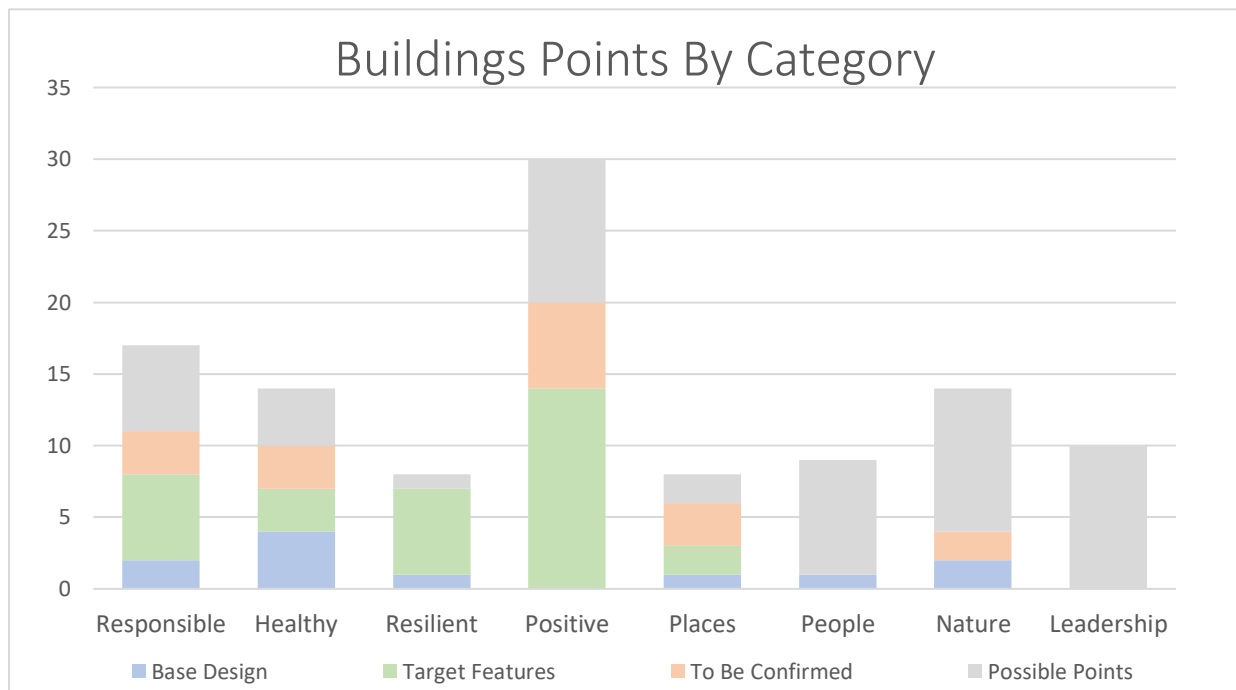
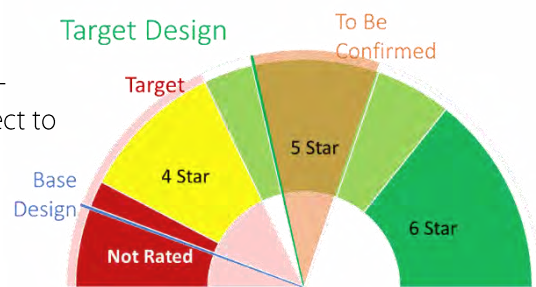
Pollutant	Contaminant Reduction
Total Suspended Solids (TSS)	90%
Gross Pollutants	95%
Total Nitrogen	60%
Total Phosphorus	70%

No stormwater modelling report will be provided. The project team will use the GBCA ruling which states that contaminant reduction applies only to stormwater entering a public system, stormwater infiltrated on site is automatically deemed to comply.

This ruling, combined with the protection of any car parking or roads will significantly reduce pollutants entering any groundwater or stormwater system.

14.8 Green Star Assessment Review

Based on the above and discussions with the design team, FCDS have identified 42% of the available Green Star Buildings credits which can be included within the design – some 20% over the 5-Star threshold. The project team expect to include at least 38 points – 10% over target level – once the design has been finalised:



Key features to be included to support a design excellence include:

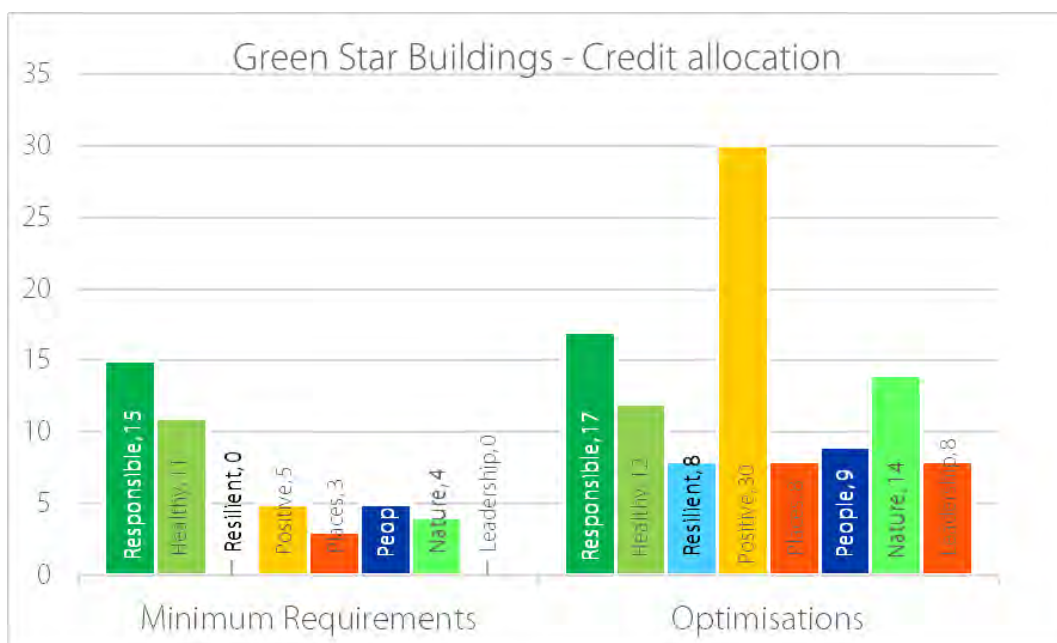
- 25kW Peak Output Solar Array (nominal offset of more than 50 tonnes of CO_{2(e)} per annum)
- Best Practice Operation and Maintenance Manuals
- Avoidance of fossil fuels on site
- High quality occupant amenities and common areas
- Ducted outside air provision to occupied spaces, with dedicated exhaust systems to manage indoor air quality.
- High efficiency services and appliances
- High performance building envelope

Appendix A: Green Star

Green Star assesses buildings for people against a number of sustainable design metrics, specifically, the tool requires that buildings:

- Protect of environmentally significant areas
- Reduce carbon emissions in construction and operations, aligning with a pathway to Net Zero by 2030
- Are water efficient
- Provides a high quality indoor environment
- Promotes physical activity
- Consider and address climate change impacts
- Reduces environmental impacts during construction
- Embraces diversity
- Reduces operational waste
- Undergoes performance verification

Sustainability is assessed across a number of categories, as described below, within the Buildings tool, many credits have an emphasis of planning and consultancy, whilst Green Star Performance places a greater emphasis on real world outcomes.



Projects have a relatively low percentage requirement to achieve certification as best practice as only 15% above minimum performance requirements, however, a 6-Star certification requires design team to achieve almost three quarters of all available optimisations.

Star Rating	Buildings	Performance
4 Star – Best Practice	15 Points	30 Points
5 Star – Australian Excellence	35 Points	50 Points
6 Star – World Leadership	70 Points	75 Points

Assessment Categories

Buildings	Sustainable Design Features
Responsible	Features which are intended to minimise ecological footprint by control of the design, construction and commissioning process. The features also include elements to optimise operational performance through design of effective spaces and measuring consumption.
Healthy	Features aiming to ensure the building provides a strong response to occupant health and wellbeing.
Resilient	Rewards projects preparing and for the imminent impacts of climate change, including provision of support to the surrounding community. Shocks to power infrastructure, ongoing weather pattern adjustment and the urban heat island effect
Positive	Design elements which contribute positively to the environment. Buildings must minimise harm as a starting point and also act as a restorative force for good to achieve points.
Places	Features which reflect outcomes that are linked to the location and nature of the development. Points are achieved by reducing the impacts of transport – on the environment and occupant health.
People	Features which improve social sustainability outcomes within the development and community.
Nature	Features and design solutions which prioritise and restore the natural environment around prospective developments
Leadership	The category for projects to demonstrate leadership beyond the scope of the current Green Star framework, addressing Challenges which have been developed by the GBCA or which break barriers and inspire others to follow.

The following sections present a summary of the project approach within the various categories.



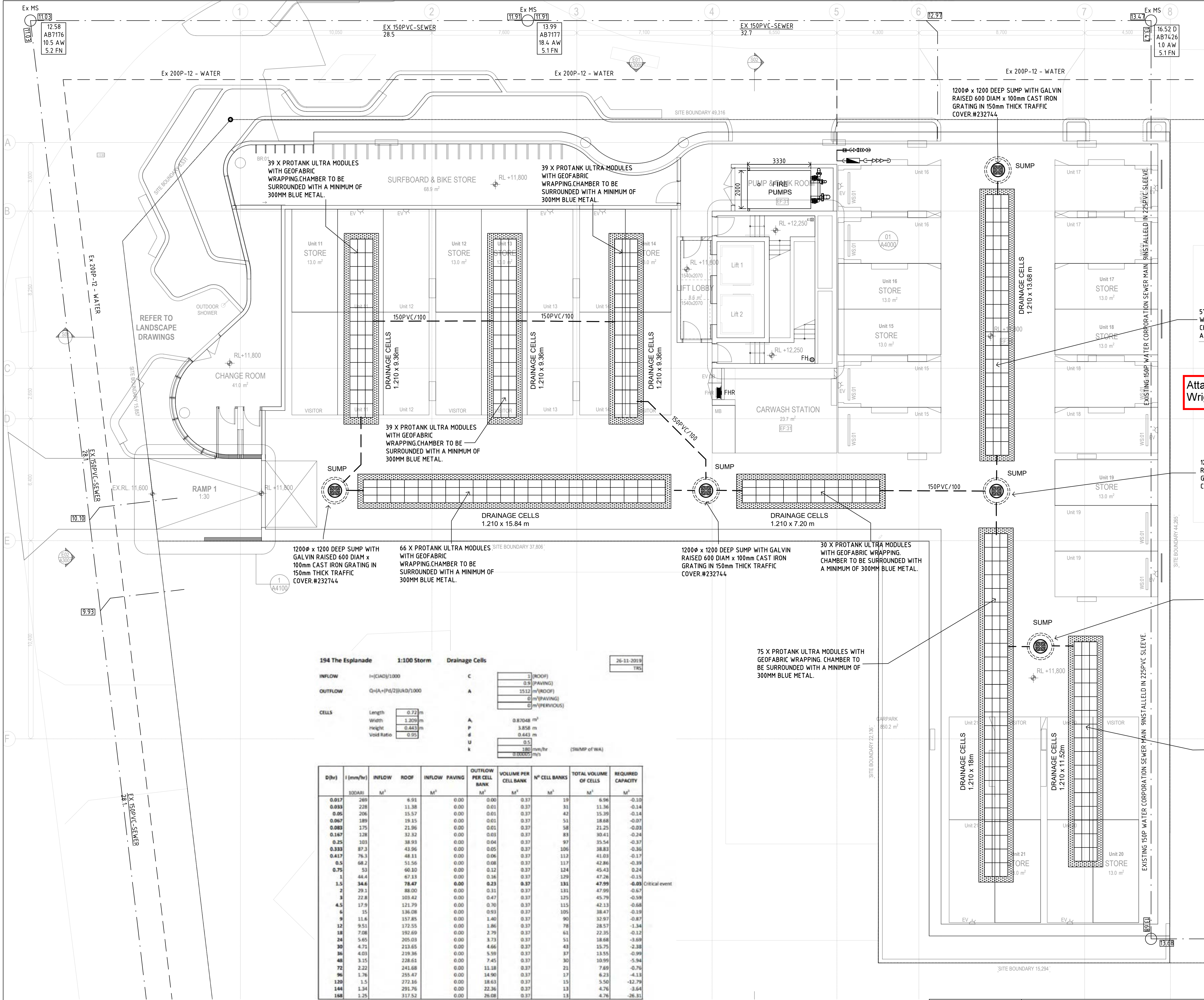
Planning | Design | Delivery | Performance

www.fullcircledesign.com.au

Please Contact: Graham Agar

0412475819

Graham.agar@fcds.com.au



BAEMENT STORMWATER NOTES:	
CATCHMENT AREA	= 1512m ²
ESTIMATED DRAINAGE REQUIREMENTS ;	
1% AEP EVENT CRITICAL DURATION	= 1.5 HOURS
CRITICAL DURATION INFLOW	= 78.47m ³
SOIL HYDRAULIC CONDUCTIVITY (TBC)	= 180mm/HR
RECOMMENDED 393 N° PROTANK ULTRA DRAINAGE CELLS	= 48.33m ³
EACH BANK IS TO BE 3 CELLS WIDE.	= 131 BANKS
OUTFLOW VOLUME FOR CRITICAL EVENT	= 30.13m ³
REQUIRED STORAGE	78.47m ³
OUTFLOW	-
REQUIRED STORAGE	30.13m ³
PROVIDED STORAGE	48.33m ³
CELLS	• 6.78m ³
SUMPS	• 6.78m ³
TOTAL SYSTEM STORAGE	= 55.11m ³

NOTE:
PERMEABILITY TESTING UNDERTAKEN BY " " ON ON
SAMPLES. RESULTED IN A PERMEABILITY RANGE OF x.xx
M/DAY.
PJWAA HAVE UTILISED THE LOWER RECOMMENDED FIGURE
FOR SIZING VOLUME SIZING

Attachment 6d. Applicant's Stormwater Management Plan, prepared by P.J Wright, received 30 November 2023

1200ø x 1200 DEEP SUMP WITH GALVIN
RAISED 600 DIAM x 100mm CAST IRON
GRATING IN 150mm THICK TRAFFIC
COVER.#232744

1200ø x 1200 DEEP SUMP WITH GALVIN
RAISED 600 DIAM x 100mm CAST IRON
GRATING IN 150mm THICK TRAFFIC
COVER.#232744

48 X PROTANK ULTRA MODULES
WITH GEOFABRIC WRAPPING.
CHAMBER TO BE SURROUNDED WITH
A MINIMUM OF 300MM BLUE METAL.

194 The Esplanade		1:100 Storm	Drainage Cells
INFLOW	I=(CAD)/1000	C	1 (ROOF)
OUTFLOW	Q=(A+(Pd/2))/AD/1000	A	0.9 (PAVING)
CELLS	Length 0.72 m		15.12 m ² (ROOF)
	Width 1.209 m		0 m ² (PAVING)
	Height 0.443 m		0 m ² (PERVIOUS)
	Void Ratio 0.95		
		A	0.87048 m ²
		P	3.858 m
		d	0.443 m
		U	0.5
		k	180 mm/hr
			0.00005 m/s (SWMP of WA)

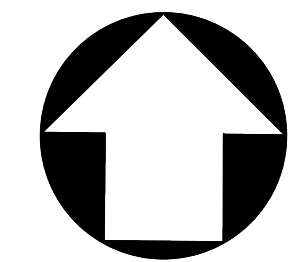
D(hr)	I (mm/hr)	INFLOW	ROOF	INFLOW	PAVING	OUTFLOW	PER CELL	VOLUME	N° CELL	TOTAL VOLUME	REQUIRED
		M ³		M ³		M ³	PER CELL	PER CELL	M ³	M ³	M ³
	100ARI										
0.017	269	6.91	0.00	0.00	0.00	0.37	19	6.96	-0.10		
0.033	228	11.38	0.00	0.01	0.37	31	11.36	31	-0.14		
0.067	206	15.57	0.00	0.01	0.37	42	15.39	42	-0.14		
0.067	189	19.15	0.00	0.01	0.37	51	18.68	-0.07			
0.083	175	21.96	0.00	0.01	0.37	58	21.25	-0.03			
0.167	128	32.32	0.00	0.03	0.37	83	30.41	-0.24			
0.25	103	38.93	0.00	0.04	0.37	97	35.54	-0.37			
0.333	87.3	43.96	0.00	0.05	0.37	106	38.83	-0.36			
0.417	76.3	48.11	0.00	0.06	0.37	113	41.03	-0.17			
0.5	68.2	51.56	0.00	0.08	0.37	117	42.86	-0.39			
0.75	53	60.10	0.00	0.12	0.37	124	45.43	0.24			
1	44.4	67.13	0.00	0.16	0.37	129	47.26	-0.15			
1.5	34.6	78.47	0.00	0.23	0.37	131	47.99	-0.03	Critical event		
2	29.1	88.00	0.00	0.31	0.37	131	47.99	-0.07			
3	22.8	103.42	0.00	0.47	0.37	125	45.79	-0.59			
4.5	17.9	121.79	0.00	0.70	0.37	115	42.13	-0.68			
6	15	136.08	0.00	0.93	0.37	105	38.47	-0.19			
9	11.6	157.85	0.00	1.40	0.37	90	32.97	-0.87			
12	9.51	172.55	0.00	1.86	0.37	78	28.57	-1.34			
18	7.08	192.69	0.00	2.79	0.37	61	22.35	-0.12			
24	5.65	205.03	0.00	3.73	0.37	51	18.68	-3.69			
30	4.71	213.65	0.00	4.66	0.37	43	15.75	-2.38			
36	4.03	219.36	0.00	5.59	0.37	37	13.55	-0.99			
48	3.15	228.61	0.00	7.45	0.37	30	10.99	-5.94			
72	2.22	241.68	0.00	11.18	0.37	21	7.69	-0.76			
96	1.76	255.47	0.00	14.90	0.37	17	6.23	-4.11			
120	1.5	272.16	0.00	18.63	0.37	15	5.50	-12.79			
144	1.34	291.76	0.00	22.36	0.37	13	4.76	-3.64			
168	1.25	317.52	0.00	26.08	0.37	13	4.76	-26.31			

1 FLOOR PLAN: LOWER LEVEL
SCALE 1:100

2 DRAINAGE SIZING SHEET
P.01/NTS

PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

NORTH POINT



DESIGN CERTIFICATION

This drawing the referenced copy and issue as noted in the Technical Design Certification as issued in compliance with the Building Act 2011.
Refer to Design Certificate dated same for reference design standards
Subsequent revisions after the date of certification must be referenced by the installing contractor when submitting final certification.

Authorized Engineering Staff For P.J Wright& Assoc.

Date

Project

THE ESPLANADE
194 THE ESPLANADE
SCARBOROUGH, WA 6019

Drawing Title
HYDRAULIC SERVICES
LOWER GROUND LEVEL

Date
JUNE/2023
Scale
1:100@A1
Drawn
TRS

Drawing Number
Revision
P.01
00

This drawing is an Autocad format document and manual adjustment of plots or prints is not permitted.

Technical Memo

Project:	194 The Esplanade, Scarborough	Office:	Perth
Project No:	300304832	Prepared by:	BS
Client:	Gary Dempsey Developments	Approved by:	SJL
Date:	28 November 2023	Status:	Final
Subject:	Traffic RFI Response		

1. Introduction

This technical memo has been prepared to address the concerns raised by the City of Stirling (CoS) with regard to the Development Application DA23/1080 Request for Information letter (dated 27 October 2023). Subsequently, Stantec has met with City officers on the 22nd November 2023 to discuss the concerns and potential resolutions which will be further addressed in this technical memo.

2. General Transport Assessment

2.1 Right-turn from/into Brighton Road

CoS were concerned that no right-turn into the Brighton Road crossover would be possible due to the median island. A recent feature and contour survey was conducted by Vision surveys consulting in October 2023, which captured the existing traffic island on Brighton Road fronting the Site. Stantec prepared a swept path analysis to demonstrate that right-turn movements in and out of the crossover are achievable, as shown in **Figure 2-1**.

Figure 2-1 RT In and Out Brighton Road Access



2.2 Single Sided Aisle Width

CoS raised the concern where the aisle width should be 6.1m wide where there is parking on one side only. According to AS2890.1 2.4.2d, the aisle width shall be increased by 300mm to provide sufficient manoeuvring clearance. The development is proposed to have a 6.0m aisle width, which does not strictly comply with the standard.

Considering the nature of a private residential carpark with each level of car park only servicing up to 10/11 residential units, the traffic movements within the car park will be comparatively very low. The majority of the car park users will be familiar with the parking environment and thus, the 100mm short on statutory clearance is unlikely to result in any adverse impact to the overall car park operation. Additionally, most modern cars have reversing cameras or proximity sensors to warn drivers when getting too close to a wall. This will allow drivers to be more confident in reversing, utilising the available space more effectively.

2.3 Visitor Parking within the Secured Carpark

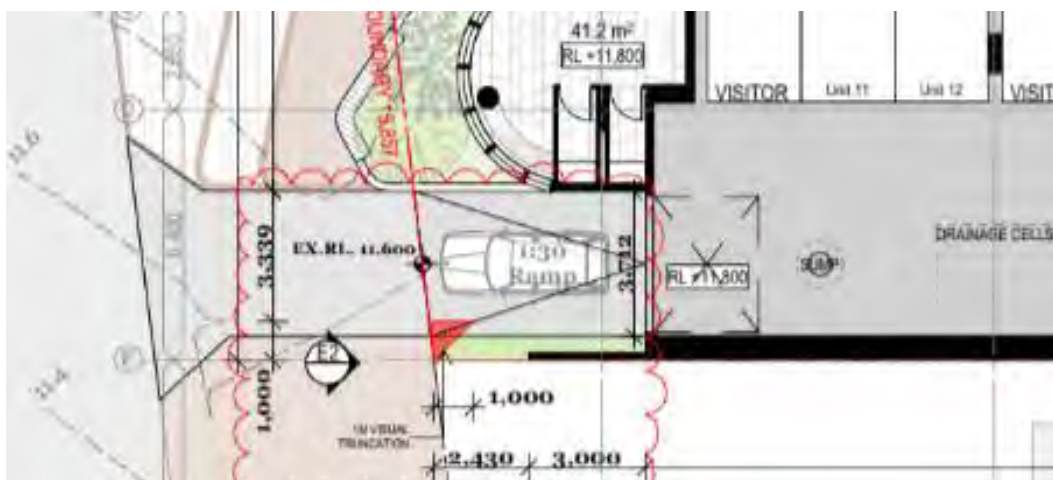
CoS suggested that the visitor parking bays within the private residential car park should be classified as a User Class 2 as per AS2890.1, which would require a minimum bay width of 2.5m to be provided. According to AS2890.1 Table 1.1, the example of uses provided for a User Class 2 car park are *“Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking), with full opening for all doors.* The suggested class 2 uses are not representative of the use of a typical residential visitor bay.

The visitor bays provided within the secured private residential car park will be allocated to designated residents and users will have to be let in through the secured gate prior to using the bays. Therefore, the visitors are more likely to be familiar with the car park arrangements, and will only be mixing with private, domestic parking uses. Therefore, it is considered that the visitor car parking bays need only be classified as User Class 1 A, which only require the bay width to be 2.4m.

Additionally, as the visitor bays are within the secured car park, not publicly accessible and are allocated, visitors will be directed to the residents specific allocated bay, which would be empty. As such, a turning bay is therefore not required under the blind aisle requirements of AS2890.1.

2.4 Driveway Fence Truncation

The driveway fence truncation of 1.5m x 1.5m is achievable at the Brighton Road access where low vegetation landscaping will be proposed on both sides of the driveway. The minimum fence truncation of 1.5m x 1.5m is not strictly achievable at The Esplanade access driveway due to the adjacent property's existing fence line. However, a minor access offset with a landscaping strip is provided on the southern side of the driveway. Discussion with CoS suggests that a minimum setback of 1m would be sufficient for a brownfield site with limitation. As The Esplanade driveway is proposed to have a one-way width, vehicles leaving the site are more likely to travel within the middle of the driveway, which would functionally result in a further setback from the boundary, effectively exceeding the required truncation setback as demonstrated below.



2.5 Line Marking and Convex Mirror Provision.

The City raised concerns regarding the limited sightline within some areas of the car park. During the meeting, the City's officers agreed that due to the low traffic movements within the car park, convex mirrors could be provided within the car park where sightlines are limited. It is noted that a detailed Parking Management Plan (PMP) will be prepared later in the approval process, which will address these concerns in further details.

For the purpose of this assessment, indicative locations where line marking, warning lights and convex mirrors to improve sightline could be installed is shown in **Figure 2-2** to **Figure 2-4**.

Figure 2-2 Indicative Convex Mirrors Locations - LGF

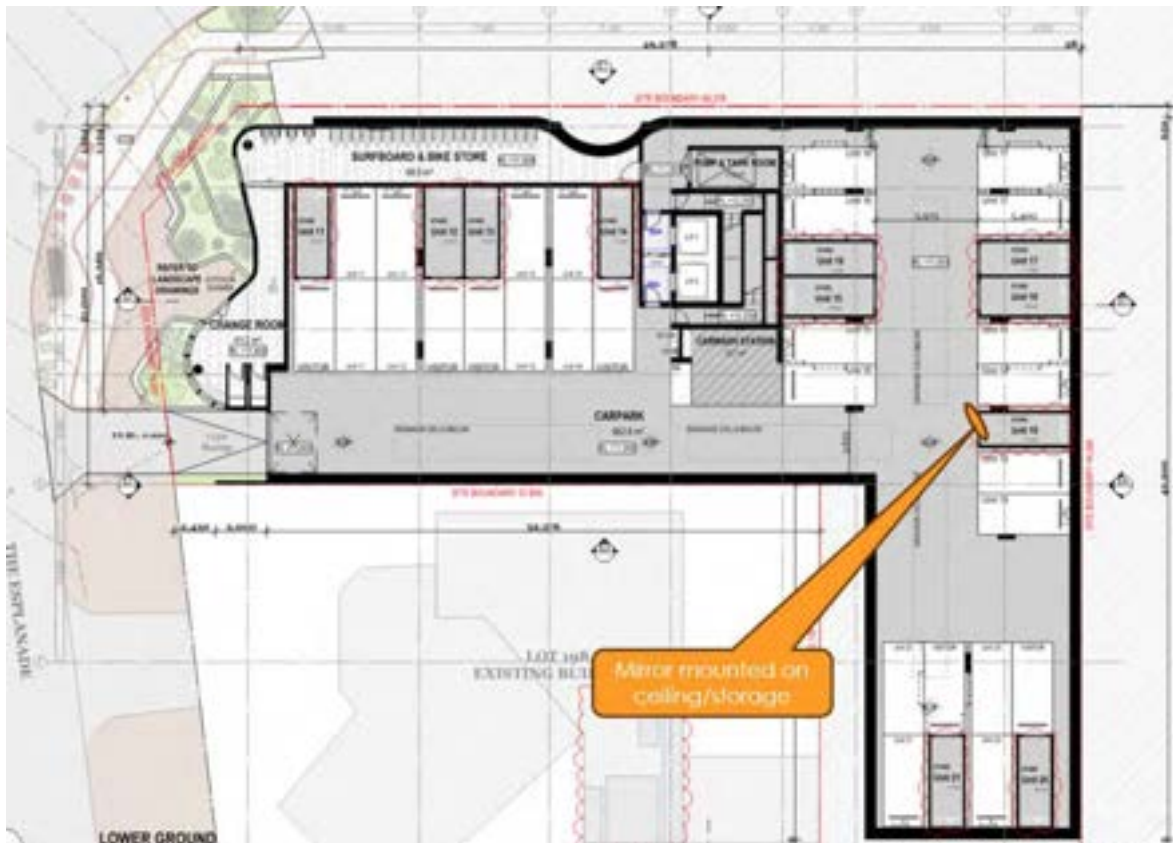


Figure 2-3 Indicative Convex Mirrors Locations - GF

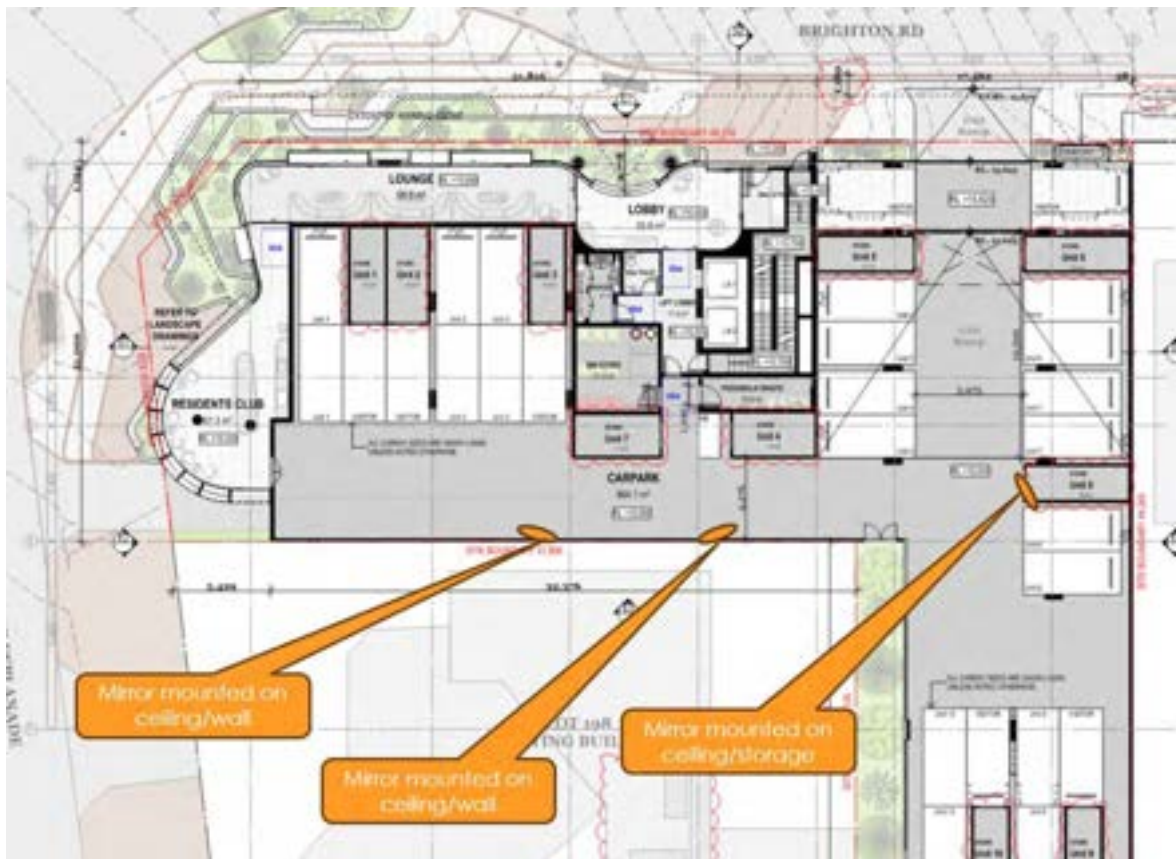
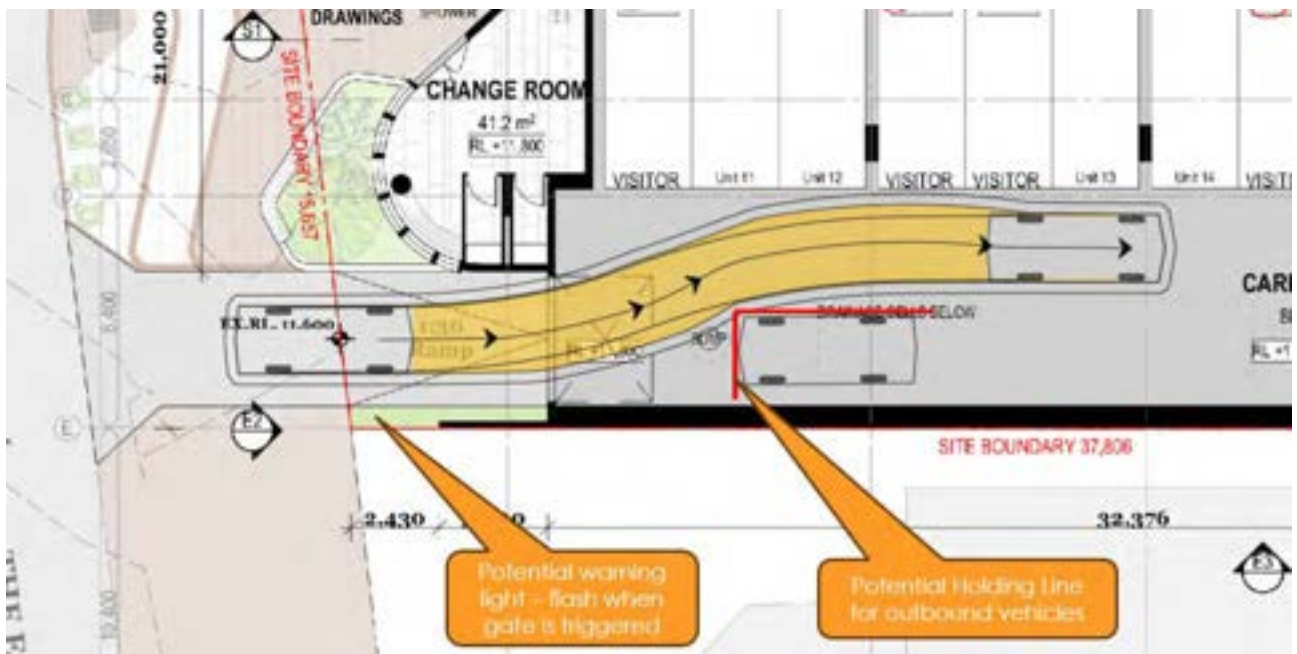


Figure 2-4 Indicative Parking Management and Holding Line - LGF



3. Risk Assessment - Visitor Parking outside of Secured Gate

Within the RFI and during the meeting, the City raised concerns regarding the two proposed visitor parking bays located outside of the secured gate, either side of the Brighton Road driveway. The concerns raised by the City include:

1. Lack of visibility
2. Non-compliance with AS2890.1 requirements
3. Non-lane correct movements while exiting the visitor bays
4. Visitor bays not accessible while a vehicle is queueing within the driveway
5. While visitor bay is being used, (access or egress), inbound vehicle may have to wait on Brighton Road

During the meeting, it was acknowledged that due to the very low traffic generation and movement expected at the Brighton Road driveway, the risk of congestion due to the concerns raised by City is negligible. Stantec has prepared a risk assessment to demonstrate the low risk of the concerns.

3.1 Existing Traffic Volume on Brighton Road, west of West Coast Highway

The existing traffic data on Brighton Road along site frontage has been obtained from the traffic count data of the Brighton Road / West Coast Highway intersection available on the *Main Roads WA Traffic Map*. The following summarises the traffic volume along Brighton Road fronting the Site access.

4 th May 2023	Eastbound	Westbound
AM Peak (7:45-8:45am)	280 vph	113 vph
PM Peak (4:30-5:30pm)	378 vph	204 vph
Daily	4,794 vpd	2,150 vpd

Based on the data, PM peak has been selected to ensure a robust assessment is completed.

3.2 Low Traffic generation and use of visitor bays

The visitor bays are generally used during the day between the typical AM and PM peak, or during the evening, after the typical PM Peak. Therefore, the peak use of visitor bays does not generally coincide with the typical peak periods of the residential traffic.

Additionally, the Brighton Road access will only serve 20 residential bays (10 units) and 5 visitor bays. Based on the traffic generation rates for typical residential development, 10 dwellings are expected to generate up to 8 vehicle trips in the peak hour, 3 of which will likely be outbound and 5 inbound during the PM peak (when inbound trips are expected to be higher). This translates to approximately 1 inbound trip per 12 minutes on average, suggesting a very low chance of conflict even if visitor bays are used during the peak hours. Therefore, the risk of an inbound vehicle having to wait on Brighton Road due to any obstruction within the driveway is expected to be very low.

Although highly unlikely, during a very rare occasion when an inbound vehicle approaches the driveway as a visitor is already reversing out of the bays, the inbound driver would be required to wait on Brighton Road and yield to the exiting vehicle before proceeding to enter the Site. As a single exiting manoeuvre could be achieved by both visitor parking bays, the duration of a vehicle exiting from a visitor parking bay is likely to be approximately 15 seconds. A vehicle waiting on Brighton Road for up to 15 seconds is highly unlikely to result in any adverse impact on Brighton Road traffic, especially when the vehicles are generally travelling at a very low speed during the peak periods when vehicles queue back from the car park along The Esplanade.

3.3 Permeable Screening

The screening provided for the visitor car parking bays outside of the secured car park will be visually permeable. With sufficient permeable screening provided for the visitor bays, visitor vehicles exiting the bays will be able to observe any incoming vehicles before beginning to reverse. According to the road traffic code, any vehicle reversing should give-way to all other traffic. Therefore, the visitor will typically wait for the inbound vehicle to enter the site, before proceeding to exit the visitor parking bay.

3.4 Assessment Scenarios

Based on the historical traffic data, the traffic volume on Brighton Road and traffic generated by the Site during the PM peak could be translated to:

Eastbound: 6.3 vehicles/min; or 1 vehicle per 9.5 seconds

Westbound: 3.4 vehicles/min; or 1 vehicle per 17.6 seconds

It should be noted that vehicles queueing along the westbound lane of Brighton Road is more critical than the eastbound lane, due to the presence of an upstream signalised intersection (West Coast Highway - approximately 65m east of the access).

Therefore, the assessment will focus on the risk of vehicles queueing on the westbound lane. As part of this assessment, the following scenarios have been assessed against:

1.	One visitor exiting, vehicle(s) queueing on Brighton Road (WB) (<20 second)
2.	Two visitors exiting, vehicle(s) queueing on Brighton Road (WB) (<40 seconds)
3.	Two visitors and one residential (behind the gate) exiting simultaneously, vehicle(s) queueing on Brighton Road (<60 seconds)
4.	More than 5 vehicles (including visitor parking manoeuvres) exiting the site, vehicle(s) queueing on Brighton Road (>1 minutes)

It should be noted that having both visitor bays exiting at the same time (Scenario 2 and 3) while a vehicle is waiting on Brighton Road is highly unlikely. It is likely that the vehicle queueing on Brighton Road will yield to the first visitor vehicle exiting the driveway and will then proceed to entering the Site. The second visitor vehicle will then have to yield to the entering traffic, before proceeding to exit the parking bay. Therefore, the likelihood of these scenarios could be considered very rare.

3.5 Risk Matrix

Austrroads' Guide to *Road Safety Part 6: Road Safety Audit* provides a framework for the identification and ranking of risk within a road safety paradigm. This approach factors in the frequency or probability of a risk event occurring and the severity of the consequences of the event to calculate the resulting level of risk. A treatment approach based on the resulting level of risk is also provided. It must be noted that this process is not a scientific system and relies on the use of professional judgement by appropriately experienced road safety practitioners.

Table 3-1 Likelihood

Frequency	Description
Almost certain	Once per 12 minutes
Likely	Once per hour
Possible	Once per day
Unlikely	Once per week
Rare	Once per month

Instead of assessing the traffic safety based on severity of crashes, this assessment has modified the "crash severity" table to demonstrate the consequences in the metric of congestion and queue.

Table 3-2 Consequences

Consequences	Description
Serious	<10 vehicles queueing on Brighton Road (WB), resulting in queue overspill onto Brighton Road / West Coast Highway signalised intersection
Moderate	Five vehicles queueing on Brighton Road (WB), blocking driveways of adjacent properties for more than 1 minutes
Minor	Two vehicles queueing on Brighton Road (WB), blocking driveways of adjacent properties for less than 1 minute
Insignificant	One vehicle queueing on Brighton Road (WB)

Table 3-3 Risk Level

		Consequences			
Risk Level		Insignificant	Minor	Moderate	Serious
Likelihood	Almost Certain	Low	Low	Medium	High
	Likely	Low	Low	Medium	High
	Possible	Negligible	Low	Low	Medium
	Unlikely	Negligible	Negligible	Low	Medium
	Rare	Negligible	Negligible	Negligible	Low

Table 3-4 Risk Level Assessment

Scenarios	Likelihood	Consequences	Risk Level
One visitor exiting, vehicle(s) queueing on Brighton Road (<20 second)	Likely	Insignificant	Low
Two visitors exiting, vehicle(s) queueing on Brighton Road (<40 seconds)	Unlikely	Minor	Negligible
Two visitors and one residential (behind the gate) exiting simultaneously, vehicle(s) queueing on Brighton Road (<60 seconds)	Rare	Minor	Negligible
More than 5 vehicles (including visitor parking manoeuvres) exiting the site, vehicle(s) queueing on Brighton Road (>1 minutes)	Rare	Moderate	Negligible

As demonstrated in the Risk Matrix, the visitor parking bays proposed outside of the secured gate on Brighton Road access are unlikely to result in any significant congestion, with the risk level situated between negligible and low. This is mainly due to the low expected traffic generation of the Site, combined with the moderate existing traffic volume of Brighton Road.

It is noted that the additional sites along The Esplanade, south of the Site may be redeveloped in the future, which may increase the traffic volume along Brighton Road. Should the volume on Brighton Road be doubled during the peak period, the Risk Level would still be low.

As the traffic generation of the Site will remain unchanged, the likelihood of multiple vehicles having to exit or enter the Site simultaneously is highly unlikely.

Notwithstanding the short time a waste truck would be located servicing the bins at the site, should a driver wish to overtake the waste truck, drivers queueing behind the waste truck would be able to observe the oncoming vehicle over the bend to ensure the opposing lane is clear to overtake (See **Figure 4-2**). As The Esplanade is cul-de-sac-ed to the south, the northbound vehicle volume would be relatively low with ample safe overtaking opportunities.

Figure 4-2 Overtaking Sightline



4.2 Pedestrian Sightline

The CoS raised concerns with potential waste truck obstructing pedestrians sight lines, while crossing the Esplanade at the northwest corner of the Site. As the waste collection will only occur on the eastern side of The Esplanade (south bound carriageway Site), the only likely pedestrian sightline obstruction will occur at the crossing located immediately south of the Esplanade lower car park and only of traffic heading southbound into the no through road section of the Esplanade. Pedestrians at this crossing will still have an unobstructed sightline to the south, from both sides of the crossing.

When the bins are being collected, the waste truck will obstruct the southbound lane periodically (around 60 seconds maximum). This obstruction would be similar to a bus at a bus stop, where pedestrians would be expected to wait the short period before the road clears allowing safe crossing. The infrequency of waste collection and short time period of obstruction would result in an unnoticeable reduction in level of serving for the majority of users at the crossing.



Attachment 6f. Applicant's Environmental Acoustic Report -
State Planning Policy 5.4, prepared by Gabriels Hearne
Farrell, received 30 November 2023

ENVIRONMENTAL ACOUSTIC REPORT

**STATE PLANNING POLICY 5.4
194 THE ESPLANADE APARTMENTS**

27th November 2023 – Rev B



For

GARY DEMPSEY DEVELOPMENTS

**PO Box 1104
SCARBOROUGH WA 6019**

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ATTACHMENTS

- APPENDIX A - SoundPLAN Noise Contour Plots (x2)

Report Version	Author	Notes	Date
Initial Report	Michael Ferguson		2 nd November 2023
Rev A	Michael Ferguson	Minor comments	23 rd November 2023
Rev B	Michael Ferguson	Title notification comment	27 th November 2023



Gabriels Hearne Farrell Pty Ltd is a Member Firm of the Association of Australasian Acoustical Consultants. The report author is a full member of the Australian Acoustical Society.

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1. INTRODUCTION

The proposed development consists of a 12 storey residential development, located at 194 The Esplanade, Scarborough. Due to the location of this development in close proximity to West Coast Highway, the local council have requested that an assessment in accordance with the State Planning Policy 5.4 - "Road and Rail Noise" requirements. It should be noted that this policy does not consider any ground vibration as "noise", and may require further consideration beyond the recommendations outlined in this report. However ground vibration noise is typically reserved for development in close proximity to rail lines (i.e. less than 30m).

This report, based on architectural plans and elevations provided by the client on the 29th September 2023, as well as the most recently available Main Roads data and online contour mapping services.



Image 01 – Aerial Imagery of Proposed Residences at 194 The Esplanade, Scarborough

1.1 Qualifications of Consultant

The author of this report, Michael Ferguson, has been working for Gabriels Hearne Farrell Pty Ltd (formerly Gabriels Environmental Design Pty Ltd) since the beginning of 2010. He became a full member of the Australian Acoustical Society on the 22nd March, 2014. GHF is also a Member Firm of the Association of Australasian Acoustical Consultants.

2. DESIGN STANDARDS

2.1 Outdoor Noise Criteria

The State Planning Policy 5.4 - "Road and Rail Noise", establishes criteria in terms of an Outdoor Noise Levels.

Outdoor Noise Level Criteria	
Time of Day	Noise Criteria
Day - 16 Hour (6am to 10pm)	$L_{Aeq}(\text{day}) = 55 \text{ dB}$
Night - 8 Hour (10pm to 6am)	$L_{Aeq}(\text{night}) = 50 \text{ dB}$

Table 01 – SPP 5.4 Outdoor Noise Level Criteria

The above levels are for average external noise levels (L_{Aeq}) measured over the whole of the day or night period. The criteria set out above applies to the emission of road noise as received at a noise sensitive development. It is our understanding that this outdoor criteria is to be met in at least one outdoor space for the development.

2.2 Indoor Noise Criteria

In terms of indoor noise levels, the SPP quotes the acceptable levels for residential buildings as:

- L_{Aeq} (day) 40 dB(A) in living and work areas, and
- L_{Aeq} (night) 35 dB(A) in bedrooms.

For all other non-residential noise sensitive areas of a development, acceptable indoor noise levels are to meet the recommended design sound levels in Table 1 of Australian Standard AS/NZS 2107:2016 "Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors".

3. NOISE LEVEL MEASUREMENTS

3.1 Measurement Instrumentation

Noise measurements were carried out using a NATA calibrated Cirrus Sound Level Meter, Calibrated 24th May 2023. The equipment was field calibrated before and after measurement and found to be within acceptable tolerances.

The microphone was fitted with a standard 90mm windsock and was set up on the roof of the existing residence. As can be seen in the photos below this location had noticeably screening of the Highway, and as such some local traffic noise is still present in the overall measurements. That being said, the monitoring still provide useful information about the long term day / night average noise levels. The microphone was set up at a height of approximately 1m above the roof of the existing house.



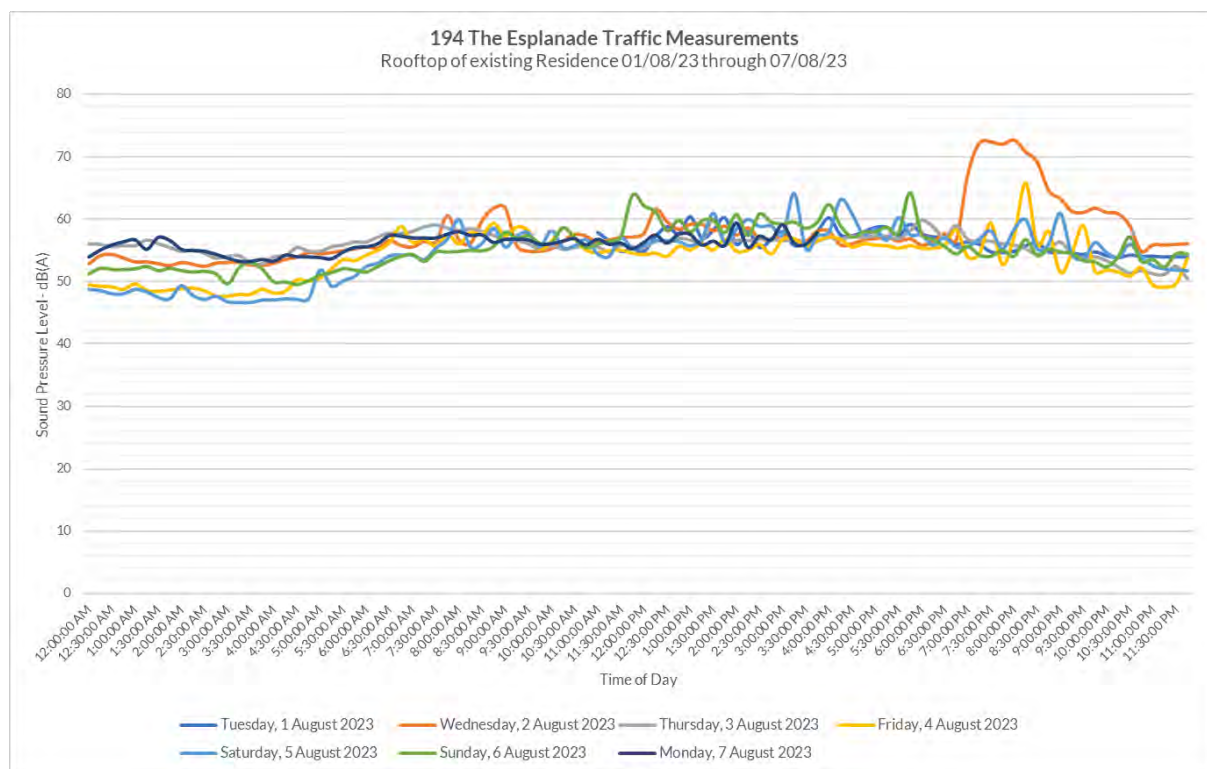
Image 02 / 03 – Location of Long Term Monitoring

Additional hand held measurements were also undertaken at a height of approximately 1.2m above ground level, located on the nearby vacant site directly adjacent West Coast Highway. Both measurement locations were used in the calibration of the project acoustic modelling.

3.2 Ambient Noise level Monitoring

The ambient noise level was monitored on the site between the 1st August and the 7th August. The purpose of this logging was to measure the average noise level of the traffic at a known position and distance from the road reserve. Further hand held acoustic measurements were undertaken on the 31st October. This monitoring was then used to calibrate a three dimensional acoustic model for further analysis across the site.

The results of the monitoring can be seen in the following graph on the following page.



Graph 01 - On-Site Long Term Noise Level Monitoring

The average noise levels obtained from this graph are summarised in the following table:

AVERAGE NOISE LEVEL SUMMARY - AT LOGGER POSITION								
	01/08	02/08	03/08	04/08	05/08	06/08	07/08	Average*
Day	57	63	57	57	58	58	57	57
Night	48	55	55	50	50	52	54	53

Table 02 - Calculated Noise Level Averages

*Note in accordance with the Policy, the average noise levels in the above calculations excludes weekends, incomplete data, and inclement weather.

It can be seen in the above results that the average noise level between the daytime and night time averages differs by less than 5 dB(A). Therefore the night time measurements have been used going forward, as compliance with the night time criteria will also achieve compliance with the day time criteria (which is only 5 dB higher, compared to the 4 dB difference noted above).

In accordance with the SPP 5.4 Guidelines an allowance for the increase in future traffic volumes must also be taken into account. Therefore based on the predicted increase in traffic volume to approximately 40,600 vehicles, the future noise levels are as follows:

- L_{Aeq} (day) Existing Residence 58 dB(A)
- L_{Aeq} (night) Existing Residence 54 dB(A)

The relevant frequency information (relative to the monitoring position), interpolated from the on-site noise level measurements are as follows:

Calculated Noise Level Spectrums								
	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	L_{Aeq}
L_{Aeq} (day)	63	61	59	56	53	49	41	58
L_{Aeq} (night)	64	56	53	51	49	45	37	54

Table 03 - Calculated Noise Level Measurements

Based on the above noise levels a detailed acoustic assessment of the potential noise intrusion is required.

3.3 Notification on Title

Further to above mentioned assessment, the policy under Section 5.7 provides the following information regarding notifications on titles where noise levels are above target levels:

"If the measures outlined previously cannot practicably achieve the target noise levels for new noise-sensitive developments, this should be notified on the certificate of title.

Notifications on certificates of title and/or advice to prospective purchasers advising of the potential noise impacts from major road and rail corridors can be effective in warning people who are sensitive to the potential impacts of transport noise....

Notification should be provided to prospective purchasers and be required as a condition of subdivision (including strata subdivision) for the purposes of noise sensitive development as well as planning approval involving noise-sensitive development, where noise levels are forecast or estimated to exceed the target outdoor noise criteria, regardless of proposed noise attenuation measures. The requirement for notification as a condition of subdivision and the land area over which the notification requirement applies, should be identified in the noise management plan in accordance with the guidelines."

It should be noted that based on the modelling results, the notification is only required for apartments with an Eastern facing façade, from Level 4 (inclusive) and above. Levels below this fall below the maximum noise criteria set out in Section 2.1 of this report.

4. CALCULATIONS AND RESULTS

4.1 Noise Modelling Procedure

Acoustic modelling of the traffic noise from the nearby major roads was undertaken of the proposed development, using SoundPLAN 9.0 software with the CoRTN (Calculation of Road Traffic Noise) algorithm. The modelling was conducted in accordance with the Implementation Guidelines for SPP 5.4, which includes consideration of the traffic volumes and mix, type of road surface, vehicle speed, road gradient, ground absorption, and the effect of shielding from ground topography and intervening structures such as buildings, fences etc. (i.e. 3D modelling).

4.1.1 Project Site

Ground topography was taken from a combination of the site survey supplied and the gradients extracted from the City of Stirling's online mapping system. Surrounding building heights were input from known data and information measured from online services.

4.1.2 Vehicle Emission Heights

In accordance with the modelling procedure, the road noise source was split up into 3 different vehicle noise emission heights with the following criteria:

- Standard Vehicles 0.5m above ground level
- Heavy Vehicles (engine) 1.5m above ground level -0.8 dB(A)
- Heavy Vehicles (exhaust) 3.6m above ground level -8.0 dB(A)

4.1.3 Road Surface Material

The surface material of a road has an impact upon the predicted noise level at the building façade. The adjustments typically applied for differing road surfaces are as follows:

Adjustments for Road Surface							
	14mm Chip Seal	10mm Chip Seal	5mm Chip Seal	Dense Graded Asphalt	Novachip	Stone Mastic Asphalt	Open Graded Asphalt
Adjustment - dB(A)	+ 3.5	+ 2.5	+ 1.5	0	- 0.2	- 1.5	- 2.5

Table 04 - Typical Road Surface Corrections

It should be noted that whilst the above corrections are important for the modelling of new roads, however with West Coast Highway being an existing road there is no correction made to the SoundPLAN input regarding the road surface. Instead the model is calibrated to the existing site noise levels as per the

following 'Calibration of Acoustic Model' section of this report (which therefore takes into account the existing road surface). We have not been advised of any changes proposed to the road surface, nor do we expect any future resurfacing to be selected as a noisier material.

4.1.4 Traffic Data

Mainroads WA were contacted for traffic volume counts and predictions (Scott Hazebroek, Transport Modelling Analyst, received 01/08/2023). The traffic volumes accounted for in the acoustic model are as follows:

Traffic Volumes				
	Year	Traffic Volume	% Heavy Vehicles	Speed
Current	2021	31,500	7 %	60 km/h
Future	2041	40,600	7 %	60 km/h

Table 05 - Mainroads Traffic Data

4.1.5 Calibration of Acoustic Model

The three dimensional parameters were input into the acoustic modelling, including the existing surrounding buildings where applicable. This model was then run using the current traffic volumes and percentage of heavy vehicles i.e. approximately 31,500 vehicles per day and 7% heavy vehicles. The road noise sources within the acoustic model were then adjusted to reflect the measured noise level information at the calibration position. During this process allowances were made for noise present on nearby local roads.

Once the model was calibrated to the existing traffic noise conditions, the model was then adjusted to include the proposed development, as well as increase the traffic volumes to allow for future predicted levels i.e. the traffic volumes were increased accordingly to approximately 40,600 vehicles. The results of this modelling can be seen in the image below:



Image 04 - SoundPLAN Results for Traffic Modelling

Allowing for future traffic development, the predicted noise levels (worst case height) are approximately:

- | | | | | | |
|----------------|--------------|----------|----------------|-------------|----------|
| • LAeq (night) | North Façade | 48 dB(A) | • LAeq (night) | East Façade | 54 dB(A) |
| • LAeq (night) | South Façade | 51 dB(A) | • LAeq (night) | West Façade | 36 dB(A) |

As per the above measurements, the daytime noise levels are expected to be approximately 4 dB higher.

4.2 Outdoor Living Area

As the predicted noise level is above the SPP 5.4 Limit, practical mitigation measures are to be implemented to achieve the noise criteria of 55 dB(A) within at least one outdoor area.

The main outdoor amenity area is currently located on the eastern side of the development, facing West Coast Highway. However we have also been advised that due to the highly prescriptive planning policies of the Scarborough Precinct, it is likely that the adjacent site will have a three storey podium level constructed with a nil setback to this developments' site. Based on this advice, the adjacent buildings are likely to provide adequate barriers to limit noise levels in the outdoor space to below the target. Providing any additional barriers is unlikely to have any noticeable impact on this area in any practicable way.

Therefore no further action is required for noise control to outdoor areas.

4.3 Indoor Noise Levels

Detailed noise intrusion calculations were undertaken for the proposed development, in particular the bedrooms and main living areas adjacent glazing elements. The building fabric has had the following assumptions in these calculations:

- External walls - Fibre cement cladding / stud frame with insulation / 13mm flush plasterboard
- Spandrel panels - Glass / aluminium backing panel / 64mm stud frame with insulation / 13mm flush plasterboard
- Roof / Ceiling - Concrete slab, min thickness 200mm / insulated suspended PB ceiling

4.3.1 External Glazing

The results of these calculations has predicted that the following glazing elements are required to meet SPP 5.4 minimum internal noise levels:

- **North Façade**
 - All Floors fixed / awning glazing min 6 / 12 / 6 insulated glazing system R_w 32
- **East Façade**
 - All Floors fixed / awning glazing min 6 / 12 / 6 insulated glazing system R_w 32
 - Penthouse Living Sliding doors min 6.38 / 12 / 6 insulated glazing system R_w 34
- **South Façade**
 - All Floors fixed / awning glazing min 6 / 12 / 6 insulated glazing system R_w 32
- **West Façade**
 - All Floors No specific acoustic requirements

The above represents the minimum requirements to meet the internal noise levels stipulated in the State Planning Policy 5.4. There is no specific acoustic recommendation for the other windows, however 6.38mm glass as a minimum should be considered. This assessment is based upon the currently proposed glazing sizes. If this changes we must be notified such that we can update our calculations accordingly.

It is critical that this glazing is specified as the minimum R_w performances specified above for all doors and windows. These systems must have high quality seals and multi-locking systems where applicable in order to maintain adequate acoustic isolation.

4.3.2 External Doors

External entry doors to be documented as the same glazing outlined above. Should a different glazing system be proposed i.e. single glass instead of thermal double glazing, then the overall R_w performances outlined must be maintained. Advice on this can be provided if required.

Note this is only required for façades that have a specific acoustic requirement i.e. the Western façade has no requirement to control traffic noise intrusion. As above, best practice is still recommended for amenity purposes.

4.4 General Construction Requirements

Upgrading of the sound reduction performance of the external windows to reduce the major environmental noise source (traffic noise), is an important element in the overall control of noise through the building envelope. However, with upgraded glazing, noise transmission through the roof / ceiling system etc., must be considered in order to balance the sound reduction through the building envelope.

4.4.1 Roofing Details

The roof ceiling system (and associated drainage systems / box gutters / eaves etc.) proposed on all floors appears to be concrete slabs with suspended flush plasterboard ceiling. Therefore provided these are adequately sealed there are no further acoustic requirements to control noise intrusion.

4.4.2 Kitchen Exhausts

Permanent vented windows in wet areas, must not be used. Wall mounted exhaust fans may only be used in this proposed development if they are capable of being sealed with appropriate materials. Mechanical exhaust systems should incorporate acoustic attenuation treatment such that the building envelope barrier system is maintained. Exhaust fans will require an internally lined cushion head behind the ceiling grill with at least 1.2m of acoustic flexible ductwork attached to the cushion head. This is likely to require usage of an in-line fan.

4.4.3 Air-Conditioning

In implementing the above requirements, mechanical ventilation or air-conditioning must ensure that windows can remain closed in order to achieve the indoor noise standards.

In all habitable rooms to be air-conditioned we recommend the use of reverse cycle air-conditioner with inverter type condensing units. Evaporative cooling systems are not recommended as these require windows to be open to operate.

5. CONCLUSION

An assessment in accordance with the requirements of the State Planning Policy SPP 5.4 has been carried out for the proposed residential development at 194 The Esplanade, Scarborough.

Noise level measurements indicate the average ambient noise levels on the site due to traffic noise exceeds the Noise criteria for the daytime and night time period, particularly at the upper floor receiver positions.

A detailed acoustic assessment of the noise intrusion potential has been undertaken and with the use of the glazing in high quality residential frames as specified in Section 4.3.1 of this report, compliance with the SPP 5.4 internal noise levels is achieved. Practicable acoustic mitigation strategies for outdoor living areas have been recommended in Section 4.2 of this report.

If you have any queries regarding this information please call the undersigned on 9474 5966.

Regards,

Michael Ferguson

Associate Director B.IntArch(Hons) M.A.A.S.



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194 THE ESPLANADE

SCARBOROUGH, WA



PEDESTRIAN WIND ASSESSMENT
PROJECT # 2401091
NOVEMBER 23, 2023

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DOCUMENT CONTROL



Version	Status	Date	Prepared By	Reviewed By
A	Initial	23/11/2023	AMC	HK

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RWDI

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QUALITY ASSURANCE

RWDI Australia Pty Ltd operates a Quality Management System which complies with the requirements of AS/NZS ISO 9001:2015. This management system has been externally certified by SAI Global and Licence No. QEC 13457 has been issued for the following scope: The provision of consultancy services in acoustic engineering, air quality and wind engineering; and the sale, service, support and installation of acoustic monitoring and related systems and technologies.



1. INTRODUCTION



RWDI Australia Pty Ltd (RWDI) was retained to undertake a pedestrian wind assessment of the proposed development located at 194 The Esplanade in Scarborough, Perth. The development site is located along the west coast of Perth and is bound by The Esplanade to the west, Brighton Road to the north and neighbouring buildings in other directions. The location of the site within its broader existing surrounding context is shown in Image 1.

The proposed development is a mid-rise 12-storey residential building with a Residents Club located on the ground level. The proposed building has a curvilinear planform with residential balconies facing the beach (Image 2). The key outdoor pedestrian accessible areas of interest associated with the development include the open public spaces on the ground level, pedestrian footpaths around the site, the entrance to the building, and the amenity spaces on ground and upper levels.



Image 1: Aerial View of the Existing Site and Surroundings

Source: Nearmap



Image 2: 3D Model of the Proposed Development

2. METHODOLOGY



Predicting wind speeds and occurrence frequencies around a building is a complex process and involves the combined assessment of building geometry, orientation, position and height of surrounding buildings, upstream terrain and the local wind climate. Over the years, RWDI has conducted thousands of wind-tunnel model studies and CFD assessments on pedestrian wind conditions around buildings, yielding a broad knowledge base of potential flow behaviour. This knowledge and experience, together with literature, allows for a reliable, consistent and efficient desktop estimation of pedestrian wind conditions without wind-tunnel testing or detailed CFD studies.

This qualitative approach provides a screening-level estimation of potential wind conditions and offers conceptual wind control measures to improve wind comfort, where deemed necessary. In order to quantify and confirm the predicted conditions or to refine any of the suggested conceptual wind control measures, physical scale model tests in a boundary-layer wind tunnel would be required.

RWDI's assessment is based on the following:

- A review of the regional long-term meteorological data;
- DA Architectural Drawings received by RWDI in Nov 2023.
- Wind-tunnel studies, CFD simulations, and desktop assessments undertaken by the microclimate team for projects in the region;
- Our engineering judgement, experience, and expert knowledge of wind flows around buildings^{1, 2}; and,
- RWDI Criteria for pedestrian wind comfort.

Note that other microclimate issues such as those relating to cladding and structural wind loads, door operability, building air quality, noise, vibration, etc. are not part of the scope of this assessment.

-
1. H. Wu and F. Kriksic (2012). "Designing for Pedestrian Comfort in Response to Local Climate", *Journal of Wind Engineering and Industrial Aerodynamics*, vol.104-106, pp.397-407.
 2. C.J. Williams, H. Wu, W.F. Waechter and H.A. Baker (1999), "Experience with Remedial Solutions to Control Pedestrian Wind Problems", 10th International Conference on Wind Engineering, Copenhagen, Denmark.

3. METEOROLOGICAL DATA

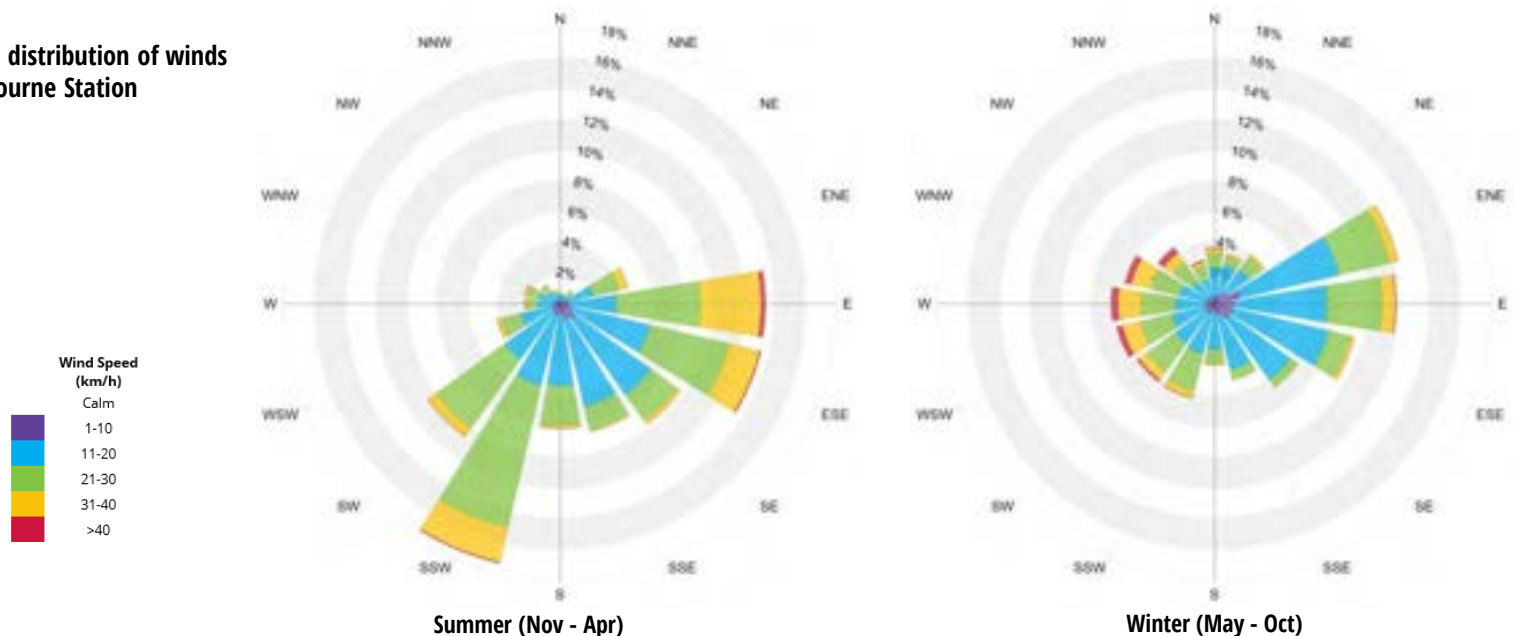


The project site is located closer to the western coast of Perth. Therefore, wind climate data acquired from Swanbourne Station rather than from Perth International Airport is more representative of the site wind climate. Wind statistics recorded at Swanbourne Station were analysed between 2000 and 2021 (inclusive) for the summer (Nov-Apr) and winter (May-Oct) seasons. Image 3 graphically depicts the directional distributions of wind frequencies and speeds recorded at the station.

The general directionality of the wind is similar to that observed from Perth International Airport. However, winds from the

northeast are less frequent near the coast. The easterly inland winds are also noted to be less severe as these traverse over the suburban terrain of Perth before reaching the coastline. However, strong coastal winds from the west during the winters are common and can have a significant influence on the overall outdoor wind and thermal comfort. Winds from the south-east are more frequent during the summers and would generally be welcomed from a thermal comfort standpoint. Strong winds occur more commonly during the winters and are primarily from the western quadrant. These are also frequent from the south-west and eastern sectors during the summers.

Image 3: Directional distribution of winds approaching Swanbourne Station (2000 to 2021)



4. RWDI PEDESTRIAN WIND CRITERIA



4.1 Safety Criterion

Pedestrian safety is associated with excessive gusts that can adversely affect a pedestrian's balance and footing. If strong winds, greater than 83 km/h (23m/s) occur more than 0.1% of the time or 9 hours per year, the wind conditions are considered severe and can impact the footing of individuals using the space. These generally coincide with areas of high wind activity noted in the report.

4.2 Pedestrian Comfort Criteria

The RWDI pedestrian wind comfort criteria, depicted in Image 4, are used in the current study. These criteria, developed by RWDI through research and consulting since 1974, are based on gust-equivalent mean wind speeds that combine the impact of mean winds and gusts on pedestrian comfort. Widely accepted by municipal authorities, building designers, and the global city planning community, these criteria offer a comprehensive framework for evaluating pedestrian comfort.

The wind comfort levels are categorised based on typical/intended pedestrian activity and are expressed in terms of their suitability for various levels of human activity. The categorisation is based on conservative wind speeds; higher the activity level, higher the wind speed one can typically tolerate while engaged in the activity. Wind conditions are assessed at a

typical pedestrian chest height and are considered suitable for the intended use of the space if the associated winds are expected for at least 80% of the time. These criteria for wind forces represent average wind tolerance and can be subjective with regional differences in wind climate and thermal conditions as well as variations in age, health, clothing, etc. also impacting and individual's perception of the wind climate. Wind control measures are typically required at locations where the occurrence frequencies of wind speeds exceed the threshold values for specific pedestrian activities.

Sitting ≤ 10 km/h			Calm or light breezes desired for outdoor seating areas where one can read a paper without having it blown away
Standing ≤ 14 km/h			Gentle breezes suitable for main building entrances, bus stops and locations where pedestrians may linger (private and communal terraces)
Strolling ≤ 17 km/h			Moderate winds that would be appropriate for strolling along a downtown street, plaza or park and where the objective is not to linger
Walking ≤ 20 km/h			High Winds that can be tolerated if one's objective is to walk, run or cycle without lingering - Also suitable for certain sporting activities
Uncomfortable > 20 km/h			None of comfort categories above are met - Represents conditions that might be dangerous to the elderly and children and are of a considerable discomfort to others

Image 4: RWDI Pedestrian Wind Comfort Criteria

5. RESULTS AND DISCUSSION



5.1 General Wind Flow around Buildings

In our discussion of wind conditions on and around the proposed development, reference may be made to the following generalised wind flows (see Image 5). If these building / wind combinations occur for prevailing winds, there is a greater potential for increased wind activity and uncomfortable or potentially unsafe conditions. Design details such as setting back a tower from the edges of a podium for a prevailing wind direction, deep canopies close to ground level, wind screens / tall trees with dense landscaping, etc. can help reduce high wind activity. The choice and effectiveness of these measures would depend on the exposure and orientation of the site with respect to the prevailing wind directions and the size and massing of the proposed buildings.

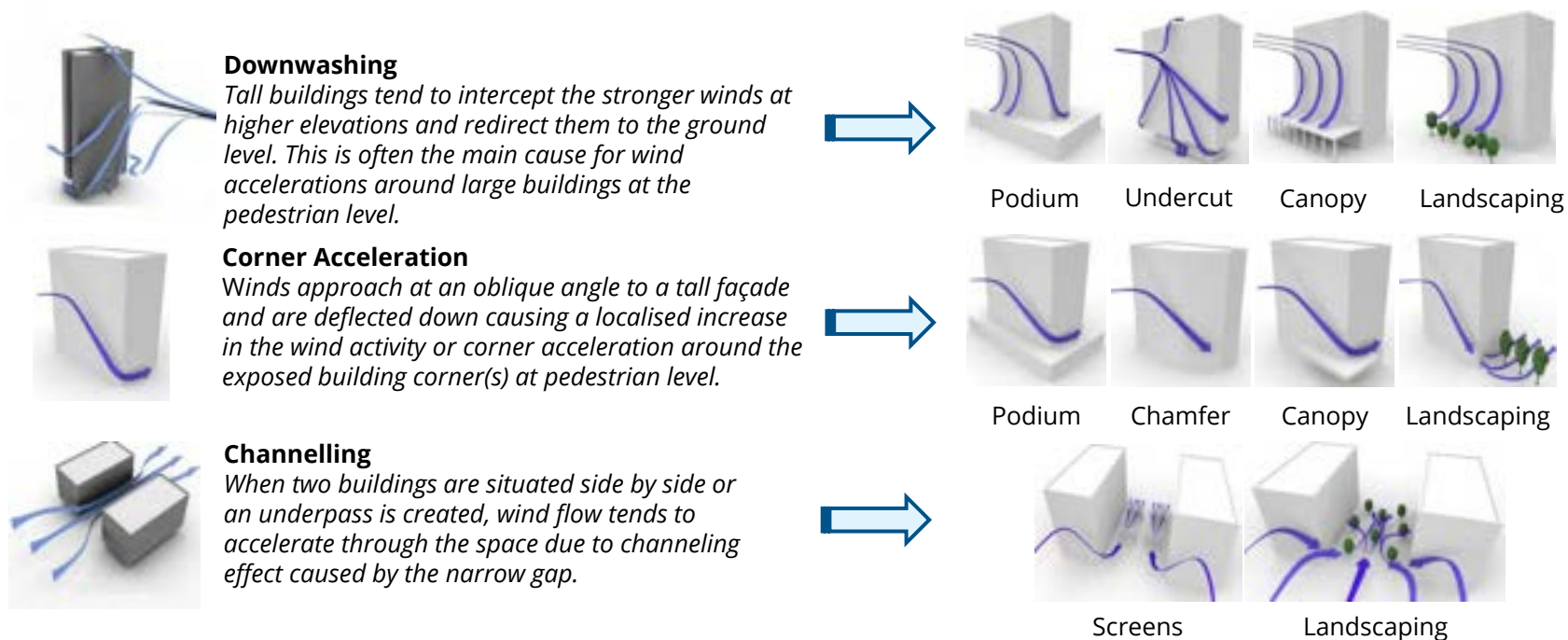


Image 5: General Wind Flow around Buildings with Examples of Common Wind Measures

5. RESULTS AND DISCUSSION



5.2 Site Exposure and Existing Site Conditions

The exposure of the site to the regional prevailing winds is indicated in Image 6. The existing site is currently occupied by a low-rise residential building that is similar in height compared to the other immediate surrounding buildings. Therefore, the existing building on site is likely to have little impact on the local wind microclimate.

The key driver of the surrounding wind environment is likely to be the neighbouring mid-rise 2 Brighton Road building and the overall alignment / topography of the surrounding streets. The 2 Brighton building includes a deep setback along the western aspect which is likely to reduce the strength of the westerly coastal winds on the ground level. However, the building is likely to redirect these winds towards the intersection of Brighton / West Coast with the relative increase in the topography of Brighton likely to add to the overall impact. The building is also likely to capture and redirect the southwesterly winds and lead to heightened wind speeds at the corner of Brighton Road and West Coast Highway. The relative alignment of the east winds with Brighton Road is also like to lead to channelling winds along the street corridor. Therefore, the wind conditions along Brighton Road are likely to be comfortable for active strolling to walking use with uncomfortable conditions expected in and around the building corners at the intersection of Brighton Road and West Coast Highway.

Similarly, areas along The Esplanade are also exposed to direct westerly winds during winters and the southwesterly winds during the summers. Wind conditions along street are likely to be comfortable for active strolling to walking use throughout the year.

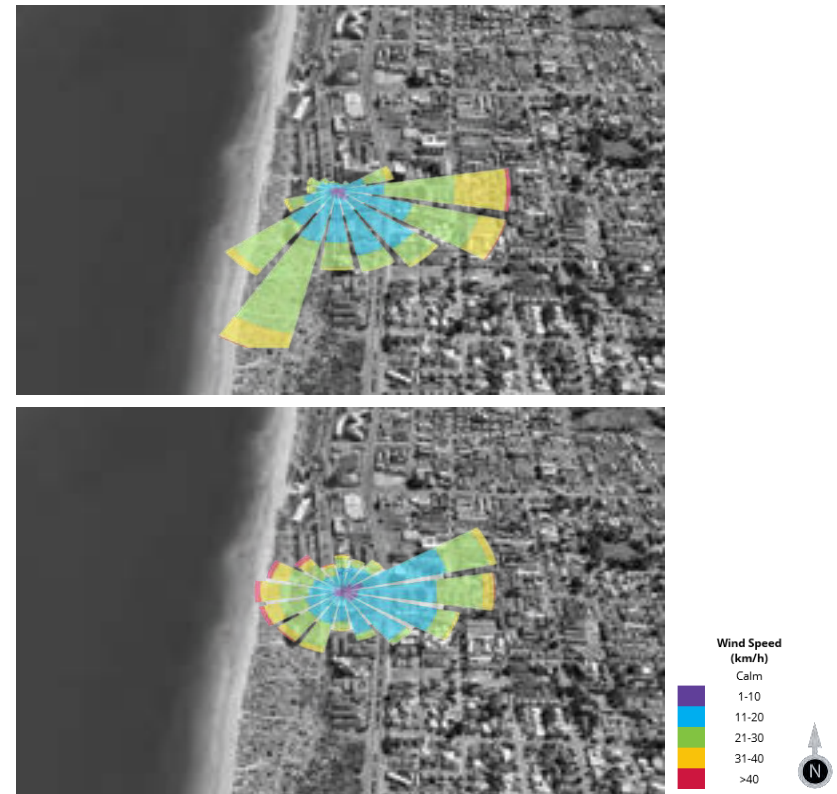


Image 6: Exposure of Site to Regional Prevailing Winds

Top: Summer | Bottom: Winter

5. RESULTS AND DISCUSSION



5.3 Proposed Site Conditions

The proposed development integrates several strategic design elements aimed at effectively managing the influence of winds in the vicinity, as evidenced in Image 7. These measures encompass an articulated building structure featuring substantial setbacks and awnings strategically positioned to counter the prevailing winds. Moreover, the curvilinear design of the tower is likely to mitigate the effects of strong westerly winds by minimising potential downwash.

Additionally, the main entrance situated along Brighton Road, employ full-height screens in the vicinity of the entrance. This provides protection from the westerly winds and allows individuals transitioning from controlled indoor environments ample space to acclimatise to outdoor conditions.

To optimise comfort within areas such as the southwest corner balconies, the penthouse balcony, and the ground-level Residents Club, impermeable screening has been implemented. This measure effectively buffers regional winds ensuring a consistently comfortable environment throughout the year. Moreover, the balconies on the northwest corner as well as the penthouse employ full-height sliding screening offering adaptable protection that can be deployed as necessary. Over time, residents typically tend to familiarise themselves with the usability of their balconies based on the seasonal weather conditions and can use the screens to improve the usability of their balconies.

The design also incorporates strategic multi-layered landscaping at the intersection of Brighton Road and The Esplanade. This is anticipated to effectively reduce the direct impact of westerly winds originating from the coast, as well as mitigate the influence of southwest and eastward regional winds. However, due to the persistent exposure to winds, the conditions at this corner are expected to be suitable primarily for active strolling use rather than extended stationary use. Consequently, it is advised to relocate any seating areas away from this particular corner.

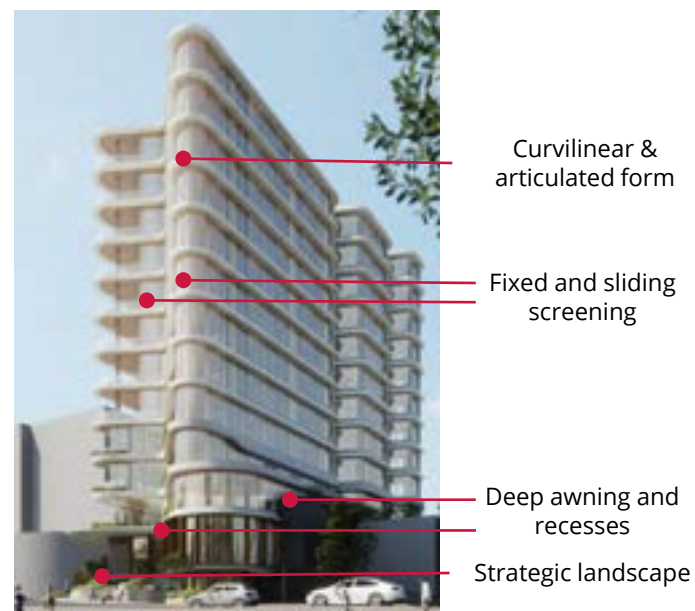


Image 7: Wind Responsive Design Features

5. RESULTS AND DISCUSSION



5.3 Proposed Site Conditions (contd.)

The Level 1 communal terrace and the private balcony 2 of Apartment 101 are anticipated to experience heightened wind effects. Specifically, southwest winds redirected by the tower itself and northwest winds influenced by the upwind 2 Brighton Road building are expected to impact these outdoor areas. Consequently, the conditions within these spaces may vary from being suitable for active use to potentially uncomfortable. Moreover, the introduction of the future Lot 7 building to the east of the development has the potential to exacerbate wind conditions, potentially exceeding the wind safety criteria.

While the proposed landscape features will serve as a buffer against winds, additional design considerations are noted below to improve sustained comfort in these areas going forward:

- Taller perimeter screening to the north and introduce privacy screening along the southern perimeter of Balcony 2 on Level 1. The incorporation of a localised canopy or trellis structure is also likely to assist with conditions.

- The proposed landscape to the south of the communal space, at the base of the tower, should be densely foliating with overlapping canopies. This strategic arrangement aims to minimise the effects of downwash resulting from southwest winds and will assist in mitigating the winds accelerating under the tower. Alternatively, deploying a localised canopy or trellis can effectively reduce the impact of winds redirected by the tower towards the communal space.

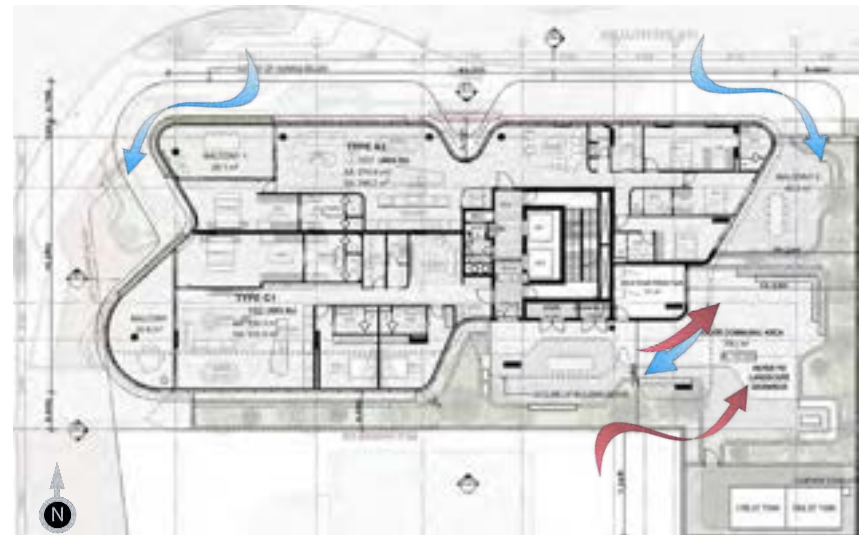


Image 8: Expected Wind Interactions due to SW (Red) and NW (Blue) Winds

6. SUMMARY



Wind conditions on and around the proposed development located at 194 The Esplanade in Scarborough, Perth are discussed in this report. The qualitative assessment is based on the review of local wind climate and the current design of the proposed development. The impact of the surrounding buildings and the local land topography has also been considered. The assessment is based on our experience with wind tunnel testing and CFD analysis of similar buildings within the region.

Conceptual wind flows around the proposed precinct are discussed in the report for the prevailing wind directions to identify key wind sensitive areas. Design advice in the form of conceptual mitigation measures and built-form response are also presented, where necessary. It is to be noted that the mitigation options discussed in this report are based on the assumptions and flow activity noted here. These can be refined further through wind tunnel testing once the design and programming of the precinct has advanced further.

7. APPLICABILITY OF ASSESSMENT



The assessment discussed in this report pertains to the proposed development in accordance with the drawings and information received in November 2023. In the event of any significant changes to the design, construction or operation of the building or addition of surroundings in the future, RWDI could provide an assessment of their impact on the wind conditions discussed in this report. It is the responsibility of others to contact RWDI to initiate this process.

Statement of Limitations

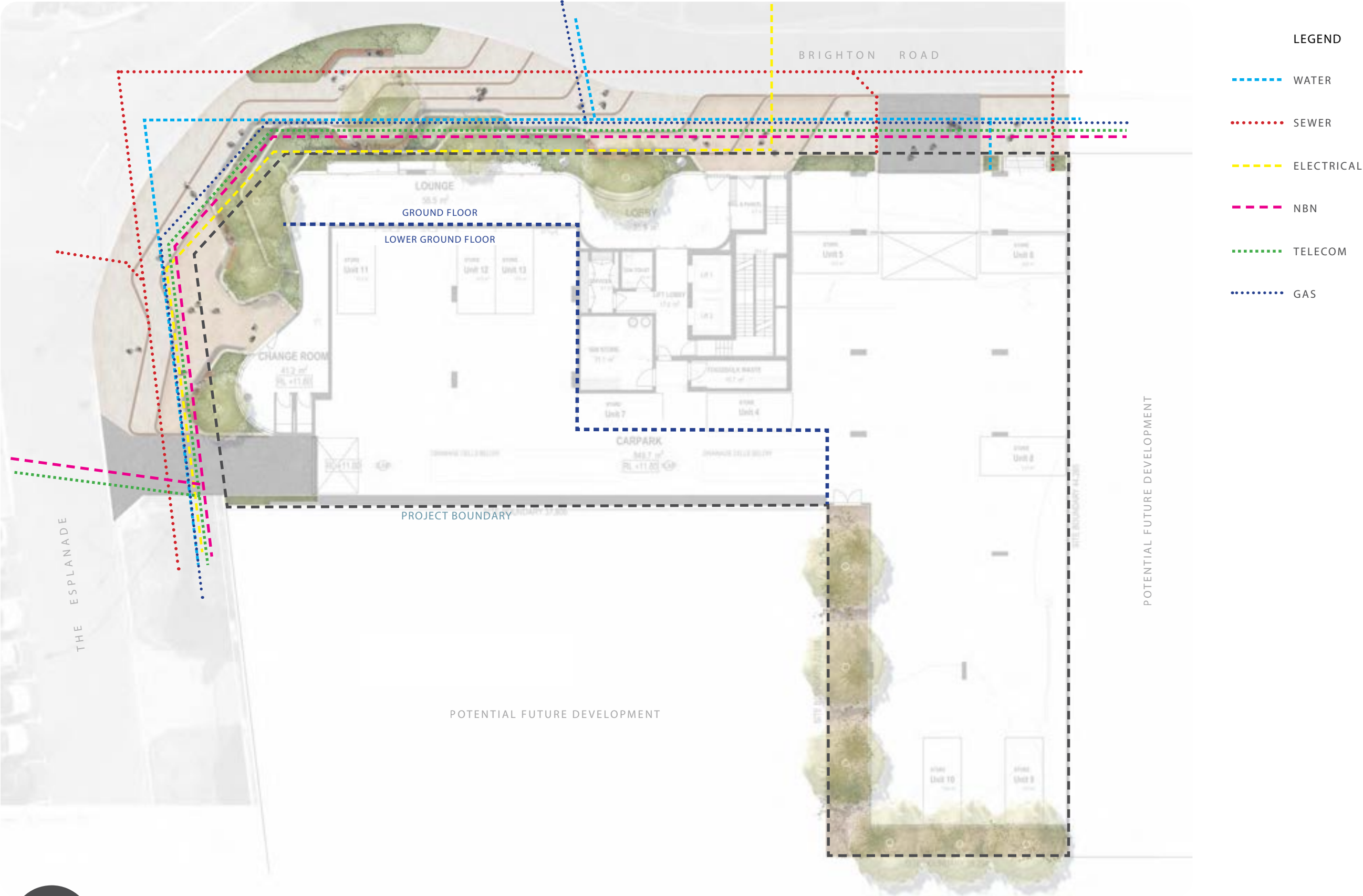
This report entitled '*194 The Esplanade Pedestrian Wind Assessment*', dated 23 November 2023, was prepared by RWDI Australia Pty Ltd ("RWDI"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this report have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilise the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this report carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.

services overlay

Attachment 6h. Applicant's Verge Services Plan, received 30 November 2023



LANDSCAPE ARCHITECTS
LEVEL 1 278 RAILWAY PARADE WEST LEEDERVILLE 6007
T: (08) 9388 9566 E: mail@plane.com.au

194 THE ESPLANADE / LANDSCAPE CONCEPT
PREPARED FOR DKO ARCHITECTS
NOVEMBER 2023

C1.1023
REV B
1:250 @ A3



Attachment 6i. Applicant's Affordable Housing Provision Justification. received 7 December 2023

PS ref: 7944

7 December 2023

City of Stirling
PO Box 1533
Osborne Park WA 6916

Attention: Karina Bowater – Senior Planning Officer

Dear Karina,

APPLICATION FOR DEVELOPMENT APPROVAL – PROPOSED MULTIPLE DWELLING DEVELOPMENT SUPPLEMENTARY SUBMISSION – AFFORDABLE HOUSING PROVISION LOT 3 (194) THE ESPLANADE AND LOT 4 (5) BRIGHTON ROAD, SCARBOROUGH

Planning Solutions acts on behalf of Gary Dempsey Developments, the proponent of the proposed multiple dwelling development at Lot 3 (194) The Esplanade and Lot 4 (5) Brighton Road, Scarborough (**subject site**).

We refer to the City of Stirling (**City**) request for further information (**RFI**) received via letter on 27 October 2023 and the subsequent response provided by Planning Solutions on 30 November 2023.

The submission noted a separate response would be provided regarding the Scarborough Redevelopment Policy 9: Affordable and Diverse Housing (**DP9**) following receipt of additional information from Development WA. The City's query is as follows:

The following variations are proposed to Scarborough Development Policy 4: Affordable and Diverse Housing:

- *Four (4) apartments are required to be single or two bedroom. Nil are proposed to be less than three (3) bedroom.*
- *Two (2) apartments are required to be affordable. Nil are proposed to be affordable.*
- *A range of affordable dwelling types and sizes has not been provided.*
- *Affordable dwellings have not been integrated into the development.*
- *Affordable dwellings have not been designed to the same standard and level of detail as other housing in the development.*

The proposed variations do not meet the applicable policy objectives and are unable to be supported. Amended plans and additional information are required which provide affordable dwellings in the development.

APPLICANT RESPONSE

DP9 details requirements for affordable and diverse housing in residential developments. DP9 applies to development that include 20 or more dwellings. The proposed development provides 21 dwellings (2 above the threshold).

The proposed development seeks a variation to the performance standards of DP9, providing an alternate dwelling mix with no affordable dwellings. In assessing the variation, the City must consider the objectives of DP9, which are:

- *To support the growth of sustainable communities across the redevelopment area by facilitating housing affordability, diversity and choice.*



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Planning Solutions (Australia) Pty Ltd

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

Audit of Development WA approvals

To gain a more granular understanding of the approvals granted by Development WA we requested data on these approvals from them. **Table 01** below documents the key elements of these developments based on the information provided.

Table 01: Summary of Development WA approvals with affordable housing

Development Address	Number of bedrooms per dwelling					Affordable dwellings	% of affordable dwellings	Variation above the maximum bonus height
	Studio	1-bed	2-bed	3-bed	4-bed			
194 West Coast Highway and 9 Manning Street	4	73	69	29	0	21	12.0	6 and 4
22 - 26 Brighton Road	2	22	62	17	0	12	11.7	6
291 West Coast Highway	0	12	30	30	4	12	15.8	5
242 West Coast Highway	0	133	136	33	0	36	11.9	11
Lot 500 Reserve Street	0	69	100	66	0	35	14.9	5 and 5
2 Filburn Street	0	3	16	2	0	3	14.3	1
171 West Coast Highway	0	18	41	40	0	15	15.2	0
10 Scarborough Beach Road, 206 West Coast Highway and 45 Filburn Street	16	92	117	85	14	37	11.4	25 and 15
20 Hastings Street	0	23	13	2	1	6	15.4	1
Total	22	445	584	304	19	177		
Total number of dwellings								1,374
Percentage of affordable dwellings								12.9%

The key findings, relevant to the issue of housing diversity and affordability are as follows:

- The majority of approved developments within the Scarborough precinct provide smaller 1 and 2-bed dwellings. Only three development approvals provide any 4-bedroom dwellings. Of the 1,374 dwellings approved only 1.4% are proposed to be 4-bedroom dwellings.
- Approximately 13% of all dwellings approved were classified as affordable dwellings, meaning the precinct is currently on track to deliver affordable housing within the 10 – 15% band.
- With the exception to one development, all the developments approved by Development WA (as documented above) were granted a height bonus above the maximum bonus provided for by the planning framework. Anecdotally, this would suggest additional building height to achieve additional dwelling yield is required to viably deliver affordable housing.

Housing Diversity

In considering the objectives of DP9, the proposed development is considered to align with the objectives as follows:

- The development is designed in response to an existing market gap within the Scarborough locality, being the provision of larger three and four bed multiple dwellings. The majority of housing in Scarborough is made up of single houses or townhouses/terraces, representing 84% of all housing stock. The remaining 16% within Scarborough are apartments, 1,227 in total (Source: 2021 ABS census data).
- According to the 2021 census data, there were only 7 four-bedroom apartments in the whole locality of Scarborough, which represents less than 1% of that housing typology for apartments (refer **figure 01**). This clearly identifies a significant gap in the market for this type of product. Furthermore, only 18% of all apartments are 3-bedroom in size.

AUSTRALIAN BUREAU OF STATISTICS 2021 Census of Population and Housing
Scarborough (505021092) 5 sq Kms

G41 DWELLING STRUCTURE BY NUMBER OF BEDROOMS
Count of occupied private dwellings(a)

[List of tables](#)

[Find out more:](#)

[Dwelling structure](#)

[Number of bedrooms in private dwelling](#)

	Number of bedrooms								Total
	None (includes studio apartments or bedsitters)	One bedroom	Two bedrooms	Three bedrooms	Four bedrooms	Five bedrooms	Six bedrooms or more	Not stated	
Separate house	0	13	251	1,548	797	99	14	32	2,752
Semi-detached, row or terrace house, townhouse etc. with:									
One storey	0	70	1,021	1,028	46	0	0	26	2,193
Two or more storeys	0	29	298	895	194	9	0	17	1,434
Total	0	95	1,314	1,922	240	10	3	42	3,627
Flat or apartment:									
In a one or two storey block	3	100	366	39	0	0	0	11	529
In a three storey block	0	51	159	9	0	0	0	3	224
In a four to eight storey block	0	53	150	102	0	0	0	5	314
In a nine or more storey block	0	30	42	78	6	0	0	0	159
Attached to a house	0	0	0	0	0	0	0	0	0
Total	3	245	722	227	7	0	0	21	1,227
Other dwelling	0	0	0	0	0	0	0	0	0
Dwelling structure not stated	0	3	0	5	0	0	0	7	8
Total	3	360	2,287	3,708	1,042	108	16	102	7,622

Figure 01: Extract from 2021 ABS census data

- Whilst DP9 is targeted at providing diversity by enforcing a minimum number of single bedroom apartments if fails to recognise a lack of supply (and diversity) of larger apartment sizes (3 and 4-bedroom apartments).
- This size apartment can accommodate families and downsizers who are accustomed to a large home but aren't ready to completely downsize their living space.

Considering the above data, the proposed development, which delivers 3 and 4-bedroom apartments, achieves the first two objectives of the policy.

Housing Affordability

The last two dot points can to some extent be read in conjunction with the overarching measurable objective which is to achieve a target of 10 – 15% affordable housing across the redevelopment area.

Affordable housing tracking within the target band

As noted in **table 01**, the current trend of approvals is delivering almost 13% affordable housing, well within the policy objective band of 10 – 15% precinct wide.

The policy settings aren't working/viable

Given the nature of approvals granted to date (as supplied by Development WA), the majority of proposals have required Development WA to approve building heights above the maximum to deliver financially viable projects. Based on this evidence, it appears that additional height above the maximum is being awarded to allow the affordable housing requirement to be achieved.

It is our opinion that Development WA's willingness to grant these height variations above the maximum is an indication the affordable housing policy settings are failing. If they were correctly calibrated, additional height and yield would not be needed to achieve a viable project.

Furthermore, and as a matter of planning principal, Development WA has taken an inconsistent approach to applying its policies. On one hand it has been willing to be flexible on building height (above the maximum) but retained a rigid and slavish approach to the affordable housing requirements.

Another way of looking at this issue is that the proponent is asking for discretion to be applied to the affordable housing requirement based on it not seeking any variation to building height above the maximum. The opposite has been almost universally true.

In the case of this development, the proponent has deliberately sought to keep within the maximum building height, however, adherence to the maximum building height means there is no capacity within the development model to accommodate 2 affordable dwellings.

As noted in our DA report, the proposed development only just triggers the requirements of the DP9 as it is a low yield development, unlike the other Development WA approvals. Higher yield developments (with height variations) allow the cost and impact of affordable housing to be amortised across the development, making them more viable. Given the lack of diversity in the redevelopment area for large family apartments, the proponents attempt to address this (through a low yield, premium family focused development of larger apartments) is disincentivised by the policy as it is only just triggered.

Nexus

In the context of this development there appears to be a tenuous nexus between a development that is 2 dwellings above the threshold to require affordable housing, and the requirement to then provide 2 affordable dwellings which, in effect drops the development below the policy requirement, if these dwellings weren't provided. The result is:

- An unviable project that won't be built (at 19 dwellings).
- A missed opportunity to deliver 21 larger dwellings that will attract families and downsizers, adding to the diversity of residents in the development area.

How do large apartments support people experiencing housing stress

Large apartments, particularly 4-bedroom types, occupied by 'downsizers' provide an opportunity for adult children to live with their parents for longer periods of time. According to recent media reports¹ regarding the ABS census data, including analysis conducted by the Federal Government's Australian Institute of Family Studies (AIFS), more adult children are living at home (refer **figure 02**). Since the 2016 census, there has been a 17% increase in the 25 to 34 age cohort living at home. One of the reasons cited for this trend is the cost of living, including housing affordability.

There are several trickle-down benefits created by this type of housing that assist in addressing housing affordability. These include:

- Down-sizers exiting their large family homes increases the supply of housing typically attractive to younger families wanting dwellings with yard space to meet their needs. Young families entering this market usually sell their current smaller affordable home, freeing up that stock to other buyers in the market.
- Down-sizers, selling their large family home unlocks significant amounts of equity from this asset. This allows them to downsize to an apartment (if desired) whilst increasing their financial stability.
- Large apartments allow adult children to 'move with their parents' or move back if they can't afford to buy or rent a home or are under housing stress and need to relieve that pressure.

¹ ABC News article; 30 Aug 2022

https://www.abc.net.au/news/2022-08-30/young-australians-living-at-home-with-parents-multigenerational/101336868?utm_campaign=abc_news_web&utm_content=link&utm_medium=content_shared&utm_source=abc_news_web

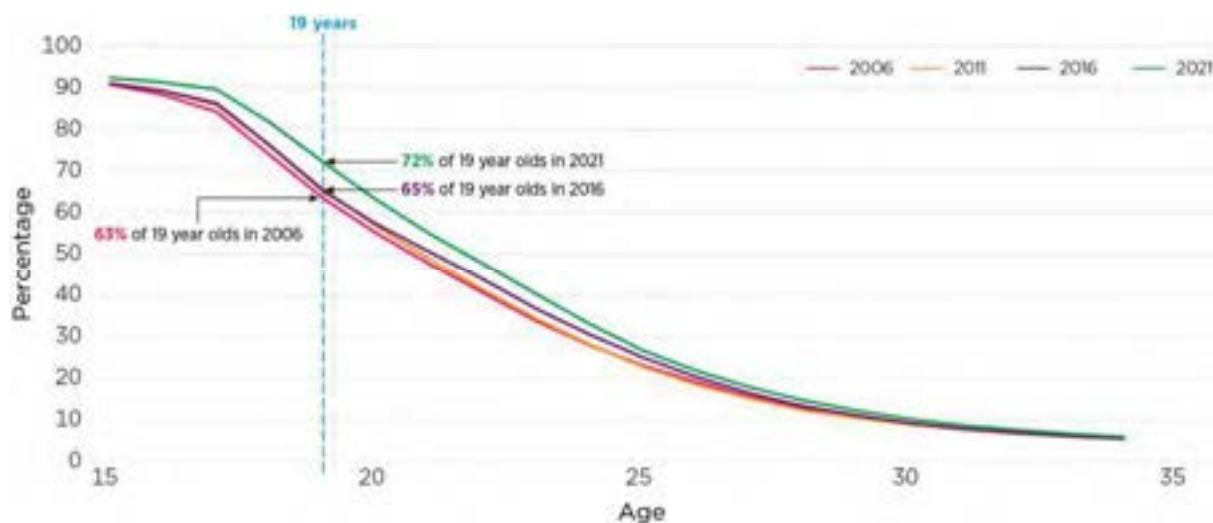


Figure 02: Numbers of young people living with parents longer continue to increase (Percentage living with parents, by age, 2006–21) (source: AIFS, ABS censuses)

Suitability of the current policy settings

Schedule 13 of Local Planning Scheme 3 (LPS3) outlines the Vision for the Scarborough Special Control Area (SCA) and includes clause 1.2 Delivering the Vision, which states in part:

The Scarborough Special Control Area provisions is designed to provide opportunities for renewal, growth and innovation that can respond to changing environmental, economic and social trends and challenges.
[emphasis added]

DP9 was adopted in September 2016, 3 years before a global pandemic. The impacts of the pandemic continue to endure, affecting the viability and delivery of housing. As noted in the Economic Report provided in support of the original DA submission, DP9 has failed to respond to changing economic impacts.

Consequently, DP9 may not be fit for purpose in the current, or foreseeable, economic climate for this type of development (low yield, large format apartments). Given LPS3 (a higher order statutory document) contemplates a responsive planning framework, the requirements of DP9 should be considered only where applicable and appropriate, in response to changing market and economic conditions.

CONCLUSION

The proposed development adds to the much-needed supply of accessible housing for intergenerational living and downsizing, whilst providing opportunities for adult children experiencing housing stress to co-habit with their parents. Given the analysis and details of our submission we consider there are strong grounds to vary the requirements of DP9 to not require any affordable dwellings.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,

TAYNE EVERSHED
DIRECTOR

City of Stirling
01 Sep 2023
RECEIVED

SUBJECT

State Planning Policy 7.0

Design of the Built Environment- Design Principles

Detailed Design Statement

ATTENTION

Planning Department
City of Stirling

DATE

15.08.2023

Dear Sir/Madam

Re: DETAILED DESIGN STATEMENT- 194 The Esplanade, Scarborough

1. CONTEXT AND CHARACTER*Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

- DKO has undertaken a detailed site and context analysis and the project responds to the surrounding context and character by being sympathetic to the surrounding context through its scale, materiality and form.
- The organic design language corresponds to the surrounding context and the essence of beach lifestyle. The built form elevates the prominent intersection between Brighton Road and The Esplanade, serving as a distinctive character of the neighbourhood and contributes to a sense of place.

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

- The Ground Floor landscape design incorporates fluid form paving pattern and decorative banding inspired by the forms and spaces created by water movement (waves and ripples of the Scarborough Beach). The landscaping incorporates mix of hard and soft landscape treatments that are integrated with the proposed built form and materiality of the proposed tower.
- The Ground Floor landscape design features terracing garden bed planting with integrated seating and public parklet with integrated seating for small group gathering and promote site activation.
- The development seeks to exceed the required landscape provision for deep soil area as defined in SDG through generously scaled landscape areas, allowing significant rootable deep soil areas on structure.
- High quality design of communal open spaces and excellent amenity for future residents and visitors.
- Integration of external elements for functional spaces that are available for use at varying times of the year.

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 development proposed shifting of mass to the corner of the site to bookmark the prominent corner of Brighton Road and The Esplanade.

- The built form corresponds to the existing adjoining building and approved site, as well as future equitable developments through careful consideration of scale and setbacks, as well as retention of site view assets through the removal of dog leg mass.
- The overall built form provides a larger setback to the Southern boundary to achieve at least a minimum of 12m tower separation for visual privacy.
- The built form features multiple building break to enhance architectural articulation and reduce visual building bulk.
- The site can accommodate an 8-storey mass including the dog leg, although we are proposing a 12-storey development with design excellence and avoids building the dog leg zone to allow for view corridors towards the ocean for the adjacent future equitable development on Brighton Road.

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.

- We have endeavored to provide a high-quality product that meets the needs of locals in the area through a careful selection of material palette that is honest, robust, durable and sustainable.
- The development features a roof services cover to conceal services from the street and adjacent sites, as well as adding interest to the overall mass and built form.
- The proposed development promotes a beach side lifestyle through incorporating outdoor shower, change rooms and surfboard storage.

5. SUSTAINABILITY

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

- We are committed to achieve 5 Star Green Star Building Targets (or equivalent) through self-certification.
- We aim to use industry leading products and design practices to achieve a high level of environmentally sustainable design through incorporating high performance insulation, natural ventilation, solar orientation and shading.
- Solar panels are provided on the roof, and EV Charging stations for each units in the carpark.

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.

- Strategically orientating apartments to enable living areas and habitable spaces to have access to natural light, sunlight, and ocean views.
- Providing 100% of the units with cross ventilation to ensure all dwellings are naturally ventilated.
- Providing a generous communal outdoor and indoor spaces on Ground Floor and Level 1 Podium that offers multiple use of space such as private dining, indoor and outdoor lounge, outdoor barbeque, pizza oven, fire pit, and 'Common Green Space' that provides flexibility to the future use of this space by residents.
- Providing an outdoor shower on Lower Ground Floor with change rooms that leads into a secured bike and surfboard store to cater for beach lifestyle.

7. LEGIBILITY

Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.

- The Ground Floor paving features ‘Doormat’ paving in front of the main entry points to enhance legibility and wayfinding.
- The main pedestrian entrance on Brighton Road features an articulated entry portal to further enhance legibility and wayfinding.
- Well considered internal access and legibility through inclusion of open and visible communal space and limited dwelling numbers per level to allow direct access from lobbies to dwellings.

8. SAFETY

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

- The development has two secured vehicle entry points, and two secured pedestrian entry points – one of each on Brighton Road and The Esplanade.
- The development offers an activated street frontages with operable glazing to provide passive surveillance from internal lobbies, public realm and dwellings to both Brighton Road and The Esplanade.
- Enabling passive surveillance from the apartments and their balconies onto Brighton Road and The Esplanade.

9. COMMUNITY

Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.

- The apartment typologies are design to be flexible for future proofing as it caters for multiple types of occupants such as intergenerational living/family members, young families, established couples as well as catering for aging in place.
- The development offers 100% Silver Level according to the Livable Housing Australia with potential opportunities to upgrade to Gold Level.
- The design allows for a public art wall for the benefit of the community on the prominent corner of Brighton Road and The Esplanade.

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 has been architecturally designed into the present and future context of Scarborough.
- The material palette is carefully selected to respond to the current context of the site and the active beach side lifestyle.
- The horizontal curved mass to the built form is influenced by the organic ocean life forms in Scarborough, which creates a modern architectural style on site.
- The streetscape materiality features warmer tones palette and creates a continuous streetscape ribbon to provide warmth, street activation, as well as visual interest.



We trust the above address the State Planning Policy 7.0. Should you have any further queries, please do not hesitate to contact us.

Yours sincerely,

DKO architecture (WA) Pty Ltd.
per:

Cassandra Putri
Architect

Transport Impact Statement

Proposed Residential Development –
194 The Esplanade, Scarborough

CW1200841_300304832

Revision B

09 August 2023

Prepared for:

Gary Dempsey Developments Pty Ltd

Prepared by:

Stantec Australia Pty Ltd



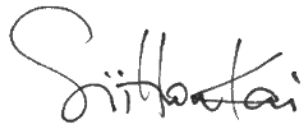
Proposed Residential Development – 194 The Esplanade, Scarborough

Revision	DATE	Description	Author	Reviewed by	Approved by
A	27/07/2023	For Issue	SC/BS	SJL	RJC
B	09/08/2023	Minor Update	BS	SJL	RJC



Proposed Residential Development – 194 The Esplanade, Scarborough

This document entitled Proposed Residential Development – 194 The Esplanade, Scarborough was prepared by Stantec Australia Pty Ltd (“Stantec”) for the account of Gary Dempsey Developments Pty Ltd (the “Client”). Any reliance on this document by any third party is strictly prohibited. The material in it reflects Stantec’s professional judgment in light of the scope, schedule, and other limitations stated in the document and the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify the information supplied to it by others. Any use that a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.



Prepared by _____
(signature)

Brian Sii



Reviewed by _____
(signature)

Scott Lambie



Approved by _____
(signature)

Ray Cook



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1.0 INTRODUCTION

1.1 BACKGROUND

Stantec has been commissioned by Gary Dempsey Developments Pty Ltd ('the Client') to undertake a Transport Impact Statement for a Proposed Residential Development located at 194 The Esplanade, Scarborough (the 'Site').

This report aims to assess the impact of the development on the adjacent road network. The report will focus on access, public transport, pedestrian and cycle networks, circulation, and car parking requirements.

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

1.2 SITE LOCATION

The proposed residential development is located at 194 The Esplanade, Scarborough within the City of Stirling, as shown in **Figure 1-1**. The Site is located approximately 15km Northwest of Perth CBD.



Proposed Residential Development – 194 The Esplanade, Scarborough

Figure 1-1 Site Location



Source: Metromap (base map)



2.0 EXISTING SITUATION

2.1 SITE CONTEXT

Currently, the subject Site is currently occupied by a by a single residential dwelling, bounded by Brighton Road and The Esplanade as shown in **Figure 2-1**. The subject Site is located within one of Perth's major tourist attraction areas along the coastal area.

Figure 2-1 Aerial Overview of the Site



Source: Metromap (base map)

2.2 EXISTING LAND USES

According to the *City of Stirling's Local Planning Scheme No. 3*, the subject Site is within the Scarborough Redevelopment Area which is under the jurisdiction of the City of Stirling. **Figure 2-2** illustrates that the Site is situated within the 'Beach Front Precinct' of the DevWA *Scarborough Master Plan*, adjacent to 'Gateway' and 'Mixed Use' precincts.



Proposed Residential Development – 194 The Esplanade, Scarborough

Figure 2-2 Site Zoning Map



Source: Scarborough Master Plan (2018)



2.3 EXISTING ROAD NETWORK

Road Classifications defined in the Main Roads Functional Hierarchy are as follows:

- > **Primary Distributors (light blue):** Form the regional and inter-regional grid of MRWA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes, and all are National or State roads. They are managed by Main Roads.
- > **Regional Distributors (red):** Roads that are not Primary Distributors, but link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government.
- > **District Distributor A (green):** These carry traffic between industrial, commercial, and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government.
- > **District Distributor B (dark blue):** Perform a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside the adjoining property. These are often older roads with traffic demand more than what was originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- > **Local Distributors (orange):** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by the Local government.
- > **Access Roads (grey):** Provide access to abutting properties with amenity, safety, and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian-friendly. They are managed by the Local government.

The Site is primarily accessible to vehicles via The Esplanade; which has direct access to West Coast Highway via Brighton Road. The subject Site is also situated within a 30kph speed zone. The surrounding road network is further characterised in **Table 2-1**, while **Figure 2-3** shows the hierarchy as per Main Roads WA Road Information Mapping System.



Proposed Residential Development – 194 The Esplanade, Scarborough

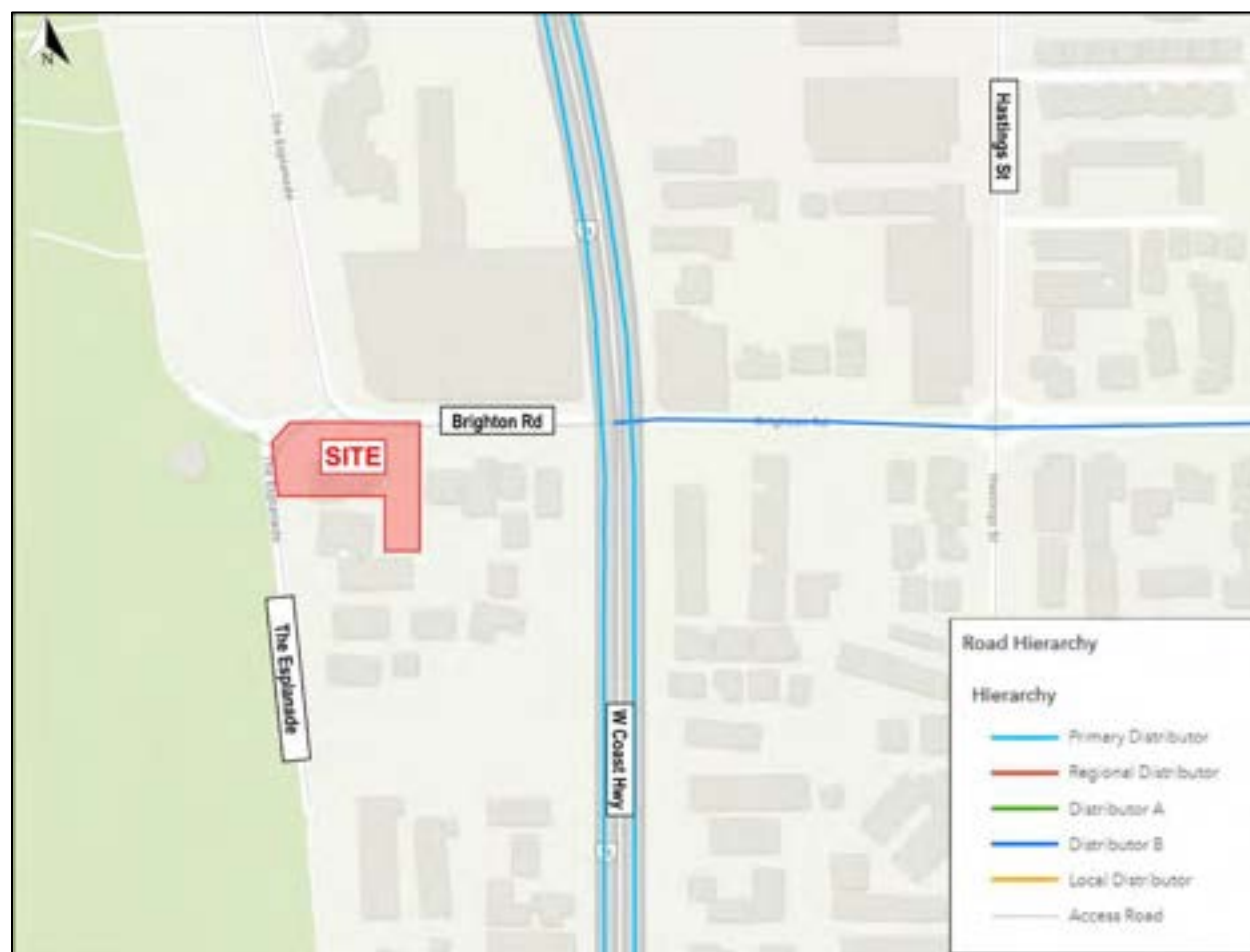
Table 2-1 Characteristics of Existing Road Network

Road Name (Road ID)	Road Hierarchy		Road Characteristics			
	Road Hierarchy	Road Jurisdiction	No. of Lanes	No. of Footpaths	Road Width ^a (m)	Posted Speed (km/h)
The Esplanade (1251027)	Access Road	Local Government	2	1	6.0	30
Brighton Road (1250113)	Access Road / Distributor B	Local Government	2	2	13.5	30 / 50
West Coast Highway (H036)	Primary Distributor	MRWA	4	2	21 (incl. 6m median)	60

^a Sealed carriageway width

Source: MRWA Road Information Mapping System

Figure 2-3 Existing Road Network around the Site



Source: MRWA Road Information Mapping System



2.4 EXISTING TRAFFIC VOLUMES

Existing traffic count data near the Site were extracted from MRWA's Traffic Map database and are summarised in **Table 2-2**.

Table 2-2 Existing Traffic Volumes

Road Name	Source	Year	Average Weekday Daily Traffic Volume (% of Heavy Vehicles)
West Coast Highway <i>South of Scarborough Beach Rd (SLK 17.54) Site 0819</i>	MRWA Traffic Map	2018/2019	32,215 (7.3%)
Brighton Road <i>East of West Coast Hwy (SLK 1.54) Site 3129</i>	MRWA Traffic Map	2020/2021	8,454 (5.7%)

2.5 EXISTING PUBLIC TRANSPORT FACILITIES

The subject Site is accessible via public transport with good public transport services available in the vicinity of the Site. The nearest bus stop to the Site is located along Brighton Road between West Coast Highway and Hastings Street; which is 250m away from the Site. The Scarborough Beach Bus Station is also located approximately 500 metres North of the Site as shown in **Figure 2-4**. The service frequencies of operational bus routes in the nearby bus stops are summarised in **Table 2-3**. In general, public transport access to the Site is relatively good due to the proximity of the Site to existing bus stops and the service routes available at these stops.



Proposed Residential Development – 194 The Esplanade, Scarborough

Figure 2-4 Location of Nearest Bus Stop



Source: Landgate (base map)

Table 2-3 Bus Route Characteristics

Route Number	Route Details	Service Frequencies		
		Weekdays	Saturdays	Sundays / Holidays
410/412	<i>Scarborough Beach Bus Station to Stirling Station</i>	30 minutes	30 minutes	30 minutes
421	<i>Scarborough Beach Bus Station to Stirling Station</i>	30 minutes	60 minutes	60 minutes
422	<i>Scarborough Beach Bus Station to Stirling Station</i>	60 minutes	60 minutes	N/A
990	<i>Perth Bus Port to Scarborough Beach Bus Station</i>	20 minutes	20 minutes	30 minutes

Source: TransPerth Bus Timetables



2.6 EXISTING PEDESTRIAN/CYCLING FACILITIES

The existing road network surrounding the Site has at least one (1) footpath, particularly along The Esplanade as mentioned in **Table 2-1**. Generally, the Site is fairly accessible to pedestrians with the presence of a principal shared path along The Esplanade and the adjoining roads within the existing road network.

As for the cycling network, **Figure 2-5** shows that high-quality shared paths are available along West Coast Highway with wider connections for bicycles further east.

Overall, the Site has good access to pedestrian and cycling facilities, allowing the site to be easily accessible and convenient for active transport users (i.e., cycling and walking).

Figure 2-5 Existing Pedestrian and Cycling Network



Source: WA Department of Transport - Long-Term Cycling Network for Perth (base map)



2.7 CRASH ASSESSMENT

Recorded crashes for the last five years on the existing road network surrounding the Site were extracted from the MRWA database between 2018 and 2022. Results indicate that there were 38 crash incidents within the vicinity of the Site. These crashes are detailed in **Table 2-4 to Table 2-6**. **Figure 2-6** illustrates the location and severity of these crashes.

Figure 2-6 Crash Location and Severity Map



Source: MRWA Crash Reporting Centre



Proposed Residential Development – 194 The Esplanade, Scarborough

Table 2-4 Total Crashes

Type of Crash (RUM Code)	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	-	1	6	-	7
Rear End	-	-	6	4	6	16
Right Turn thru	-	-	1	6	1	8
Sideswipe Same Direction	-	-	-	-	1	1
Non Collision	-	-	-	-	1	1
Unspecified	-	-	-	1	4	5
Total	-	-	8	17	13	38

Table 2-5 Intersection Crashes

Intersection Name	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Brighton Rd - The Esplanade (E)	-	-	-	1	1	2
Brighton Rd - The Esplanade (W)	-	-	-	1	-	1
West Coast Hwy - Brighton Rd	-	-	7	11	9	27
Total	-	-	7	13	10	30

Table 2-6 Midblock Crashes

Road Name	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Brighton Rd	-	-	1	2	1	4
The Esplanade	-	-	-	1	2	3
West Coast Hwy	-	-	-	1	-	1
Total	-	-	1	4	3	8



Proposed Residential Development – 194 The Esplanade, Scarborough

From the conducted assessment, 38 crash incidents were recorded along the surrounding road network; observations are summarised as follows:

- > There were no fatal crashes recorded in the Site's surrounding area;
- > 21% of the recorded incidents required medical attention;
- > 45% of the crashes resulted in major property damage;
- > while 34% resulted in minor property damage;
- > The majority of the crash incidents (71%) occurred at the intersection of Brighton Road and West Coast Highway;
- > Three of the crashes occurred near the intersection of Brighton Road and The Esplanade which resulted in major property damage only.

Due to the nature of Scarborough Beach being a tourist attraction, car parks along The Esplanade are expected to attract high volumes of visitor traffic and drivers who may not be familiar with the road environment. However, due to the low posted speed limit along the surrounding roads, the crash severity is likely to be property damage only when occurred.

As the peak hours of the proposed residential development does not generally coincide with the peak periods of The Esplanade car park, the proposed development is unlikely to have any significant contribution to the future crashes in the surrounding road network.



3.0 CHANGES TO THE SURROUNDING AREA

3.1 CHANGES TO THE ROAD NETWORK

A study was conducted by MRWA to provide local residents, visitors and commuters with a safer and more convenient access route along the West Coast Highway which currently sees a daily traffic volume of almost 40,000 vehicles and is expected to rise to 50,000 vehicles by 2041. As shown in **Figure 3-1**, the following are the key features of the planning study:

- > An underpass for vehicles passing through the intersections of West Coast Highway, Brighton Road, Scarborough Beach Road, and Manning Street;
- > Reduced speed and volume on at-grade roads;
- > Several pedestrian crossings point; and
- > Wider paths, landscaping, and public amenities with minimal additional land impacts

There is no information on the timeframe for implementation of the said plan, but community and stakeholder consultations were concluded in late 2021 and are currently being processed and deliberated by DevelopmentWA.

Figure 3-1 West Coast Highway Road Planning Study



Source: Main Roads Western Australia



3.2 CHANGES TO THE PUBLIC TRANSPORT NETWORK

Stantec has contacted the Public Transport Authority and has been advised that there are no imminent changes to the existing public transport network.

In the long term, the City of Stirling's bold strategic vision for a trackless tram system extending 7km from Glendalough Train Station to Scarborough Beach along Scarborough Beach Road is progressing, with the City currently conducting a feasibility study as part of the first stage of this project. The project will enhance the City's sustainable transport system and reduce vehicular traffic along Scarborough Beach Road which would improve access to the Site and other developments.

The Business case study was completed in June 2022, while the implementation of the plan is unknown at the moment.

3.3 CHANGES TO THE PEDESTRIAN AND CYCLING NETWORK

The City of Stirling has not given any indication of imminent changes to the existing pedestrian and cycling network around the subject Site.



4.0 PROPOSED DEVELOPMENT

4.1 PROPOSED LAND USES

The proposed development is for a multi-storey residential building situated at the corner of The Esplanade and Brighton Road in the Scarborough Beach Area. The development plans for the lower ground and ground floor are shown in **Figure 4-1**; a larger version is provided in **Appendix B**. Details of the proposed development relevant to this report are provided as follows:

- > 20 residential units with 3-4 bedrooms (across levels 1 to 10);
- > 1 penthouse unit (with 4 bedrooms) on level 11;
- > 42 residential car bays;
- > 21 residential bicycle racks (included within storage rooms);
- > 11 gated visitor car parking bays;
- > 2 non-gated visitor car parking bays;
- > 2 motorcycle parking bays; and
- > 7 visitor bicycle racks



Proposed Residential Development – 194 The Esplanade, Scarborough

Figure 4-1 Proposed Development – Lower Ground Floor Plan



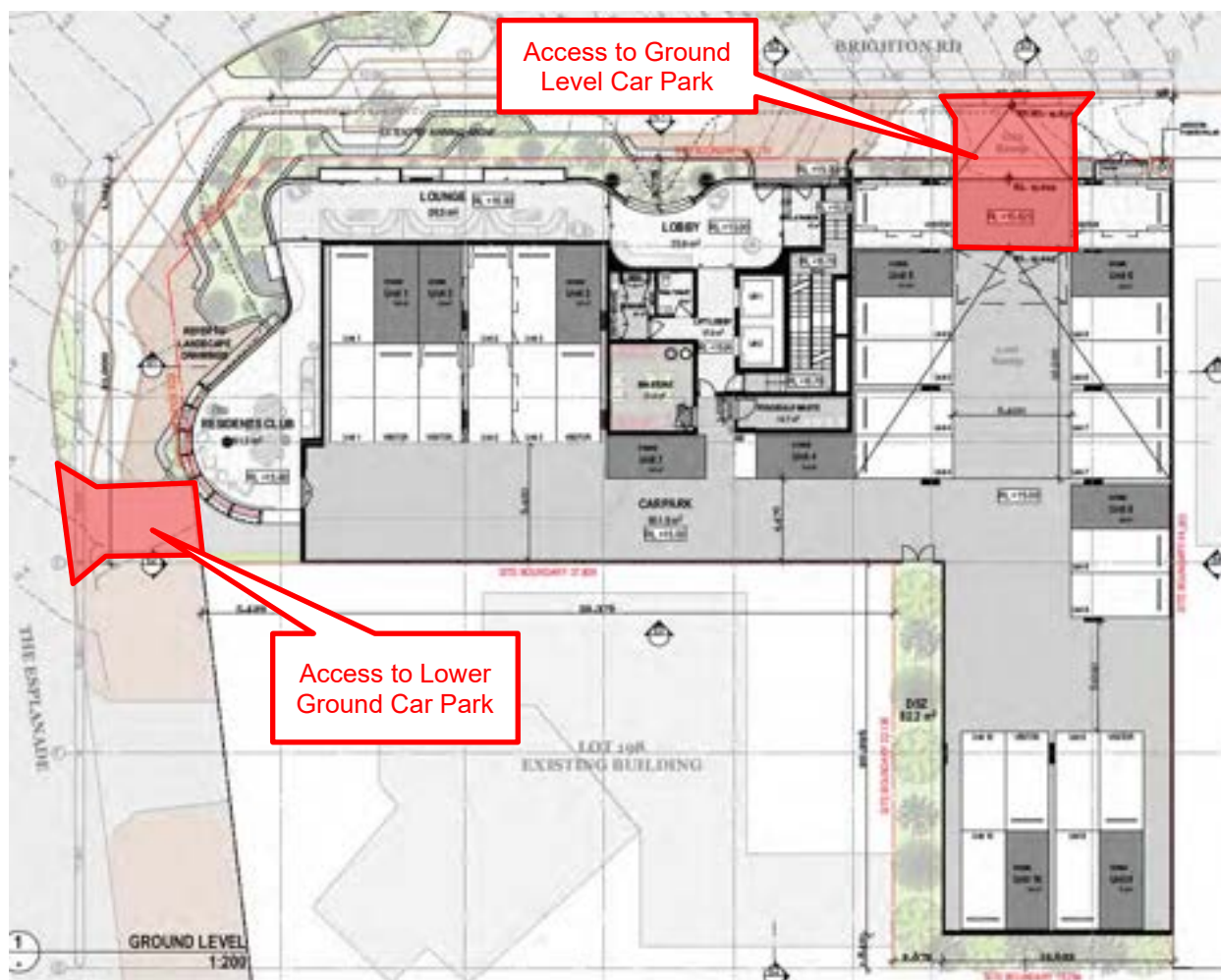
Source: DKO Architecture (WA) Pty Ltd



4.2 ACCESS ARRANGEMENTS

The Site proposes two crossovers for vehicular access as shown in **Figure 4-3**. Access 1 is along The Esplanade to access the lower ground floor parking area while Access 2 is along Brighton Road to reach the ground floor parking area. The main pedestrian access (including residents and visitors) to the proposed development is proposed to be off Brighton Road.

Figure 4-3 Site Access Arrangement



Source: DKO Architecture (WA) Pty Ltd

Both of the accesses are proposed to allow full turning movements. It is noted that a median island is currently located to the west of Access 2 on Brighton Road, which may impact the right-turn movements into the crossover. However, the majority of the traffic accessing the Site is likely to turn left-in and right-out of this Access 2 to get onto West Coast Highway.



4.3 PARKING REQUIREMENTS AND PROVISIONS

4.3.1 Car Parking

The statutory car parking requirements for the proposed development were estimated using car parking provision rates prescribed by the *Scarborough Redevelopment Area Design Guidelines (2016)*. **Table 4-1** shows the car parking requirements and the on-site provision of the proposed development.

Table 4-1 Car Parking Requirements

Land Use	Yield	Minimum Requirements		Maximum Requirements		Provided
Residential Apartments	21	0.75 bays per dwelling	16	1.5 bays per dwelling	32	42
Residential Visitors		0.25 bays per dwelling	5	N/A	--	13
Total						55

Based on the requirements prescribed by the *Scarborough Redevelopment Area Design Guidelines*, the proposed car parking provision of the development meets the minimum parking requirements, while exceeded the maximum parking requirements for residential parking. Although the proposed development does not strictly meet the maximum parking requirements, the 10 additional parking bays are unlikely to generate any significant additional traffic to the surrounding road network.

The residential visitor parking provision satisfy the minimum car parking requirements. However, it is noted that 11 of the visitor car parking bays are located within the secured parking area, behind a gate. Visitors to the site wishing to park within the secured car park will be required to contact the resident for gate access into the car park. These visitors are likely to be expected by residents, and would be ready to provide gate access to avoid any significant delay.

4.3.2 Motorcycle Parking

There are no requirements for motorcycles indicated in the *Scarborough Redevelopment Area Design Guidelines (2016)*. However, the proposed development intends to provide a total of 2 motorcycle bays, one for each parking floor.



4.3.3 Bicycle Parking

Statutory parking requirements for bicycles were also calculated based on the *Scarborough Redevelopment Area Design Guidelines (2016)*. **Table 4-2** shows the bicycle parking requirements and the on-site provision of the proposed development.

Table 4-2 Bicycle Parking Requirements

Land Use	Yield	Requirements		Provided	Remarks
Permanent Residential	21	1 bay per dwelling unit	21	21	<i>Compliant</i>
Visitors		N/A		7	<i>Surplus</i>
Total				28	

Based on the requirements prescribed by the *Scarborough Redevelopment Area Design Guidelines*, the proposed development has provided adequate bicycle parking bays for its residents. In addition, the Site intends to provide 7 bicycle racks for visitors.

4.4 PARKING GEOMETRY ASSESSMENT

The Site's proposed parking layout and dimensions were compared against the prescribed geometry requirements of the Australian/New Zealand Standards for off-street parking facilities. The result of this assessment is summarised in **Table 4-3**.



Table 4-3 Parking Geometry Assessment

Parameter	Layout	User Class 1A ¹	
		Minimum Dimension	Remarks
Bay Width, m	2.4	2.4	No non-conformances identified
Bay Length, m	5.4	5.4	No non-conformances identified
Aisle Width, m	6.0	5.8	No non-conformances identified
Circulation Roadway Width, m	3.7 (Lower Ground Floor)	3.0 (one-way flow)	No non-conformances identified
	4.1 (Ground Floor)	3.0 (one-way flow)	No non-conformances identified
Access Width, m	3.0 (at The Esplanade Access)	3.0 – 5.5 (Category 1)	No non-conformances identified
	6.0 (at Brighton Rd Access)	6.0 – 9.0 (Category 2)	No non-conformances identified
Blind Aisle Extension, m	1.1 (Lower Ground Floor)	1.0	No non-conformances identified
	1.0 (Ground Floor)	1.0	No non-conformances identified

¹ from AS2890.1:2004 – Parking Facilities Part 1: Off-street Car Parking

As shown in the table above, no non-conformances were identified for the car park layout of the proposed development when assessed against the requirements set out by AS2890.1.

The circulation roadway widths presented in the table above are the shortest dimensions measured in the proposed parking layout. It is indicative that at certain sections of the parking area, only one vehicle can pass through. Considering the nature of a private residential car park environment, the proposed layout is considered to be acceptable with low car parking bay turnaround and low traffic volume.



4.5 PROVISION FOR SERVICE VEHICLES

Waste collection for the development is proposed to be undertaken on-street along The Esplanade, at the northwest corner of the Site. On the waste collection day, bins will be wheeled out by the management and be placed along the hardstand as illustrated in **Figure 4-4**. The Esplanade further south of the Site leads to a cul-de-sac, therefore unlikely to attract significant traffic along the southbound lane of The Esplanade, west of the Site. Additionally waste collection generally occurs outside of peak periods, further reducing the risk of congestion near the intersections of The Esplanade and Brighton Road.

Figure 4-4 On-Street Waste Collection Hardstand



5.0 SWEPT PATH ANALYSIS

5.1 SWEPT PATHS ON THE SITE ACCESS

Swept path checks were conducted to assess the manoeuvrability of design vehicles at the access points and along parking aisles of the car park area. Swept path assessments are conducted in accordance with AS2890.1 using the B85 and B99 design vehicles. **Figure 5-1** and **Figure 5-2** shows the vehicle swept path at both crossovers, while **Figure 5-3** and **Figure 5-4** shows the circulation swept path within the car park.

Figure 5-1 Swept Paths – Site Access at The Esplanade (Lower Ground Floor)



Figure 5-2 Swept Paths – Site Access at Brighton Road (Ground Floor)



Figure 5-3 Swept Paths – Circulation on the Lower Ground Floor



As discussed in **Section 4.4**, some of the circulation widths at the Site's parking areas are adequate for one-way movements only. The circulation swept paths confirms these one-way flow movements, particularly at the corners of the parking areas near the elevator shafts and stairwell. Considering the nature of a private residential car park environment, the proposed layout is considered to be acceptable with low car parking bay turnaround and low traffic volume. When conflicting movements occurred, drivers who are familiar with the car park will be able to coordinate passing manoeuvres themselves without any significant delays.

Figure 5-4 Swept Paths – Circulation on the Ground Floor



5.2 SWEPT PATHS AT THE PARKING BAYS

The B85 design vehicle was also tested to check manoeuvrability at the parking bays of the proposed development. **Figure 5-5** to **Figure 5-7** illustrates the resulting swept paths within the parking areas.

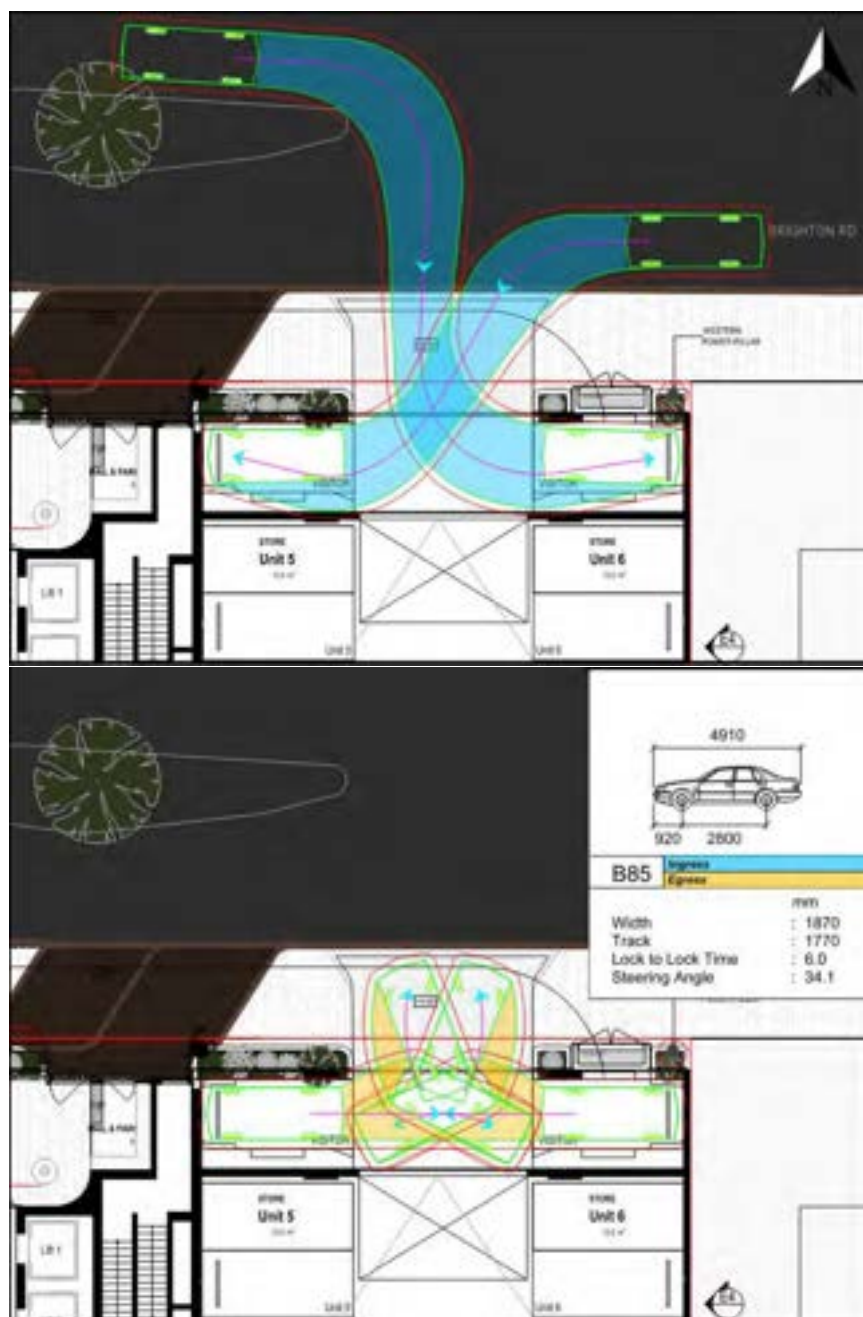
Figure 5-5 Swept Paths – Lower Ground Floor Parking Area



Figure 5-6 Swept Paths – Ground Floor Parking Area (gated area)



Figure 5-7 Swept Paths – Ground Floor Parking Area (non-gated area)



As indicated by the swept paths, a B85 vehicle can adequately enter or exit the two non-gated visitor parking bays on the ground floor despite the limited space available due to the proposed gate/barrier. The swept paths for these visitor parking bays were conducted assuming that the security gate remains closed.



6.0 TRIP GENERATION

6.1 ESTIMATED TRIP GENERATION

The proposed development will house 21 residential dwellings (including a penthouse on the 11th floor). The trip generation of the proposed development has been calculated using the rates suggested in the *Guide to Traffic Generating Developments – V2.2 (RTA)*. **Table 6-1** and **Table 6-2** provide the adopted trip generation rates and directional distribution, respectively. **Table 6-3** summarises the calculated trip generation of the proposed development.

Table 6-1 Trip Generation Rates – Peak Hour Generator

Land Use	Source	AM Peak	PM Peak
Medium-density Residential Building	RTA	0.65 trips per dwelling	0.65 trips per dwelling

Table 6-2 Directional Distribution

Land Use	Yield	Source	AM Peak		PM Peak	
			In	Out	In	Out
Residential Apartments	21	ITE 221	27%	73%	60%	40%

Table 6-3 Estimated Trip Generation

Land Use	Yield	AM Peak		PM Peak	
		In	Out	In	Out
Residential Apartments	21 Dwelling Units	4	10	9	6
<i>Total</i>		14		15	

6.2 IMPACT ON THE SURROUNDING ROAD NETWORK

As summarised in the table above, the proposed development of 21 residential dwelling units is expected to generate **14** and **15** trips during the AM and PM peak hours respectively. According to the *WAPC Traffic Impact Assessment Guidelines*, developments that generate between 10 and 100 trips during the peak hour are considered to have a moderate impact. As such, the proposed development is anticipated to have minimal impact on the existing road network in the vicinity of the Site.



7.0 SUMMARY

This Transport Impact Statement outlines the transport aspects of the proposed redevelopment focusing on traffic operations, access, and parking provisions. Included are discussions regarding pedestrian, cycling, and public transport considerations.

This statement has been prepared following the *WAPC Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments (2016)*.

The following conclusions are made for the proposed development:

- > The proposed development is for a multi-storey residential building with 21 residential units;
- > The Site is accessible to various mode of transport including public transport and active transport due to its good connectivity to wider active transport, public transport and road network
- > The historical crash data suggests a number of crashes on the road network in the vicinity of the Site. However, these crashes are generally of low severity due to the low travelling speed. The proposed residential development is unlikely to significantly increase the crash risk on the surrounding road network.
- > A total of 55 car parking bays (42 residential and 13 visitor bays) are proposed on-site and are meet the minimum parking requirements set out in the *Scarborough Redevelopment Area Design Guidelines (2016)*;
- > The proposed development is anticipated to generate 14 trips (AM) and 15 trips (PM) in the peak hour periods, which can be considered to have a minor impact only.

Overall, the proposed residential development at 194 The Esplanade is unlikely to impose any substantial impact on traffic operations and the safety of the surrounding road network.



APPENDICES

APPENDIX A WAPC CHECKLIST

Item	Status	Comments/Proposals
Proposed Development		
Proposed Land Use	Section 4	
Existing Land Uses	Section 2	
Context with Surrounds	Section 2	
Vehicular Access and Parking		
Access Arrangements	Section 4	
Public, Private, and Disabled Parking Set Down / Pick-up	Section 4 / 5	
Service Vehicles (non-residential)		
Access Arrangements	N/A	
On/Off-site Loading Facilities	N/A	
Service Vehicles (residential)		
Rubbish Collection and Emergency Vehicle Access	Section 4	
Hours of Operation (non-residential only)	N/A	
Traffic Volumes		
Daily or Peak Traffic Volumes	Section 2 / 6	
Type of Vehicles (e.g., cars, trucks)	Section 4 / 5	
Traffic Management on Frontage Streets	N/A	
Public Transport Access		
Nearest Bus/Train Routes	Section 2	
Nearest Bus Stops/Train Stations	Section 2	
Pedestrian/Cycle Links to Bus Stops/Train Station	Section 2	
Pedestrian Access/Facilities		
Existing Pedestrian Facilities Within The Development (If Any)	N/A	
Proposed Pedestrian Facilities Within Development	N/A	
Existing Pedestrian Facilities On Surrounding Roads	Section 2	
Proposals To Improve Pedestrian Access	Section 3	
Cycle Access/Facilities		
Existing Cycle Facilities Within The Development (If Any)	N/A	
Proposed Cycle Facilities Within The Development	N/A	
Existing Cycle Facilities On Surrounding Roads	Section 2	
Proposals To Improve Cycle Access	Section 3	
Site-specific Issues	N/A	
Safety Issues		
Identify Issues	N/A	
Remedial Measures	N/A	



APPENDIX B DEVELOPMENT PLANS



Waste Management Plan

194 The Esplanade, Scarborough

Prepared for Gary Dempsey Developments

9 August 2023

Project Number: TW20118

DOCUMENT CONTROL

Version	Description	Date	Author	Reviewer	Approver
1.0	First Approved Release	9/08/2023	DP	AB	AB

Approval for Release

Name	Position	File Reference
Ann Brouwer	Project Manager – Waste Management Consultant	TW20118-02_Waste Management Plan_1.0
Signature		

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Executive Summary

Gary Dempsey Developments is seeking development approval for the proposed residential development located at 194 The Esplanade, Scarborough (the Proposal).

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

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

Proposed Waste Collection Summary

Waste Type	Generation (L/week)	Bin Size (L)	Number of Bins	Collection Frequency	Collection
Refuse	2,058	240	Five	Twice each week	City of Stirling
Recycling	2,520	360	Seven	Once each week	City of Stirling
FOGO	882	240	Four	Once each week	City of Stirling

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

Strata management/caretaker will oversee the relevant aspects of waste management at the Proposal.

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Figure 1: Locality Plan

1 Introduction

Gary Dempsey Developments is seeking development approval for the proposed residential development located at 194 The Esplanade, Scarborough (the Proposal).

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

The Proposal is bordered by Brighton Road to the north, vacant land to the east, residential developments to the south and The Esplanade to the west, as shown in Figure 1.

1.1 Objectives and Scope

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

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

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

- Section 2: Waste Generation;
- Section 3: Internal Transfer of Waste;
- Section 4: Waste Storage;
- Section 5: Waste Collection;
- Section 6: Waste Management; and
- Section 7: Conclusion.

2 Waste Generation

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

2.1 Proposed Tenancies

The anticipated volume of refuse, recyclables and FOGO is based on the number of units at the Proposal – 21.

2.2 Waste Generation Rates

In order to achieve an accurate projection of waste volumes for the Proposal, consideration was given to the City's *Waste Guidelines for New Developments* and previous correspondence with the City to confirm waste generation rates for residential units (based on the City's Standard Service – Communal Use Bins).

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

Table 2-1: Waste Generation Rates

Tenancy Use Type	City's Guideline Reference	Refuse Generation Rate	Recycling Generation Rate	FOGO Generation Rate*
Residential Units	Standard Service – Communal Use Bins	98L/week	120L/week	42L/week

*Note: FOGO has been calculated based on 30% of the City's refuse waste generation rate

2.3 Waste Generation Volumes

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

Waste generation volumes in litres per week (L/week) adopted for this waste assessment is shown Table 2-2. It is estimated that the residential units at the Proposal will generate 2,058L of refuse, 2,520L of recyclables and 882L of FOGO each week.

Table 2-2: Estimated Waste Generation

Residential Units	Number of Units	Waste Generation Rate (L/week)	Waste Generation (L/week)
Refuse	21	98	2,058
Recycling	21	120	2,520
FOGO	21	42	882
Total			5,460

3 Internal Transfer of Waste

To promote positive recycling behaviour and maximise diversion from landfill, the residential units will have room to accommodate two under counter/kitchen bins for the separate disposal of refuse and commingled recyclables. Residents will then take the contents of these internal bins to the waste chute system, as described below.

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

3.1 Waste Chute System

To assist with efficient disposal of waste to the Bin Storage Area, a dual chute waste system will be utilised for refuse and recycling waste.

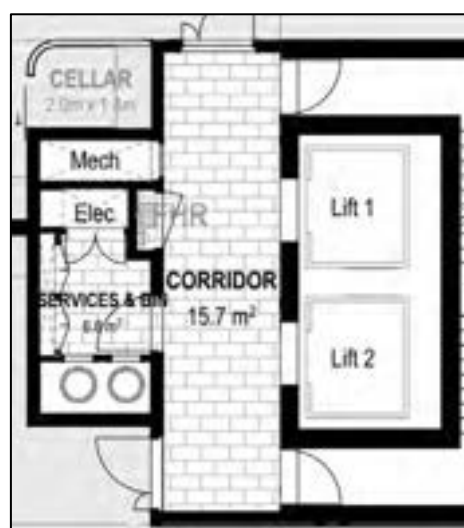
The waste chutes will be located in close proximity to the elevators on each residential level, refer Diagram 1, have self-closing doors with and bottom hinge and fire rated to AS1530.4-2005. Chutes are typically at least 500mm in diameter and are ventilated with an extraction fan at the top to reduce odour and insulated for noise reduction. The chutes will be routinely cleaned via chute flushing operations. Please note, the exact design of the systems to be utilised at the Proposal will be determined later following discussions with waste chute providers as the designs are finalised.

Strata management/caretaker will be required to manually swap full bins with empty bins at the terminus of the waste chute, as necessary.

Strata management/caretaker will provide training materials for all new residents on how to use the waste system (typically within a and new resident/tenant's handbook). Strata management/caretaker will advise residents of any changes to the waste system. In addition, signage will be included in the waste chute rooms on each level to remind residents how to correctly dispose of their waste materials in the chute, and to provide relevant contact details for waste management at the Proposal.

Diagram 1 indicates the typical waste chute room for each level at the Proposal. The waste chute room on each level could also be used to temporarily house large cardboard items or bulky waste materials that should not be placed in the chute system to reduce the likelihood of blockage in the waste chutes.

Diagram 1: Residential Waste Chute Room



3.2 Provision for Food Organics Garden Organics

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

Kitchen caddies would be used in each residential unit to collect FOGO, which will then be deposited by residents into communal 240L lime green lidded FOGO bins located in the FOGO/Bulk Waste Storage Area on the Ground Level, refer Diagram 2.

4 Waste Storage

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

Note: the waste generation volumes are best practice estimates and the number of bins to be utilised represents the maximum requirements once the Proposal is fully operational. Bin requirements may be impacted as the development becomes operational and the nature of the residents and waste management requirements are known.

4.1 Bin Sizes

Table 4-1 gives the typical dimensions of standard bins sizes that may be utilised at the Proposal. It should be noted that these bin dimensions are approximate and can vary slightly between suppliers.

Table 4-1: Typical Bin Dimensions

Dimensions	Bin Sizes			
	140L	240L	360L	660L
Height (mm)	1,065	1,080	1,120	1,250
Depth (mm)	540	734	905	850
Width (mm)	500	675	700	1,200

Reference: City's Guidelines – Table 3: Mobile Garbage Bin (MGB) dimensions

4.2 Bin Storage Area Size

To ensure sufficient area is available for storage of the bins, the amount of bins required for the Bin Storage Areas was modelled utilising the estimated waste generation in Table 2-2, bin sizes in Table 4-1 and based on two collections each week of refuse and one collection each week of recyclables and FOGO.

Based on the results shown in Table 4-2 the Bin Storage Areas have been sized to accommodate:

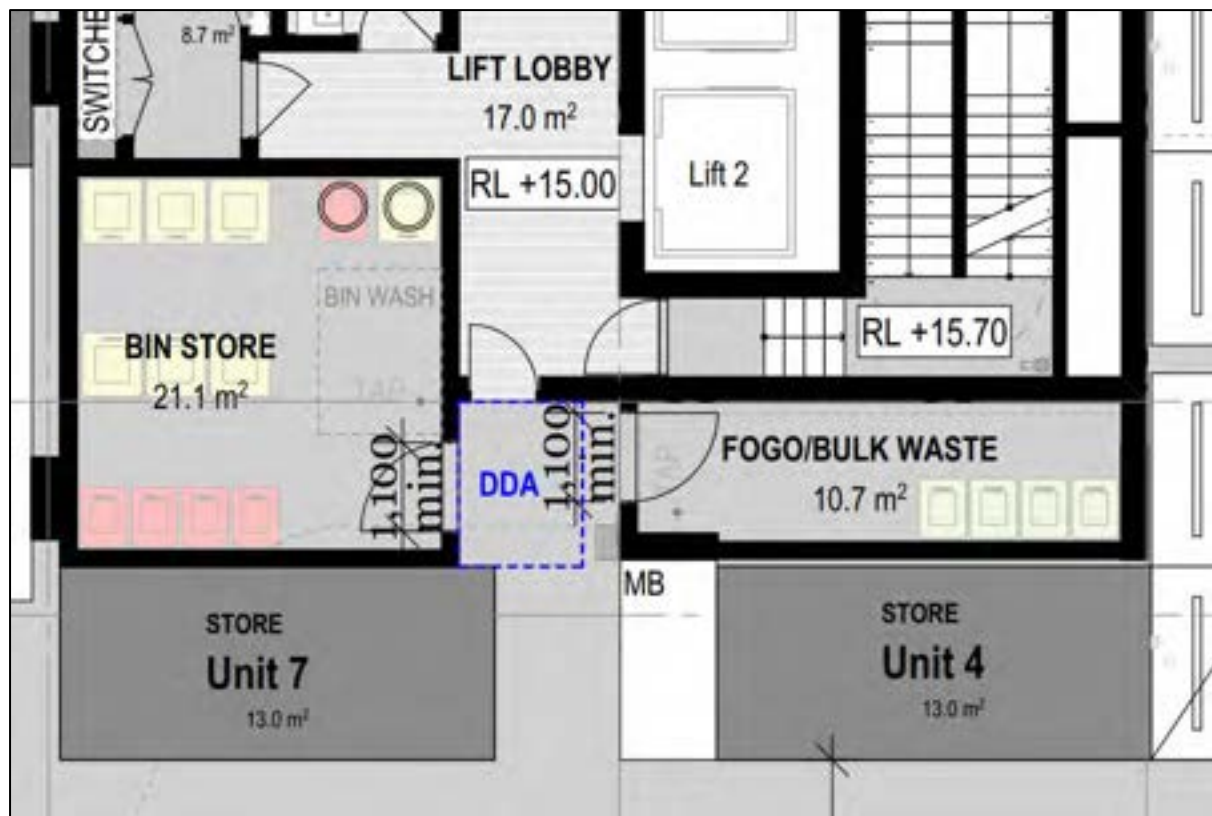
- Five 240L refuse bins;
- Seven 360L recycling bins; and
- Four 240L FOGO bins.

Table 4-2: Bin Requirements for Bin Storage Areas

Waste Stream	Waste Generation (L/week)	Number of Bins Required			
		140L	240L	360L	660L
Refuse	2,058	-	5	-	2
Recycling	2,520	-	11	7	4
FOGO	882	7	4	-	-

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

Diagram 2: Bin Storage Areas



4.3 Bin Storage Area Design

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

- Smooth impervious floor sloped to a drain connected to the sewer system;
- Taps for washing of bins and Bin Storage Areas;
- Adequate aisle width for easy manoeuvring of bins;
- Doors to the Bin Storage Areas self-closing and vermin proof;
- Doors to the Bin Storage Areas wide enough to fit bins through;
- Ventilated to a suitable standard;
- Appropriate signage;
- Undercover where possible and be designed to not permit stormwater to enter the drain;
- Located behind the building setback line;
- Bins not to be visible from the property boundary or areas trafficable by the public; and
- Bins are reasonably secured from theft and vandalism.

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

5 Waste Collection

The City will service the Proposal and provide five 240L bins for refuse, seven 360L bins for recyclables and four 240L bins for FOGO.

The City will collect refuse twice each week and recyclables and FOGO once each week from the Proposal utilising its side arm waste collection vehicle.

The City will service bins from the Bin Presentation Area on the verge of The Esplanade, as shown in Diagram 3. Note, Diagram 3 shows the maximum number of bins that would be required on the verge on collection day.

Bins will be presented for collection 1m from the verge with the wheels and handles facing away from the street. The bins will remain clear of obstructions such as power poles, signs and street trees, and will be placed so as not to obstruct pedestrians, footpaths or bike lanes. Bins will be lined up neatly and in a single row along the verge, with 500mm spacing between each bin to facilitate collection by the City's side arm waste collection vehicle.

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

Diagram 3: Bin Presentation Area



5.1 Bulk Waste

To assist with the reduction of illegal dumping and bulky wastes each unit has an allocated storage room which could be used for the temporary storage of bulk waste, as well as additional storage space within the FOGO/Bulk Waste Storage Area on the Ground Level, refer Diagram 2. Strata management/caretaker will liaise with residents on procedures for bulky waste disposal within the Proposal, as required.

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

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

As the Proposal is a multi-unit development it is expected that green waste generation would be insignificant and will be removed from the Proposal utilising the 240L FOGO bins. Removal of higher volumes of green waste will be managed by the strata manager/caretaker and private contractors, as required.

6 Waste Management

Strata management/caretaker will be engaged to complete the following tasks:

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

7 Conclusion

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

The above is achieved using:

- Five 240L refuse bins, collected twice each week;
- Seven 360L recycling bins, collected once each week; and
- Four 240L FOGO bins, collected once each week.

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

Strata management/caretaker will oversee the relevant aspects of waste management at the Proposal.

Figures

Figure 1: Locality Plan



LEGEND

- Site Boundary
- Cadastre

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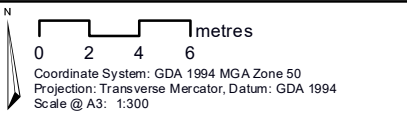
LOCALITY



LOCALITY

194 Brighton Road
Scarborough, WA 6019

Gary Dempsey Developments



Prepared:	E Dolecki	Date:	16/09/2020
Reviewed:	D Patel	Revision:	A
Project:	TW20118		



Figure 01



Assets | Engineering | Environment | Noise | Spatial | Waste

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City of Stirling
01 Sep 2023
RECEIVED

Bushfire Attack Level (BAL) Assessment Report

Site details

Address: 194 The Esplanade and 5 Brighton Road

Suburb: Scarborough

State: Western Australia

Local Government Area: City of Stirling

Description of Building Works: New Class 2 apartment building and associated Class 7a carpark

Report details

Project number	A23.113	Report version	0
Assessment date	24/08/2023	Report date	29/08/2023

Author

Daniel Panickar (BPAD L3-37802)



Site Assessment and Site Plan

The assessment of the subject site was undertaken on 24/08/2023 for the purpose of determining the Bushfire Attack Level (BAL) in accordance with *Australian Standard AS 3959: 2018 Construction of Buildings in Bushfire Prone Areas* (AS 3959: 2018; SA 2018) Simplified Procedure (Method 1). An overview of the site is presented in Figure 1.

Vegetation Classification

All vegetation within 100 m of the subject site was classified in accordance with Clause 2.2.3 of AS 3959: 2018. Each distinguishable vegetation class with the potential to determine the BAL is identified in Table 1 and presented in Figure 2.

Table 1: Vegetation Classification

Plot 1 Photo 1 Vegetation within this plot is comprised of trees to 20 m in height with 30-70% foliage cover, over low native shrubs. Slope under vegetation was assessed as upslope / flat land.	Class A Forest 
Plot 1 Photo 11 Vegetation within this plot is comprised of trees to 20 m in height with 30-70% foliage cover, over low native shrubs. Slope under vegetation was assessed as upslope / flat land.	Class A Forest 
Plot 2 Photo 2 Vegetation within this plot is comprised of shrubs less than 2 m in height on a coastal dune. Slope under vegetation was assessed as upslope / flat land.	Class C Shrubland 



Plot 2	Class C Shrubland
Photo 3 Vegetation within this plot is comprised of shrubs less than 2 m in height on a coastal dune. Slope under vegetation was assessed as upslope / flat land.	
Plot 3	Class C Shrubland
Photo 4 Vegetation within this plot is comprised of shrubs less than 2 m in height on a coastal dune. This is a narrow band of vegetation, sharply rising from the swale of the dune to a constructed fence and footpath. Slope under vegetation was assessed as downslope >10 to 15°.	
Plot 4	Class C Shrubland
Photo 6 Vegetation within this plot is comprised of shrubs less than 2 m in height on a private, residential property. Slope under vegetation was assessed as upslope / flat land.	

Plot 4	Class C Shrubland
Photo 7 Vegetation within this plot is comprised of shrubs less than 2 m in height on private, residential property. There are grassy areas within this plot, however a conservative approach was taken and the entire plot was classified as shrubland. Slope under vegetation was assessed as upslope / flat land.	
Photo 4 Vegetation within this plot is comprised of shrubs less than 2 m in height on a coastal dune. This is a narrow band of vegetation, sharply rising from the footpath to adjacent residential properties. Slope under vegetation was assessed as downslope >10 to 15°.	
Plot 6	Class G Grassland
Photo 8 Vegetation within this plot is comprised of unmanaged vegetation on a private, residential property. Slope under vegetation was assessed as upslope / flat land.	

Plot 7	Excluded - clause 2.2.3.2 (e) & (f)
Photo 9 This area has been excluded under clause 2.2.3.2 (e) & (f) of AS 3959: 2018 as it is comprised of carparking areas and managed vegetation (pine trees over landscaped shrubs).	 31°53'53", 115°45'23", -16.7m 24/08/2023 11:19:06 am
Plot 7	Excluded - clause 2.2.3.2 (e) & (f)
Photo 10 This area has been excluded under clause 2.2.3.2 (e) & (f) of AS 3959: 2018 as it is comprised of cleared areas, a kiosk and managed grassland.	 31°53'52", 115°45'21", -17.9m 24/08/2023 11:22:35 am
Plot 7	Excluded - clause 2.2.3.2 (e) & (f)
Photo 12 This area has been excluded under clause 2.2.3.2 (e) & (f) of AS 3959: 2018 as it is comprised of cleared areas, a playground and managed grassland.	 31°53'51", 115°45'23", -16.8m 24/08/2023 11:24:00 am

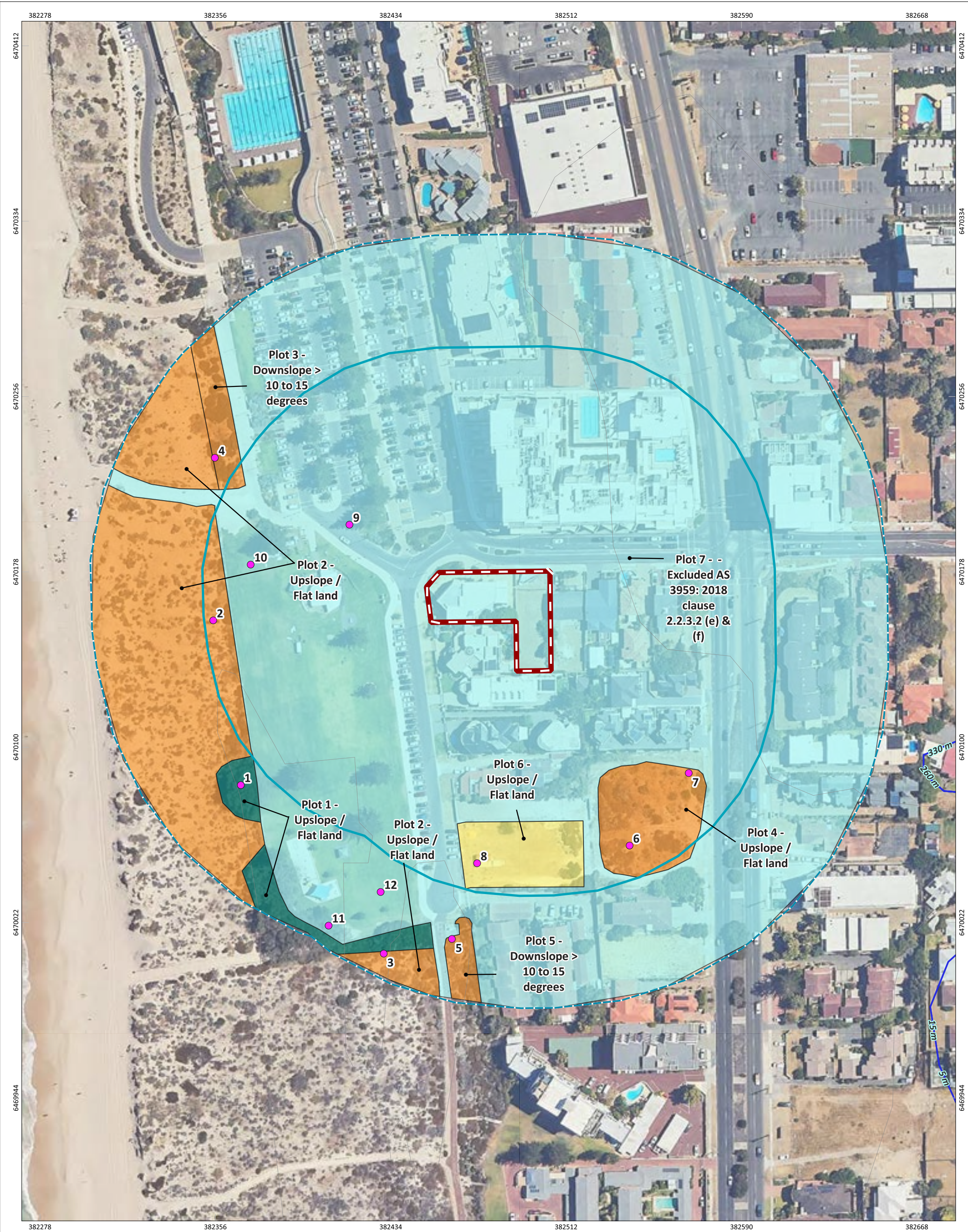


Figure 2: Vegetation Classification

0

10

20

30

40 m

N

SCALE

1:1,568

SHEET SIZE

A3 COLOUR

PROJECT/REPORT NAME

BAL Assessment
194 The Esplanade and 5 Brighton Road,
Scarborough

CLIENT

Planning Solutions

PROJECT NUMBER

A23.113

VERSION

0

DRAWN BY / REVIEWED BY

MD/DP

DATE

29/8/2023

Legend

Subject Site

Buffer 100m

Buffer 150m

2m Contours (DPIRD-072)

Each 5 m

Photos

VegetationBushfire150

Class A - Forest

Class C - Shrubland

Class G - Grassland

Excluded AS 3959: 2018 clause 2.2.3.2 (e) & (f)

No	Description	Drawn	Approved	Date
A	Original issue	MD	DP	29/8/2023

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number.

WESTERN

ENVIRONMENTAL

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Relevant Fire Danger Index

The Fire Danger Index for this site has been determined in accordance with Table 2.1 of AS 3959: 2018 and is presented in Table 2.

Table 2: Fire Danger Index (FDI)

Relevant Fire Danger Index			
FDI 40 ☐	FDI 50 ☐	FDI 80 ☒	FDI 100 ☐
Table 2.4.5	Table 2.4.4	Table 2.4.3	Table 2.4.2

Potential Bushfire Impacts

The potential bushfire impact to the site / proposed development from each of the identified vegetation plots are identified below in Table 3.

Table 3: Method 1 BAL Calculation (BAL Contours)

Plot	Vegetation classification	Effective slope	Separation distances required (m)				
			BAL-FZ	BAL-40	BAL-29	BAL-19	BAL-12.5
1	Class A Forest	All upslopes and flat land (0 degrees)	>16	16-<21	21-<31	31-<42	42-<100
2	Class C Shrubland	All upslopes and flat land (0 degrees)	>7	7-<9	9-<13	13-<19	19-<100
3	Class C Shrubland	Downslope >10 to 15 degrees	>9	9-<13	13-<19	19-<28	28-<100
4	Class C Shrubland	All upslopes and flat land (0 degrees)	>7	7-<9	9-<13	13-<19	19-<100
5	Class C Shrubland	Downslope >10 to 15 degrees	>9	9-<13	13-<19	19-<28	28-<100
6	Class G Grassland	All upslopes and flat land (0 degrees)	>6	6-<8	8-<12	12-<17	17-<50
7	Excluded - clause 2.2.3.2 (e) & (f)	-	No separation distances required - BAL-LOW				

Determined Bushfire Attack Level (BAL)

The determined Bushfire Attack Level (highest BAL) for the proposed works has been determined in accordance with Clause 2.2.6 of AS 3959: 2018 relevant data from the site assessment shown in Figure 3 and Table 4.

Table 4: BAL Assessment Summary

Plot	Separation Distance (m)	BAL Rating	Construction sections to be consulted in AS 3959: 2018
Plot 1	>100	BAL-LOW	N/A
Plot 2	87.7	BAL-12.5	3 and 5
Plot 3	92.3	BAL-12.5	3 and 5
Plot 4	>100	BAL-LOW	N/A
Plot 5	>100	BAL-LOW	N/A
Plot 6	66.9	BAL-12.5	3 and 5
Plot 7	51.1	BAL-12.5	3 and 5

The BAL rating applicable to the proposed works is **BAL-12.5**.

Note: This BAL rating is based on the information current at the date of this document and is valid for 12 months.





Figure 3: Bushfire Attack Level (BAL) Contours

0

10

20

30

40 m

N

SCALE

1:1,568

SHEET SIZE

A3 COLOUR

COORDINATE REFERENCE SYSTEM

GDA2020 / MGA zone 50

DATA SOURCE

LANDGATE AERIAL IMAGERY Summer 2023

PROJECT/REPORT NAME

BAL Assessment
194 The Esplanade and 5 Brighton Road,
Scarborough

CLIENT

Planning Solutions

PROJECT NUMBER

A23.113

VERSION

0

DRAWN BY / REVIEWED BY

MD/DP

DATE

29/8/2023

Legend

Subject Site

Buffer 100m

Buffer 150m

Subject building

Asset Protection Zone (APZ)

Bushfire hazard Interface

Bushfire Attack Level (BAL)

BAL-FZ

BAL-40

BAL-29

BAL-19

BAL-12.5

BAL-LOW

No

Description

Drawn

Approved

Date

A

Original issue

MD

DP

29/8/2023

NOTES:

Cadastral boundary (LGATE-002). Label corresponds to the vegetation association number;

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Appendix A

Additional Information / Advisory Notes



This assessment was undertaken as per AS 3959: 2018. It is important that the current version of AS 3959, is consulted for construction purposes.

This BAL rating is based on the information current at the date of this letter and is valid for 12 months from the date of this letter.

Bushfire Attack Level (BAL) as set out in the Australian Standard 3959 Construction of Buildings in Bushfire-Prone Areas (AS 3959), as referenced in the Building Code of Australia.

Bushfire Attack Level (BAL)	Classified vegetation within 100 m of the site and radiant heat flux exposure thresholds	Description of predicted bush fire attack and levels of exposure	Construction Section as per AS 3959
BAL-LOW		There is insufficient risk to warrant specific construction requirements.	4
BAL-12.5	$\leq 12.5 \text{ kW/m}^2$	Ember attack	3 and 5
BAL-19	$>12.5 \text{ kW/m}^2 \leq 19 \text{ kW/m}^2$	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing radiant heat flux.	3 and 6
BAL-29	$>19 \text{ kW/m}^2 \leq 29 \text{ kW/m}^2$	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing radiant heat flux	3 and 7
BAL-40	$>29 \text{ kW/m}^2 \leq 40 \text{ kW/m}^2$	Increasing levels of ember attack and burning debris ignited by windborne embers together with increasing radiant heat flux with the increased likelihood of exposure to flames.	3 and 8
BAL-FZ	$>40 \text{ kW/m}^2$	Direct exposure to flames from fire front in addition to radiant heat flux and ember attack	3 and 9

Source: "AS 3959: 2018 Construction of buildings in bushfire-prone areas" published by Standards Australia, Sydney.



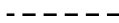
LEGEND

-

SYMBOLS SHEET

GAS UTILITY NETWORK

EXISTING GAS NETWORK

-  Transmission Pipelines
-  Distribution Pipelines
-  Distribution Pipe MAOP 350kPa
-  Distribution Pipe MAOP 70kPa
-  Distribution Pipe MAOP 7kPa
-  Not Gassed (none)
-  Service Pipe

PROPOSED GAS NETWORK

-  Proposed Main
-  Common Trenching
-  Replacement Program

ABANDONED GAS NETWORK

-  Inactive / Removed Meter
-  Abandoned Fitting
-  Abandoned Valve
-  Abandoned Gas Main
-  Abandoned Fitting SOLD
-  Abandoned Valve SOLD
-  Abandoned Gas Main SOLD

COMPOUNDS

-  Gate Station
-  Pressure Reducing Station
-  L.P.G. Tank
-  Hydrogen Plant

VALVES

-  Isolation Valves
-  Service Valves

MONITORING DEVICES

-  Flow Monitoring Device
-  Pressure Monitoring Device

ASSOCIATED INFRASTRUCTURE

-  Associated Asset

DUCTS AND SLEEVES

-  Duct
-  Horizontal Boring
-  Sleeve
-  Road Crossing
-  Concrete Slabbing

REGULATOR SETS

-  Regulator Set
-  Boundary Regulator

DELIVERY POINTS

-  Meter
-  Interval Meter
-  Meter Set

PIPE JUNCTIONS

-  End Cap
-  Expansion Joint
-  Reducer
-  Tee
-  Transition
-  Weld
-  Monolithic Joint
-  Stopple
-  Odorizer
-  Junctions

PROTECTION DEVICES

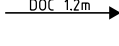
-  Test Point
-  Anode
-  Rectifier

FEATURES

FEATURE POINTS

-  Side Elevation
-  Obstacle
-  See Details
-  Not Connected
-  Gas Service
-  Sign
-  Offline Service
-  Linked Document
-  Pre-Laid Service
-  Pre-Laid Service Stairs
-  Pre-Laid Service Tee
-  Asset end on Building / Property Line
-  Asset ends on Direction Peg

FEATURE LINES

-  Reference Line
-  Gas Pit
-  Arrow Pointer

FEATURE POLYGONS

-  Proving Location
-  Pressure Upgrade
-  Not Gassed
-  Suburb
-  Local Government

Overview Map Only

Sequence No: 228846051

Map Tile:

Scale: 1:1537

© ATCO Gas Australia Pty Ltd
ABN 90 089 531 975

Job No: 34916851

Date: 25/08/2023

Location: 194 The Esplanade, Scarborough 6019



Please read all **warnings**, conditions and information on the attached "Underground Asset Details" information sheet. This plan is issued subject to that information and those conditions and **warnings** (including, but not limited to, the "NO HOT WORKS" warning). Plans are current for only **30 days** from date of request, indicative only and not warranted to be accurate. It is your responsibility to carefully locate underground assets and follow safe work practises and procedures (eg pot-holing). ATCO Gas Australia will seek compensation for damage caused to assets.

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Based on information provided by and with the permission of the
Western Australian Land Information Authority trading as Landgate

Dial Before You Dig (DBYD)

Asset Location Information

City of Stirling
25 Cedric Street
Stirling, WA, 6021

City of Stirling
01 Sep 2023
RECEIVED

To:

Nathan Maas
GPO Box 2709
Cloisters Square PO WA 6850

Enquiry Details	
Utility ID	57910
Sequence Number	228846053
Response	AFFECTED
Enquiry Date	25/08/2023 15:16
Address	194 The Esplanade Scarborough
Location in Road	Road,Nature Strip,Footpath
Activity	Planning and Design

Enquirer Details	
Customer ID	3033072
Contact	Nathan Maas
Company	
Email	nathan.maas@planningsolutions.com.au
Phone	+61892277970

Enquirer Responsibilities

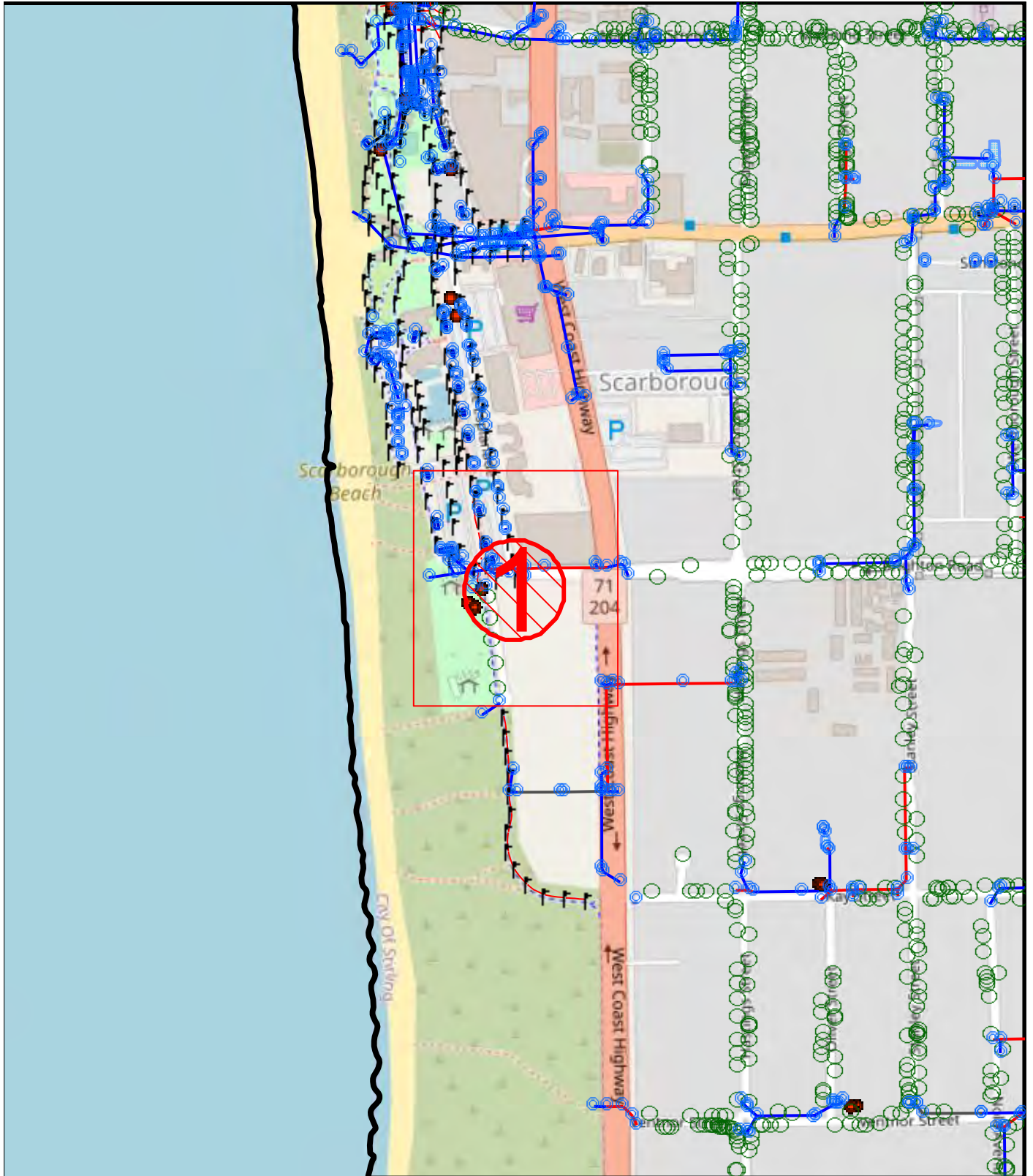
The City of Stirling has taken due care in the preparation of this map but accepts no responsibility for any inaccuracies or inappropriate use. This plan may be reproduced in its entirety for the purpose of site work planning but shall not otherwise be altered or published in any form without the permission of the City of Stirling. The City of Stirling may need to be advised of any planned ground disturbing activities near infrastructure on this map. Refer to the City's Verge Permits at <https://www.stirling.wa.gov.au/services-and-support/in-your-street/verges>.

Should you be working in or around a reserve contact the City of Stirling's Irrigation Coordinator on **(08) 9205 7164** for copies of irrigation locations.

Overview Map

Sequence No: 228846053

194 The Esplanade Scarborough



0 0.06km

LEGEND:

1

Detail Map

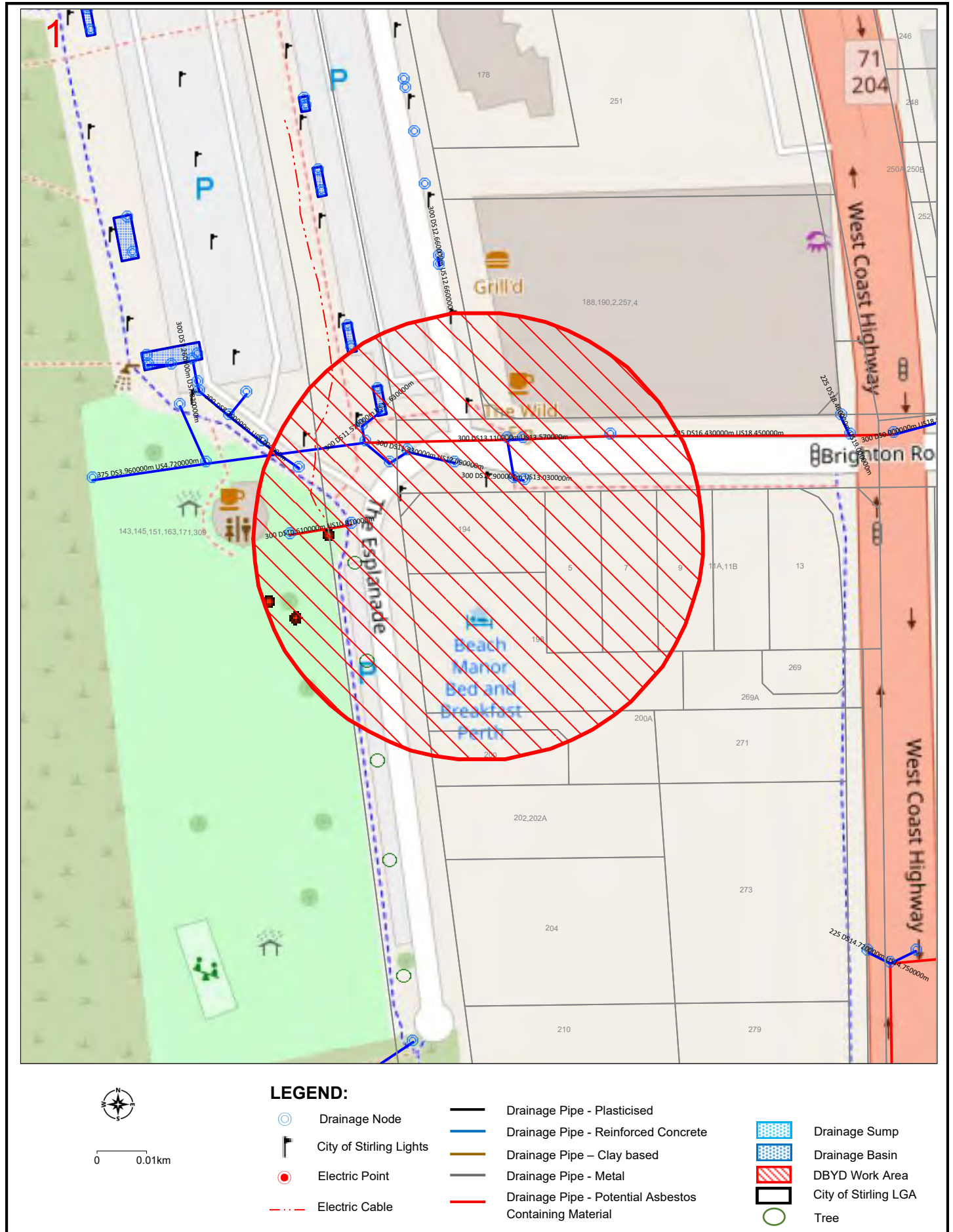


DBYD Work Area

Map 1

Sequence No: 228846053

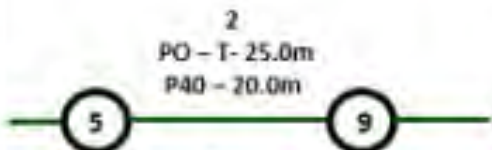
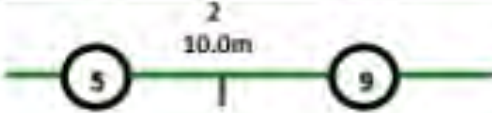
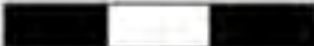
194 The Esplanade Scarborough

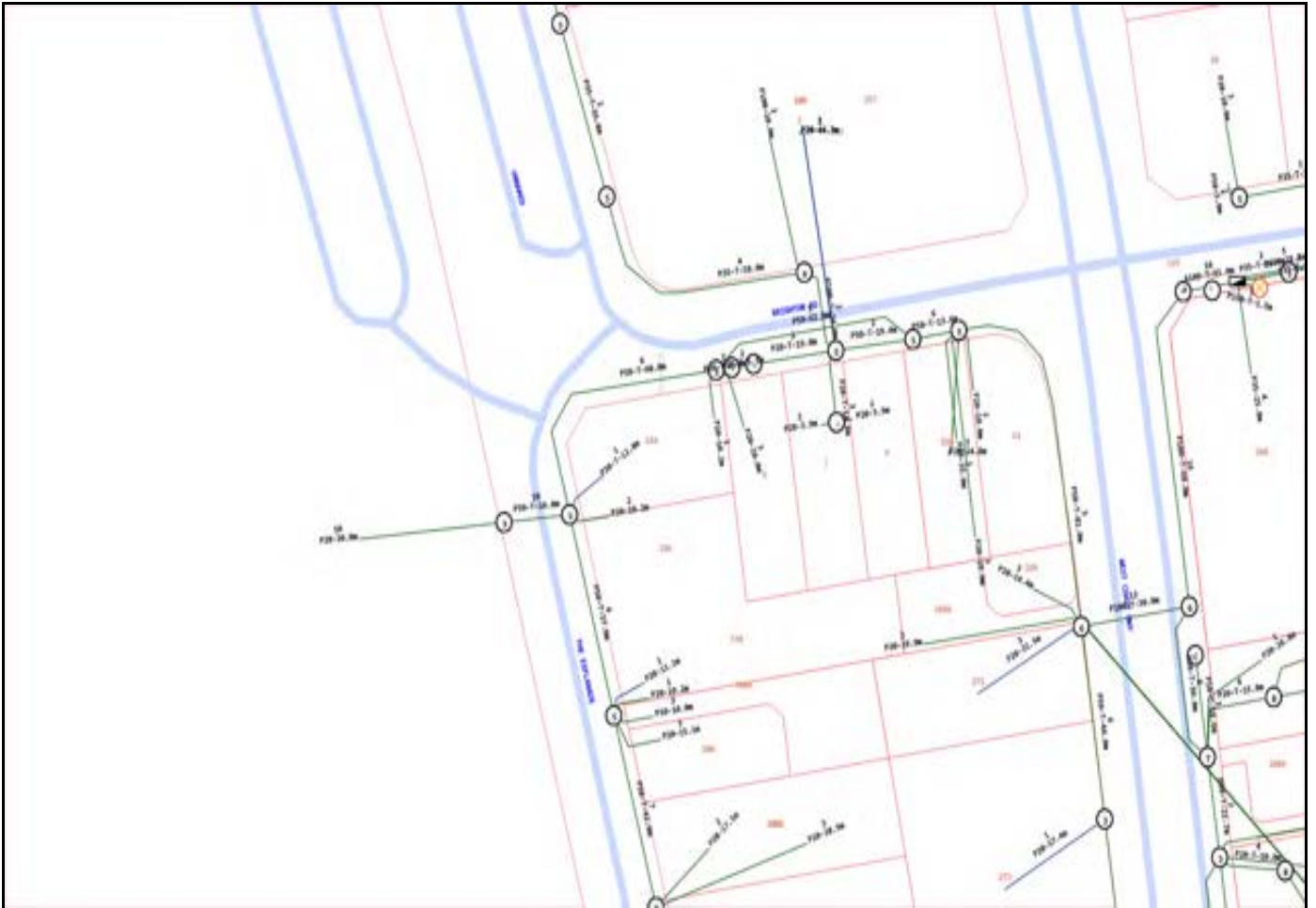


To: Nathan Maas
Phone: Not Supplied
Fax: Not Supplied
Email: nathan.maas@planningsolutions.com.au

Dial before you dig Job #:	34916851	 DIAL BEFORE YOU DIG www.1100.com.au
Sequence #	228846049	
Issue Date:	25/08/2023	
Location:	194 The Esplanade , Scarborough , WA , 6019	

Indicative Plans

	LEGEND  
	Parcel and the location
	Pit with size "5"
	Power Pit with size "2E". Valid PIT Size: e.g. 2E, 5E, 6E, 8E, 9E, E, null.
	Manhole
	Pillar
	Cable count of trench is 2. One "Other size" PVC conduit (PO) owned by Telstra (-T-), between pits of sizes, "5" and "9" are 25.0m apart. One 40mm PVC conduit (P40) owned by NBN, between pits of sizes, "5" and "9" are 20.0m apart.
	2 Direct buried cables between pits of sizes, "5" and "9" are 10.0m apart.
	Trench containing any INSERVICE/CONSTRUCTED (Copper/RF/Fibre) cables.
	Trench containing only DESIGNED/PLANNED (Copper/RF/Fibre/Power) cables.
	Trench containing any INSERVICE/CONSTRUCTED (Power) cables.
	Road and the street name "Broadway ST"
Scale	0 20 40 60 Meters 1:2000 1 cm equals 20 m 



Emergency Contacts

You must immediately report any damage to the **nbn™** network that you are/become aware of. Notification may be by telephone - 1800 626 329.



OPENING ELECTRONIC MAP ATTACHMENTS -

Telstra Cable Plans are generated automatically in either PDF or DWF file types dependant on the site address and the size of area selected. You may need to download and install free viewing software from the internet e.g.



PDF Map Files (max size A3)

Adobe Acrobat Reader (<http://get.adobe.com/reader/>),

City of Stirling
01 Sep 2023
RECEIVED



DWF Map Files (all sizes over A3)

Autodesk Viewer (Browser) (<https://viewer.autodesk.com/>) or

Autodesk Design Review (<http://usa.autodesk.com/design-review/>) for DWF files.
(Windows)



Telstra DBYD map related enquiries

email - Telstra.Plans@team.telstra.com

1800 653 935 (AEST Business Hours only)



REPORT ANY DAMAGE TO THE TELSTRA NETWORK IMMEDIATELY

Report online - <https://www.telstra.com.au/forms/report-damage-to-telstra-equipment>

Ph: **13 22 03**

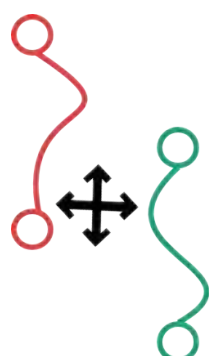
If you receive a message asking for a phone or account number say:

"I don't have one" then say "Report Damage" then press 1 to speak to an operator.



Telstra New Connections / Disconnections

13 22 00



Telstra asset relocation enquiries: 1800 810 443 (AEST business hours only).

NetworkIntegrity@team.telstra.com

<https://www.telstra.com.au/consumer-advice/digging-construction>

Certified Locating Organisation (CLO)

<https://dbydlocator.com/certified-locating-organisation/>



DBYDCertification

Please refer to attached Accredited Plant Locator.pdf



Telstra Smart Communities

Information for new developments (developers, builders, homeowners)

<https://www.telstra.com.au/smart-community>

LEGEND

IT'S HOW
WE CONNECT



For more info contact a [Certified Locating Organisation](#) or Telstra Plan Services 1800 653 935

	Exchange (Major Cable Present)		Cable Jointing Pit (number / Letter indicating Pit Type)
	Footway Access Chamber (can vary from 1-lid to 12-lid)		Elevated Joint (above ground joint on buried cable)
	Pillar / Cabinet (above ground / free standing)		Telstra Plant in shared Utility trench
	Above ground complex equipment housing (eg RIM) Please Note: This equipment is powered by 240V Electricity		Aerial Cable / Overhead (includes on wall)
	Other Carrier Telecommunications Cable/Asset		Aerial Cable (attached to joint Use Pole eg. Power)
	Distribution cables in Main Cable ducts		Direct Buried Cable
	Main Cable ducts on a Distribution plan		Marker Post Installed
	Blocked or damaged duct.		Buried Transponder
	Roadside / Front Boundary 2 pair lead-in to property from pit in street 1		Marker Post, Transponder
	pair working (pair ID 059) 1 pair dead (i.e. spare, not connected)		Optical Fibre cable direct buried
	Side / Rear Property Boundary Property Number	Some examples of conduit type and size: A - Asbestos cement, P - PVC / Plastic, C - Concrete, GI - Galanised iron, E - Earthenware Conduit sizes <i>nominally</i> range from 20mm to 100mm P50 50mm PVC conduit P100 100mm PVC conduit A100 100mm asbestos cement conduit	
	Single to multiple round conduit Configurations 1.2.4.9 respectively (attached text denotes conduit type and size)		
	Multiple square conduit Configurations 2, 4, 6 respectively (attached text denotes conduit type and size)		
Some Examples of how to read Telstra Plans One 50mm PVC conduit (P50) containing a 50-pair and a 10-pair cable between two 6-pits. approximately 20.0m apart, with a direct buried 30-pair cable along the same route Two separate conduit runs between two footway access chambers (manholes) approximately 245m apart A nest of four 100mm PVC conduits (P100) containing assorted cables in three ducts (one being empty) and one empty 100mm concrete duct (C100)			

WARNING: Telstra plans and location information conform to Quality Level 'D' of the Australian Standard AS 5488 - Classification of Subsurface Utility Information. As such, Telstra supplied location information is indicative only. Spatial accuracy is not applicable to Quality Level D. Refer to AS 5488 for further details. Telstra does not warrant or hold out that its plans are accurate and accepts no responsibility for any inaccuracy shown on the plans. FURTHER ON SITE INVESTIGATION IS REQUIRED TO VALIDATE THE EXACT LOCATION OF TELSTRA PLANT PRIOR TO COMMENCING CONSTRUCTION WORK. A plant location service is an essential part of the process to validate the exact location of Telstra assets and to ensure the assets are protected during construction works. The exact position of Telstra assets can only be validated by physically exposing them. Telstra will seek compensation for damages caused to its property and losses caused to Telstra and its customers.

Plan Legend (summary)

INFORMATION BROCHURE



This legend is provided to [Dial Before You Dig](#) users to assist with interpreting Water Corporation plans. A more detailed colour version can be downloaded from www.watercorporation.com.au. (Your business > Working near pipelines > Downloads)

WARNING - Plans may not show all pipes or associated equipment at a site, or their accurate location. Pothole by hand to verify asset location before using powered machinery.

WATER, SEWERAGE AND DRAINAGE PIPELINES

CRITICAL PIPELINE (thick line) EXTRA CAUTION REQUIRED

A risk assessment may be required if working near this pipe. Refer to your [Dial Before You Dig](#) information or call 131375.

Pipes are not always labelled on plans as shown here – assume all pipes are significant and pothole to prove location and depth.

P.M. pressure main

M.S. main sewer

R rising main (i.e. drainage pressure main)

Common material abbreviations:

AC asbestos cement e.g. 100AC NOTE: AC is brittle and is easily damaged.

CI cast iron

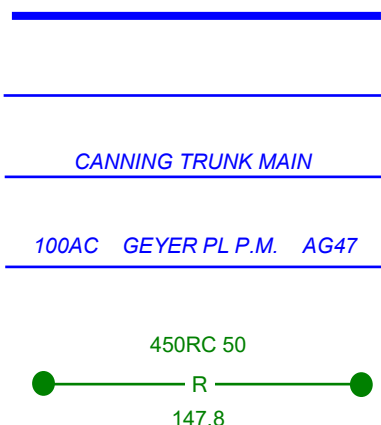
GRP glass reinforced plastic

P PVC - class follows pipe material (e.g. 100P-12)

RC reinforced concrete

S steel

VC vitrified clay



NON-STANDARD ALIGNMENT

Pipes are not always located on standard alignments due to local conditions. (i.e. Other than 2.1 m for reticulation mains and 4.5 m for distribution mains.)

(3.0)

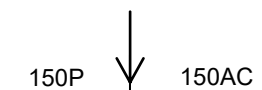
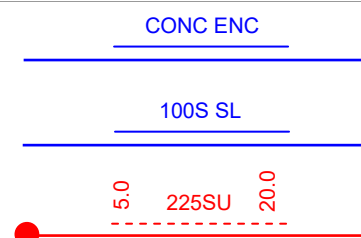
OTHER PIPE SYMBOLS

Other numbers or codes shown on pipes are not physical attributes. These are Water Corporation use only.

MWA12345 or PWD12345 or CK43

CONCRETE ENCASEMENT, SLEEVING AND TUNNELS

May be in different forms: steel, poured concrete, box sections, slabs.



CHANGE INDICATOR ARROW

Indicates a change in pipe type or size. e.g. 150mm diameter PVC to 150mm diameter asbestos cement (AC).



PIPE OVERPASS

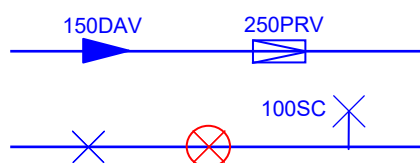
The overpass symbol indicates the shallower of the two pipes.

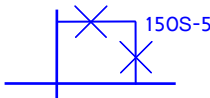
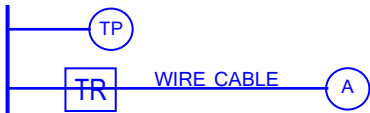
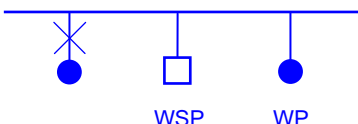
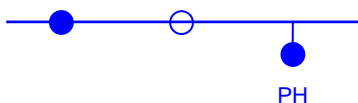
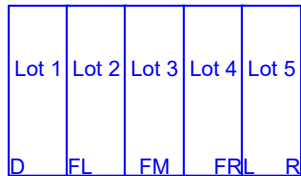


VALVES

Many different valve types are in use. Valve may be in a pit or have a visible valve cover. There may be no surface indication.

Valves may be shallower than the main or offset from it. e.g. A scour valve (SC) may have a pipe coming away from main pipeline on the opposite side to that indicated on the plan.



 	FIRE SERVICES 100 mm polythene domestic (DOMS) service FS Fire service FHS Fire hydrant service Hydrant may be visible external to the building. Even if not visible a substantial fire service may still be present.	
	PIPE BYPASS Bypass will not be on the same alignment as the main pipeline.	
	CATHODIC PROTECTION (CP) Buried CP equipment may be located some distance from the pipeline being protected interconnected by buried cable. All CP fittings may not be visible. A buried anode – various sizes and configurations TP test point - may be visible on a post or in-ground TR transformer rectifier	
	ACCESS TEE OR MANHOLE OR SERVICE ACCESS PIT NOTE: Opening any manhole or pit is dangerous and is prohibited. Below ground. May not be any visible signs at ground level or may be located in a pit.	
	WASTEWATER ACCESS CHAMBERS (MANHOLES) -- Manhole (shown not labelled) -- Tee or maintenance shaft (shown not labelled) MS maintenance shaft (labelled) WARNING: Opening any manhole or pit is dangerous and is prohibited.	
	WASTEWATER MANHOLE INFORMATION BOXES Square non-trafficable Do not drive vehicles over or place loads. Round trafficable In general if not located in the road treat as if non-trafficable.	
	HAZARDOUS MANHOLE Indicates a potential health hazard from risk of exposure to toxic waste. WARNING: Opening any manhole is dangerous and is prohibited.	
	FLOWMETER Various types of flow meters located in a pit. May be labelled with identifier. (e.g. 50 MFM, 50MM)	
	STANDPIPE, WATER SAMPLING POINT (WSP), WATER SUPPLY POINT (WP) May be located adjacent to mains. Usually there will be some visible indication.	
	Hydrant May not be visible. Hydrant Tee May not be visible. Pillar hydrant Visible	
	PRE-LAID SERVICES D Deferred FL Fully Prelaid Left FM Fully Prelaid Front Middle FR Fully Prelaid Right L Left R Right Code indicates on which side of a lot the water service is located: May be no visible indication at site.	
	SEWER OR DRAINAGE PUMP STATION Several pipes and a pressurised main will be in the vicinity.	
	OPEN CHANNEL OA Landscaped OE Normal Open Earth OF Open channel with flood levee OH Half Pipe OL Lined Channel OS Swale-Shallow Depression OW Natural Water Course	Drainage structures, even if dry, must be kept clear of any obstruction such as sand stockpiles.

WATER CORPORATION UNDERGROUND ASSET DETAILS



629 Newcastle Street
Leederville, WA, 6007

PO Box 100
Leederville, WA, 6902

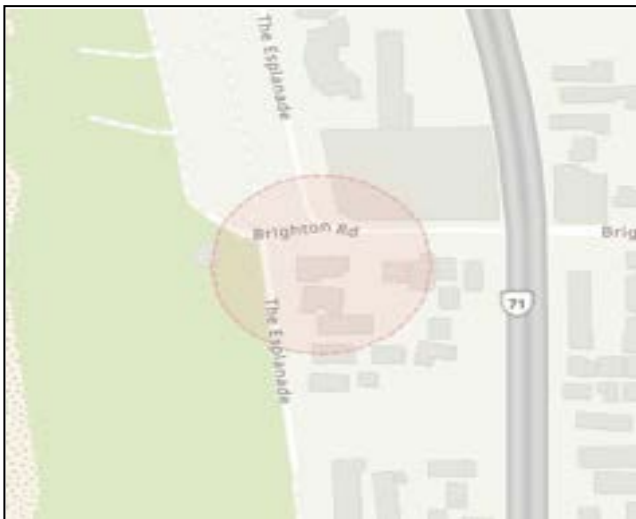
www.watercorporation.com.au
13 13 95

Requestor details

Nathan Maas
Planning Solutions
GPO Box 2709
Cloisters Square PO WA 6850
Phone: +61892277970

Sequence No: 228846050
BYDA Job No: 34916851
Enquiry Date: 25/08/2023
Issue Date: 25/08/2023

Requested location details



Address 194 The Esplanade
Scarborough WA 6019

Note: The response for this enquiry has been interpreted from details in the picture location only.

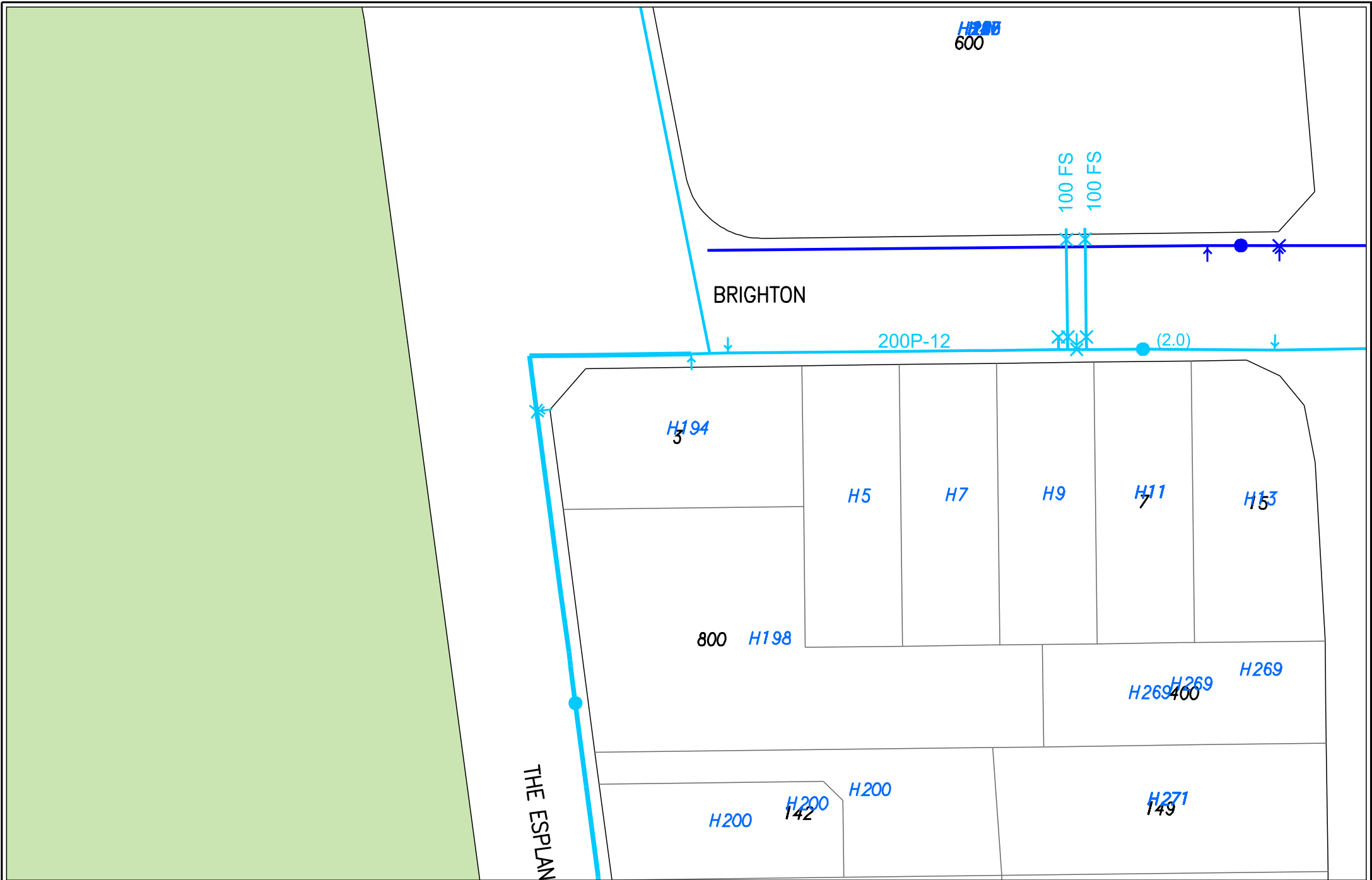
Water Corporation asset impact

WARNING - CRITICAL PIPELINE FOUND

The area you requested contains a critical pipeline. You may need to contact us with regard to this request prior to digging – see attached documents.

Important

1. Plans show approximate location only – verify location by potholing before using powered machinery.
2. Please read all information and attachments.
3. All documents must be kept together and retained on site by the work team.
4. This information is valid for 30 days from date of issue.







To: Nathan Maas
Company: Planning Solutions
Phone Details: +61892277970
Email Address: wktwzqgfaolcn0.xid05h94ey5eqz@smarterwx-mail.1100.com.au

Western Power
363 Wellington Street
Perth WA 6000
T: 13 10 87 F: (08) 9326 6079
www.westernpower.com.au
Electricity Networks Corporation ABN 18 540 492 861

Sequence Number: 228846052
Job Number: 34916851
Dig Site Location: 194 The Esplanade
Scarborough
WA, 6019

City of Stirling
01 Sep 2023
RECEIVED

DIAL BEFORE YOU DIG 1100 INFORMATION SHEET

This information relates to both underground and overhead network assets
and is valid for 30 days from date of issue - 25/08/2023 1:18 PM

- The **Energy Operators (Powers) Act 1979** makes it an offence to damage Western Power's network.
- The **Occupational Safety and Health Regulations 1996** establish restrictions for working safely around the Western Power network.
- **Western Power Easements and Network Policy and Standards** establish restrictions for development around the Western Power network.

It is the duty of care of persons planning to work or develop around Western Power's network to comply with the requirements of these statutory obligations and any other legislation, standard or guidance relevant.

Western Power's network assets are classified below:

Network Asset	Classification
Transmission line	66kV, 132kV, 220kV and/or 330kV
Distribution line	6.6kV, 11kV, 22kV and/or 33kV
	240V/415V (insulated / uninsulated)
Communication cable and other cables	communications, pilot cables, fibre optics

A danger zone, Western Power easement and restriction zone represents an area of high risk when working and developing around the Western Power network. Danger zones apply only to work around the network, whilst easement and restriction zone areas apply only to development and land use.

It is a requirement to work and develop outside of these areas so as far as is reasonably practicable. If you propose to work and/or develop within these areas, refer to the Western Power website for available information, services and lead times at <http://www.westernpower.com.au/safety-working-near-electricity.html> or by contacting Western Power's **Customer Service Centre** on 13 10 87.

**IN THE EVENT OF DAMAGE
TO A WESTERN POWER ASSET
CALL WESTERN POWER FAULTS AND EMERGENCIES ON 13 13 51**

GENERAL INFORMATION

- In the event that you discover a cable NOT shown on your map or you wish to clarify the construction status of assets in Design Areas, contact Western Power on 1300 769 345 (7:00 to 16:30 weekdays).
- Western Power underground **communications pipes** are also known as Perth Fibre Network: These pipes are typically 3 – 4.2m from property boundary but may vary.
- The typical alignment for underground assets is 0 - 0.6m and 2.4 – 3m from the property boundary.
- It is mandatory for the customer/excavator/contractor to physically locate all services before excavating.
- Never assume depth and alignment of cables.
- Check Utility Providers Code of Practice for Western Australia requirements for work in road and rail reserves at this Main Roads Western Australia site: https://www.mainroads.wa.gov.au/BuildingRoads/StandardsTechnical/RoadandTrafficEngineering/RoadsideItems/GuidelinesforRoadsideServices/Pages/Utility_Providers_Code_of_Practice_for_Western_Australia.aspx
- Please note the following lead times apply for Western Power to provide advice in working safely around the network:
 - **Transmission** – at least **30** business days
 - **Distribution** – at least **20** business days
 - **Communication and other cables** – at least **30** business days
- Work within Danger Zones is prohibited under the *Occupational Safety and Health Regulations 1996*, unless exemptions apply. Danger Zone areas are defined under *Regulation 3.64*.
- Development within easement and restriction zone areas is required to comply with restrictions under Western Power's standard easement conditions. These conditions are established under the relevant easement on Certificate of Title, or if an easement does not exist, they are established under Western Power Network Policy and Standards. You can request standard easement conditions from Western Power or access them from the [Western Power website](#).

MAP LEGEND INFORMATION

Proposed Construction Assets* means that overhead/underground assets may possibly be found in the Design Area* shaded on the plan.

Design Area* means field-works are possibly in progress or just completed and the plans supplied may differ from the current state in the ground or overhead.

UG Crossing* means that there could be multiple underground ducts at that location.

NOT depicted on Western Power Dial Before You Dig Plans are:

- Cables within a private property, for example, from pillar (green dome) to your electric meter. A cable-locating company will have to be contacted for on-site locations in your private property.
- Private cables belonging to government authorities, for example, Main Roads, Transperth, etc.
- Private streetlight cables belonging to local government, private estates etc.

STATE UNDERGROUND POWER PROGRAMME (SUPP) IN PROGRESS OR COMPLETED

Retrospective large scale undergrounding of power and/or communications assets has been identified in the vicinity of your enquiry.

Please refer to the attached plan(s), for instructions or additional information.

- **Large Scale Undergrounding in Progress**

There may be uncommissioned underground assets installed. Attached plan does not depict all Western Power underground activity.

- **Attention!**

Not all underground assets shown, for more information contact Western Power on 1300 769 345 (7:00 to 16:30 weekdays).

- **Large Scale Undergrounding Completed**

Default Alignments are used: - 0 to 0.6m & 2.7m but may vary.

Some cables can range up to 7.0 m from the property boundaries caution is advised.

DISCLAIMER

The provisions of this Disclaimer cannot and do not purport to limit or otherwise exclude the application of, or any warranties, rights, powers or remedies under, any Commonwealth or Western Australian legislation that does not permit or otherwise makes void any such exclusion or limitation provisions, including but not limited to, section 18 of the Competition and Consumer Act 2010 (Cth)

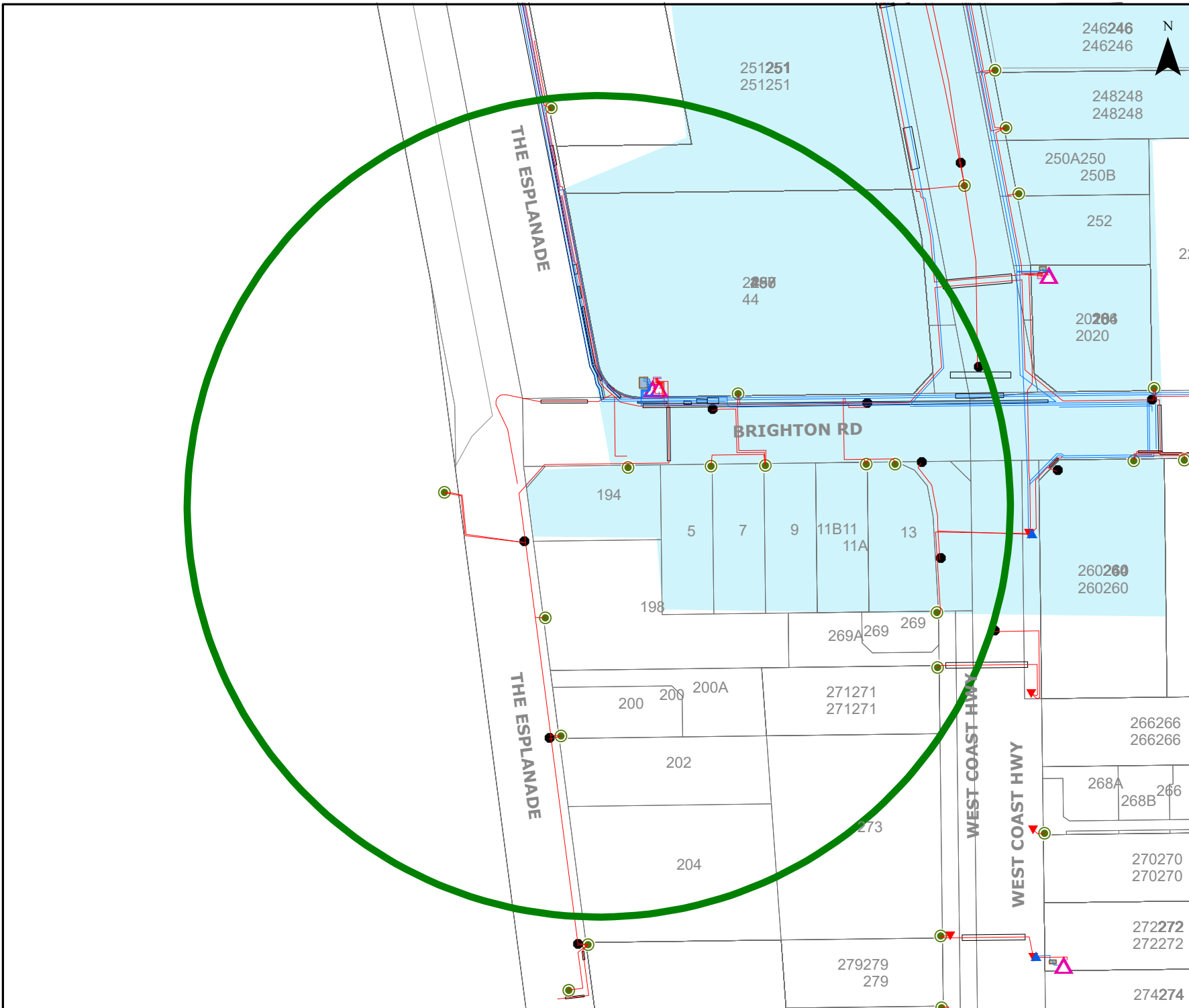
Whilst Electricity Networks Corporation (trading as Western Power) and its officers, employees, agents, contractors, or advisers (Associates) have used their reasonable commercial endeavours to ensure that all and any of the information, statements or representations (if any) express or implied (including by silence) in this Information Sheet and accompanying or related plans, diagrams, drawings and data (Information) is correct, the Information is to be used as a guide only.

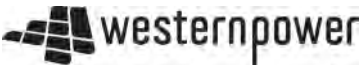
By taking the Information Sheet and/or making any use of the Information, all persons using or seeking to use the Information (Users) represent and warrant to Western Power and its Associates and each of them that they will comply with the obligations referred to in this Information Sheet and in the Information.

Subject always to the provisions in the first paragraph of this Disclaimer:

Western Power and each of its Associates:

1. do not make or give any representation or warranty, express or implied, as to the accuracy, reliability, currency, timeliness or completeness of;
2. disclaim to the fullest extent the law permits and will not be liable or responsible for, any liability, loss or damage, whether direct or indirect (and whether or not arising out of negligence, breach of duty or statutory duty, or lack of care, of Western Power and its Associates or of any of them) Users may suffer or incur arising out of, or in connection with, any use or reliance on; and
3. are under no obligation to correct, update or revise, the Information.





UNDERGROUND LEGEND

Structures	
Pillar	UG Crossing *
Metal Pole	Ring Main Unit
Transformer Site	LV Distribution Frame

Distribution Cables	
High Voltage Cable (1kV - 33kV)	Low Voltage Cable (< 1kV)
Street Light Circuit (< 1kV)	Street Light Pilot (< 1kV)
Earth Wire	

Cable Pole Terminations	
HV Termination	LV Termination

Proposed Construction Assets	
Design Area *	High Voltage Underground Cable
Low Voltage Underground Cable	Metal Pole
Pillar	HV Termination
Transformer site	LV Termination

State Underground Power Project	
CURRENT Work Area *	COMPLETED Area *

Feature	
Area of Interest	

*** Please refer to coversheet**

Privately owned cables NOT SHOWN (including house services)

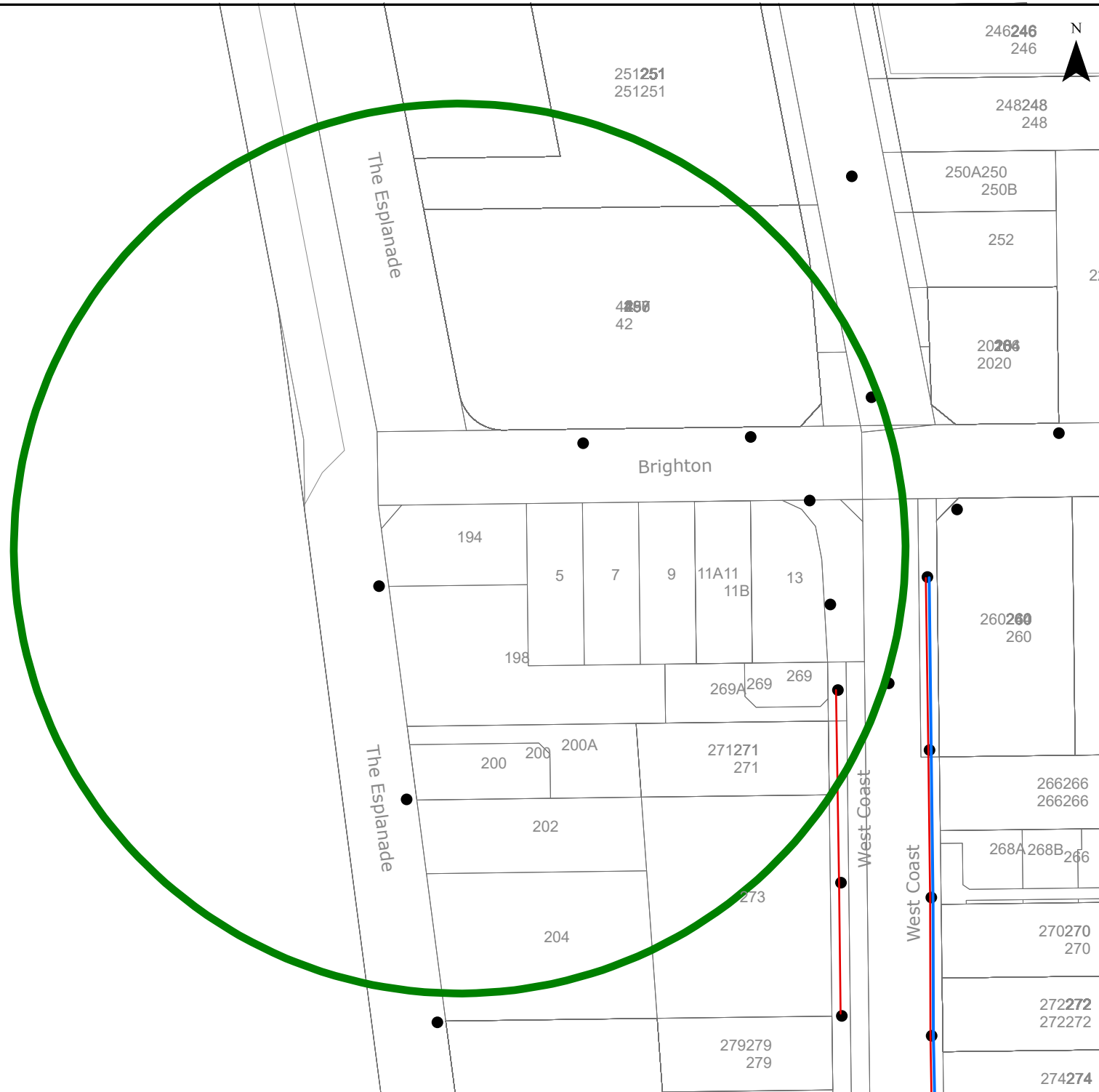
This map is INDICATIVE ONLY. Hand exposure via pothole method is MANDATORY.

**Telephone Support: 1300 769 345
Mon to Fri - 08:00 to 16:30**

Information valid for 30 days from date of issue

A4	Scale : 1:1500
----	----------------

WARNING! Look out for overhead power lines



OVERHEAD LEGEND

Structures

● Power Pole ■ Transmission Poles

Transmission Overhead Powerline

— Transmission (33kV - 330kV)

Distribution Overhead Powerline

4 — High Voltage (1kV - 33kV)

— Low Voltage (< 1kV)

Proposed Construction Assets

 Design Area *

— High Voltage Overhead Powerline

— Low Voltage Overhead Powerline

- Power Pole

Communications Assets

— Overhead Pilot Cable

Feature

 Area of Interest

* Please refer to coversheet

**Privately owned cables NOT SHOWN
(including house services)**

**This map is INDICATIVE ONLY.
Check that you have enough
clearance from the DANGER ZONES
near overhead powerlines.**

Telephone Support: 1300 769 345
Mon to Fri - 08:00 to 16:30

Information valid for 30 days
from date of issue

A4

Scale : 1:1500

WARNING! Look out for overhead power lines



ARCHITECTURAL ACOUSTICS

194 THE ESPLANADE, SCARBOROUGH DEVELOPMENT APPLICATION REPORT

Rev A - 3rd August 2023



For

GARY DEMPSEY DEVELOPMENTS

PO Box 1104
SCARBOROUGH WA 6019

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Report Version	Author	Notes	Date
Initial Report	Michael Ferguson		17 th July 2023
Rev A	Michael Ferguson	Updated comments on outdoor area	3 rd August 2023



Gabriels Hearne Farrell Pty Ltd is a Member Firm of the Association of Australasian Acoustical Consultants. The report author is a full member of the Australian Acoustical Society.

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1. INTRODUCTION

This Development Application report addresses the architectural acoustic issues to be covered during the development process of the proposed residential development at 194 The Esplanade, Scarborough. This report is based on the drawings received from the design team 5th July, 2023.

The purpose of this report is to provide an overview of the acoustic design requirements included in Regulations, Codes, Planning Policies and Australian Standards, relevant to the Development Application stage. It therefore establishes the acoustic requirements for this project, with further acoustic analysis to be undertaken for building permit (future) stages. This will include noise contouring and assessment of the specific noise sources generated by the site, as well as undertaking a detailed acoustic analysis of potential noise intrusion from West Coast Highway.

1.1 Qualifications of Consultant

The author of this report, Michael Ferguson, has been working for Gabriels Hearne Farrell Pty Ltd (formerly Gabriels Environmental Design Pty Ltd) since the beginning of 2010. He became a full member of the Australian Acoustical Society on the 22nd March, 2014. GHF is also a Member Firm of the Association of Australasian Acoustical Consultants.

2. ENVIRONMENTAL NOISE EMISSION

The Environmental Protection (Noise) Regulations require that potential noise emissions from the development must comply with site specific 'Assigned Levels' at adjacent premises, as established in accordance with Regulations.

2.1 Assigned Noise Levels

The Regulations describe a procedure for establishing the Assigned Levels, based on the traffic flow and land zoning within a 100m radius and 450m radius outer circle, relevant to the reference receiver premises. As indicated in Fig 1 below, there is approximately 19% of the inner circle and 6% of the outer circle listed as commercial properties. There is also a major road within the inner circle. Based on this information the Assigned Noise Level's applicable to this development is +7 dB(A).



Image 01 - Influencing Factor Radii

The calculated Assigned Levels for receiver properties adjacent to this site are set out below in Table 01 on the following page.

Type of premises receiving noise	Time of day	Assigned Noise Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Noise sensitive premises; highly sensitive area. (i.e. within 15m of a residential building)	0700 to 1900 hours Monday to Saturday	52	62	72
	0900 to 1900 hours Sunday and public holidays	47	57	72
	1900 to 2200 hours all days	47	57	62
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and public holidays.	42	52	62

Table 01 - Assigned Noise Levels for Adjacent Receiver Positions

The sound level parameters used for the various environmental noise criteria are described below, based on an assessment period of 15 minutes up to 4 hours:

- L_{A10}** is the 'A' weighted noise level which is not to be exceeded for more than 10% of the time, e.g. for more than 10 minutes in 100 minutes. This is the parameter relevant to most HVAC equipment, and emissions from other longer term noise sources that run for extended duration (such as exhaust fans, air-conditioning units etc.).
- L_{A1}** is the 'A' weighted noise level which is not to be exceeded for more than 1% of the time, e.g. for more than 1 minute in 100 minutes, or up to 24 minutes in 4 hours. This is the parameter relevant to noise sources that only occur occasionally, for short durations, (e.g. fire pump testing, etc.).
- L_{Amax}** is the 'A' weighted noise level for individual events (e.g. car door closes, etc.) which is not to be exceeded at any time.

2.2 Adjustments for Noise Character

Regulation 9(3) requires that the noise emission must be free of annoying characteristics, namely tonality (e.g. whining, droning), modulation (like a siren), and impulsiveness (e.g. thumping). Where noise emissions do exhibit the above noise characteristics, an adjustment is made to the measured/predicted noise level:

<i>Tonality</i>	5dB is added to the measured level
<i>Modulation</i>	5dB is added to the measured level
<i>Impulsiveness</i>	10dB is added to the measured level

Where the noise emission is music the following adjustments to the measured noise levels apply:

<i>Impulsiveness not present</i>	10dB is added to the measurement level
<i>Impulsiveness present</i>	15dB is added to the measurement level

The above adjustments only apply where the noise character is audible and measurable the noise receiver. During daytime hours it is feasible that there is enough diversity in the units running, and combined with a higher background noise level tonality may not be measurable and therefore may not be applied during these times for certain noise sources.

In our experience music from an internal noise breakout source is typically not deemed to be impulsive. Therefore any music noise emissions from an internal source typically have a penalty of +10dB(A) applied to the emissions.

Outdoor crowd noise is generally considered to be free from tonality and/or modulation and therefore has no penalties applied to it.

2.3 Project Noise Sources

Noise sources relevant to this development that may result in emission to neighbouring premises include:

- Mechanical Services, Air conditioning and other HVAC equipment – including condensers, exhaust fans, car park ventilation systems and the like.
- Fire Pumps & Tanks
- Vehicles in car parking areas
- Security gate to carpark
- Waste Collection

Each relevant Noise Source is discussed below.

2.3.1 Mechanical Services

Potential noise emissions from all mechanical equipment will be addressed in the design and documentation stages, to ensure appropriate mechanical acoustic design and specifications are incorporated, to comply with the relevant 'Assigned Levels'. For HVAC equipment the relevant Assigned Level parameter is L_{A10} , as equipment will typically run for more than 10% of the time, as tabulated below:

Noise Emissions from HVAC Equipment		
	Time of Day	Relevant Assigned Noise Level
Daytime - Monday to Saturday	7am to 7pm	L_{A10} 52 dB(A)
Daytime - Sundays & Public Holidays	9am to 7pm	L_{A10} 47 dB(A)
Evening - All Days	7pm to 10pm	L_{A10} 47 dB(A)
Overnight - All Days	All other times from above	L_{A10} 42 dB(A)

Table 02 - Relevant Assigned Noise Levels - HVAC Equipment

Since the HVAC can run any time of day, the most stringent Assigned Level Criteria of $L_{A10} \leq 42$ dB(A) will apply to overnight operation. Adjustment for tonality will also be considered, where relevant.

For this development the proposed location of the main air-conditioning equipment appears to be currently documented within a dedicated rooftop plant area. Once the Mechanical Services design is progressed and noise level data becomes available, a detailed assessment will be conducted to ensure compliance with the relevant Assigned Levels.

Selection of equipment with inherently low noise operation, and potential use of night setback modes will be considered as part of the design process. Night setback modes are highly recommended as they typically reduce noise emissions by approximately 5dB(A), meaning that if compliance is achieved with Sunday daytime Assigned Noise Levels compliance is also achieved during the overnight period with the setback mode activated.

At this stage we do not foresee any significant concerns regarding compliance with the 'Assigned Levels'. It must be noted that during the design phase the mechanical services will be assessed in relation to compliance at the existing noise sensitive premises, taking into account known building heights. The assessment will also take into account any known future developments (as advised), where a Development Application has been submitted to relevant authority. If any future developments are taller than this project, overlooking the plant area, the noise emission from roof-top mechanical services may no longer comply with the 'Assigned Levels'. However, the typical approach is to design for what is known, as it is unreasonable to design for future unknown developments that may never eventuate.

Potential for noise intrusion into the development itself, via the roof / building envelope etc. will also be considered as the design develops.

2.3.2 Fan Exhaust Systems

Bathrooms and kitchens are to be locally exhausted to the side of the building. Top floor units may exhaust through the roof if desired. Fans must be selected and installed by the mechanical engineer / contractor to ensure the Assigned Noise Levels as set out in Table 02 are achieved (including allowances for tonality).

To aid with this, bathroom exhaust fans are recommended to be located within bathroom ceiling, using quiet in-line fan systems, such as the TD Silence range of mixed flow fans available from Fantech.

Kitchen exhaust fans should also be installed in the ceiling space as per above. These should be installed with speed controllers so that minimum speeds can be used to achieve the required air flow and minimise noise emission where possible. External wall mounted fans with noisy closing shutters must not to be used.

2.3.3 Carpark Exhaust

Based on the current documentation it appears that the ground floor parking area is expected to be a mix of mechanical and natural ventilation methodologies. Therefore it is critical that all required mechanical ventilation of the carparking area achieves compliance with the most stringent criteria of L_{A10} 42 dB(A), as it is typical that these exhaust systems could operate at any time of the day.

Based on previous experience it is likely that any exhaust fans will require dedicated attenuators to both the inlet and outlet sides of the fans, with casing radiated noise levels to be specifically addressed on a case-by-case scenario. Ideally, if exhausted through the roof, attenuators should be installed as close to the fan as possible, limiting radiated noise from the riser shaft throughout the building.

2.3.4 Fire Pumps

As per the building HVAC plant, noise emission from a proposed Fire Pump or Generator installation must be controlled to meet the relevant Assigned Noise Levels. It should be noted that this is only applicable to the testing of the equipment for maintenance purposes, during actual emergencies compliance with the regulations is not required.

For fire pumps, we have been previously been advised these maintenance runs are typically less than a 24 minute duration. Therefore, these are assessed against the L_{A1} Assigned Levels, as tabulated below. If the generator must be run for extended duration (> 24 minutes) then the L_{A10} criteria becomes relevant.

Noise Emissions from Fire Pumps		
	Time of Day	Relevant Assigned Noise Level
Daytime - Monday to Saturday	7am to 7pm	L_{A1} 62 dB(A)
Daytime - Sundays & Public Holidays	9am to 7pm	L_{A1} 57 dB(A)
Evening - All Days	7pm to 10pm	L_{A1} 57 dB(A)
Overnight - All Days	All other times from above	L_{A1} 52 dB(A)

Table 03 - Relevant Assigned Noise Levels - Fire Pump

It should also be noted that the above Assigned Noise Levels also apply to any generators on site, however it is our understanding these are not currently proposed on this project.

When assessing this equipment it is assumed that the testing will only be conducted between 7am and 7pm Monday to Saturday. Equipment selections and relevant noise level data is not yet available for these items. The acoustic design and specification requirements will therefore be determined during the design development and documentation stages of the project, to fully comply with the relevant Assigned Levels. This includes noise emissions from the exhaust outlet pipe, as well as the ventilation of the fire pump room itself, as an escape path for the fire pump engine noise itself.

2.3.5 Noise from Carparks

Noise emission from vehicle movements in Public Carparks that are open to public access are treated in accordance with the Road Traffic Act (as road traffic noise), and are therefore not addressed by the Environmental Protection (Noise) Regulations. This is consistent with the approach applied to public parking areas at other multi-residential and commercial developments.

However, noise from any proposed car stackers (if proposed) or mechanical exhaust systems are mechanical in nature and must be assessed for compliance against the Environmental Regulations, as per the previous mechanical services section of this report.

2.3.6 Security Gates

Noise associated with opening and closing of security gates must meet the Assigned Noise Levels, especially as these can be operated at all times of the day and are therefore a high risk of complaints arising. Ideally this is also to be met within the adjacent apartments, particularly the bedroom areas.

The preferred option for the gate mechanism is a swing style, as these typically create less noise emissions than a sliding or rolling type. It is critical that this gate and all associated mechanisms are adequately isolated from the surrounding structure. Gates located near bedrooms can be highly problematic otherwise due to structure-borne noise radiating through the building.

2.3.5 Loading Bay Deliveries & Waste Management

There does not appear to be any designated loading bays documented for this project. Therefore it is assumed that any deliveries to the proposed development will be undertaken off the adjacent streets, utilizing public dedicated loading bays. These delivery vehicles would not require any assessment under the EPNR as they are located on the public road network. Should this change and dedicated delivery bays be documented then an assessment of potential noise emissions will be undertaken.

With regards to servicing Bin compounds, noise generated by this activity falls under the recently amended part of the Regulations "14A. Waste collection and other works". This section of the Regulations states that the Assigned Levels (Regulation 7) do not apply to a range of 'specified works', including 'the collection of waste'. Provided the waste collection is conducted between 7am to 7pm Monday to Saturday, (or 9am to 7pm Sunday and public holidays), then the activity is deemed to be "Class 1".

3. ENVIRONMENTAL NOISE INTRUSION

As the proposed development is located adjacent to West Coast Highway, there is the potential for traffic noise intrusion concerns. Due to the distance from this major road, the development is required to have an assessment undertaken in accordance with the State Planning Policy 5.4 - "Road and Rail Noise" guidelines. As of the writing of this report, on-site noise level measurements and the associated noise intrusion calculations are yet to be undertaken, largely due to the timing of the project in conjunction with school holiday periods as well as inclement weather periods.

A full assessment in accordance with the SPP 5.4 requirements will be undertaken in the following stages of this project, with details on glazing requirements etc. to be confirmed. At this stage, the purpose of this report is to raise awareness of the clients' obligations to undertake this assessment and confirm the following internal noise levels will be met. Details on this have been outlined in the following section of this report.

Note in accordance with the Environmental Protection (Noise) Regulations 1997, noise intrusion from other external sources e.g. adjacent cafes, bars etc. are required to be managed by the lot creating the noise. Therefore whilst any required construction to aid with traffic noise intrusion will also ameliorate entertainment noise as well, there is no *requirement* to upgrade the building envelope further.

3.1 Design Standards

3.1.1 Outdoor Noise Criteria

The State Planning Policy 5.4 - "Road and Rail Noise", establishes criteria in terms of an Outdoor Noise Levels.

Outdoor Noise Level Criteria	
Time of Day	Noise Criteria
Day - 16 Hour (6am to 10pm)	$L_{Aeq}(\text{day}) = 55 \text{ dB}$
Night - 8 Hour (10pm to 6am)	$L_{Aeq}(\text{night}) = 50 \text{ dB}$

Table 03 - SPP 5.4 Outdoor Noise Level Criteria

The above levels are for average external noise levels (L_{Aeq}) measured over the whole of the day or night period. The criteria set out above applies to the emission of road noise as received at a noise sensitive development. It is our understanding that this outdoor criteria should ideally be met in at least one

outdoor space for the development, if it is practicable to do so. Of note balconies are typically not deemed practicable to meet the above requirements.

The main outdoor amenity area is currently located on the eastern side of the development, facing West Coast Highway. However we have also been advised that due to the highly prescriptive planning policies of the Scarborough Precinct, it is likely that the adjacent site will have a three storey podium level constructed with a nil setback to this development's site. Based on this advice, the adjacent buildings are likely to provide adequate barriers to limit noise levels in the outdoor space to below the target. Providing any additional barriers is unlikely to have any noticeable impact on this area in any practicable way.

3.1.2 Indoor Noise Criteria

In terms of indoor noise levels, the SPP quotes the acceptable levels for residential buildings as:

- L_{Aeq} (day) 40 dB(A) in living and work areas, and
- L_{Aeq} (night) 35 dB(A) in bedrooms.

For all other non-residential noise sensitive areas of a development, acceptable indoor noise levels are to meet the recommended design sound levels in Table 1 of Australian Standard AS/NZS 2107:2016 "Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors". For the purposes of this development the indoor criteria set out in the SPP5.4 above should be seen as the project target.

3.2 Notification on Title

Further to above mentioned assessment, the policy under Section 5.7 provides the following information regarding notifications on titles where noise levels are above target levels:

"If the measures outlined previously cannot practicably achieve the target noise levels for new noise-sensitive developments, this should be notified on the certificate of title.

Notifications on certificates of title and/or advice to prospective purchasers advising of the potential noise impacts from major road and rail corridors can be effective in warning people who are sensitive to the potential impacts of transport noise....

Notification should be provided to prospective purchasers and be required as a condition of subdivision (including strata subdivision) for the purposes of noise sensitive development as well as planning approval involving noise-sensitive development, where noise levels are forecast or estimated to exceed the target outdoor noise criteria, regardless of proposed noise attenuation measures. The requirement for notification as a condition of subdivision and the land area over which the notification requirement applies, should be identified in the noise management plan in accordance with the guidelines."

Note whilst confirmation of on-site noise levels is yet to be obtained, it is likely that the above Notification on Title will be required. This will be confirmed in the following stages of this project.

3.3 General Construction Requirements

Upgrading of the sound reduction performance of the external windows to reduce the major environmental noise source (traffic noise), is an important element in the overall control of noise through the building envelope. However, with upgraded glazing, noise transmission through the roof / ceiling system etc., must be considered in order to balance the sound reduction through the building envelope.

3.3.1 Roofing Details

Metal roof sheeting to be sealed at edges of sheet. This may be achieved with Anticon insulation, or alternatively use a profiled sealant to ensure path for noise into ceilings is fully sealed. Use heavy gauge flashings and profiled sealants where required. All junctions to be air tight.

3.3.2 Box Gutters

Box gutters are to be detailed such that sound reduction performance of the roof ceiling system is not downgraded. Details on this can be provided if required.

3.3.3 Eaves

All the eaves are to be sealed and specially detailed to ensure that the construction does not downgrade the performance of the roof ceiling system. Typically this is achieved by either the installation of fibre cement lined eaves, or by the construction of full height perimeter walls up to the underside of the roof sheeting above (it should also be noted that to satisfy Part F5 of the BCA, full height perimeter walls are likely required in any case). It is recommended that any eave fibre cement lining is at least 6mm thick as a minimum. All eave joints to be fully sealed and insulated with fibre glass insulation.

3.3.4 Ceiling Details

To maintain the sound transmission performance of the ceilings, penetrations in the ceiling should not downgrade the acoustic integrity of the construction. Open recessed light fittings are only permitted if the light housing is constructed from an acoustically equivalent material to the surrounding plasterboard ceiling. Surface mounted light fittings are therefore the preferred option.

Where recessed light fittings are used they must be provided with solid metal canister or be fitted with full glass face (no air path through fitting is permitted). Suitable downlights do include most typical LED downlights these days, however this can be confirmed if required.

3.3.5 Kitchen Exhausts

Permanent vented windows in wet areas, must not be used. Wall mounted exhaust fans may only be used in this proposed development if they are capable of being sealed with appropriate materials. Mechanical exhaust systems should incorporate acoustic attenuation treatment such that the building envelope barrier system is maintained. Exhaust fans will require an internally lined cushion head behind the ceiling grill with at least 1.2m of acoustic flexible ductwork attached to the cushion head. This is likely to require usage of an in-line fan.

3.3.6 Air-Conditioning

In implementing the above requirements, mechanical ventilation or air-conditioning must ensure that windows can remain closed in order to achieve the indoor noise standards.

In all bedrooms to be air-conditioned we recommend the use of reverse cycle air-conditioner with inverter type condensing units. Use wall mounted fan-coil units to minimise penetrations through the ceiling. Alternatively locate air-conditioning ducts in bulkheads below the noise barrier ceiling.

Evaporative cooling systems are not recommended as these require windows to be open to operate.

4. INTERNAL ACOUSTICS

4.1 Class 2 Acoustic Requirements

Part F5: "Sound Transmission and Insulation" of the Building Code of Australia (BCA) establishes minimum mandatory requirements for the acoustic performance of Class 2 buildings. These acoustic requirements impact on the construction of walls, ceilings, and services.

Further to the above, where requirements are not specifically stated in the BCA, we will still provide recommended acoustic performances based on what has been deemed fit-for-purpose on previous similar projects.

The following BCA Part F5 design requirements and acoustic recommendations will be addressed during design and documentation.

Minimum Acoustic NCC Requirements - Class 2	
Walls	
Party walls separating habitable areas in adjoining Sole Occupancy Units	$R_w + C_{tr} 50$
Party walls between wet and habitable areas	$R_w + C_{tr} 50 + \text{discontinuous construction}$
Walls to public corridor or lobby, stairs, or parts of different classification	$R_w 50$
Entry Doors	
Entry Door to Public Area	$R_w 30$
Floors	
Separating sole occupancy units, or parts of different classification - Airborne	$R_w + C_{tr} 50$
Impact sound insulation	L_{nTw} no greater than 62 dB field measurement
Services	
Services adjacent to Habitable room	$R_w + C_{tr} 40$
Services adjacent to Kitchen or Non-habitable room	$R_w + C_{tr} 25$

Table 6 - Minimum NCC Acoustic Requirements

The BCA also stipulates general construction requirements, as well as services access and locations etc. These minimum requirements will be outlined during the following stages of this development for the project Architect to incorporate into the documentation.

5. OVERVIEW

At the Development Application stage of this project the relevant acoustic design issues to consider are:

- Requirement for noise emissions to comply with Environmental Protection (Noise) Regulations,
- Consideration of potential traffic noise intrusion, in accordance with the state Planning Policy 5.4 – “Road and Rail Noise”, as well as Australian Standard 2017 “Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors”.
- Requirement to comply with the Building Code of Australia (BCA), Part F5 – Sound Transmission and Insulation.

This Acoustic Report has addressed each of the project specific acoustic design issues relevant to the Development Application stage.

Further detailed consideration of these issues is required throughout the design development and documentation stages of the project, to ensure compliance with the relevant regulations, codes and acoustic quality standards.

If you have any further queries regarding any of the information contained in this report, please call the undersigned on 9474 5966.

Regards,

Michael Ferguson

Associate Director B.IntArch(Hons) M.A.A.S.



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Attachment 7a. City of Stirling Design Review Panel Reports

Design Review Report dated 11 May 2023



Design Review Report – Item 1

Local government:	City of Stirling	
Item no.:	Item 1 – PDA23/0031 – 194 The Esplanade, Scarborough – Pre Development Application – Multiple Dwelling	
Chairperson:	Philip Gresley	Acting Chairperson
Panel members:	Jackson Liew David Karotkin Lisa Shine Peter Ciemitis	
Local government officers:	Adrian Di Nella Karina Bowater David Jack Simone Palmer	Acting Coordinator Planning Senior Planning Officer Specialist Strategic Planner – City Future DRP Support Officer
Observers		
Date:	11 May 2023	Time: 2pm
Venue:	City of Stirling – Challenger Room	

Proponent/s

Matthew Cain	Planning Solutions (<i>Applicant</i>)
Tayne Evershed	Planning Solutions
Myee Dempsey	Gary Dempsey Developments
Dennis Chew	DKO Architects
Callie Chai	DKO Architects
Andrew Baranowski	Plan E Landscape Architects
Owners	Goldrise Nominees Pty Ltd

Observer/s

Briefings

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

Design Review

Proposed development	Item 1 – PDA23/0031 – 194 The Esplanade, Scarborough – Pre Development Application – Multiple Dwelling	
Property address	194 The Esplanade, Scarborough	
Background		
Proposal		
Applicant or applicant's representative address to the design review panel	Callie Chai Dennis Chew Andrew Baranowski	DKO Architects DKO Architects Plan E Landscape Architects

Key issues / recommendations	The Panel thanks the proponent for early engagement. The proposal is located on a highly visible, key site within the new Scarborough Beach re-development area and requires a significant and appropriate design response under the Design Guidelines (DG's). The proposal seeks significant variations to the DG's with relation to setbacks and tower dimensions and the Panel is supportive of the direction presented by the proponent in delivering a high-quality built form outcome for this location. However, some work is still required to justify the non-compliance and meet the objectives of the DG's. The provision of social housing is an important part of planning requirements, and although not yet provided in the proposal, the Panel would support alternatives such as provision on alternative sites to meet this requirement. The Panel has made a number of comments around improving the ground level interface to optimise activation, landscape amenity, and legibility. The Panel also recommends some additional design work be done to demonstrate how view corridors are being protected, as required under the guidelines, and further design work to reduce the bulk of the tower and or better meet the maximum tower dimensions allowable under the guidelines. Notwithstanding the range of recommendations by the panel which will help involve the proposal generally, in its current form the proposal is heading in a positive direction towards obtaining the Panel's support. Another review is recommended. Refer to attached Design Quality Evaluation Report.
Chairperson signature	

Design quality evaluation Item 1 – PDA23/0031 – 194 The Esplanade, Scarborough – Pre Development Application – Multiple Dwelling DRP Meeting – Thursday 11 May 2023	
	<i>Design Principle satisfied</i>
	<i>Design Principle pending further attention</i>
	<i>Design Principle not satisfied</i>
Principle 1 Context and character	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	1a. The Panel recognises the importance of this site in the wider context of the redevelopment area and comment was made that there is merit in implementing the bookend approach and the increased height for this site. 1b. The Panel stated the urban form and approach in relation to the aesthetic and relating back to the context and character is heading in the right direction. 1c. It was noted by the Panel there is an opportunity for improvement of activation and connection into the ongoing livable context on the ground floor. The proponent should continue to develop clear representations that describe this connection as it develops. 3D visualizations are encouraged and section drawings at 1:20 should be considered to adequately describe the spatial relationships and levels resolution between the public realm and the proposal. 1d. The Panel suggested bringing the communal open space on the podium level more to the north of the development which may improve the opportunity to connect to Brighton Road, break down the form and bring better amenity to the users of this space 1e. The Panel recommend that a study be done to demonstrate how the east west view corridors at the heart of the design guidelines are being considered, met and or enhanced with this proposal. There was some concern that the tower plan form, especially the protruding south-eastern bedroom may be diminishing this view corridor. 1f. Comment was made it would be great to understand the wider context from Brighton Road and the Esplanade as the proposal develops.
Principle 2 Landscape quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	2a. The Panel advised that public tree canopy plays an important role in this proposal and there is opportunity for further enhancement and development. There were suggestions that the successful canopy element may inhibit tree canopy to the public realm. Opportunities should be explored to enhance and protect tree canopy whilst not losing the successful delineation device between ground level and tower element. 2b. There is an onus on the Applicant to incorporate an activated ground plane as this is a strong corner. Currently the Panel has concerns about the success of the proposal to provide any real activation. 2c. The Panel supported the use of landscape to manage the relationship between the ground level uses and the public realm, but believes this can be further enhanced. 2d. Comment was made by the Panel the footpath width feels mean and further work to demonstrate and explore how to mitigate poor pedestrian movement outcomes is required. 2e. The question was asked how the planting on the ground level on both the eastern dog leg of the site and the south of the main site is maintained and how these areas are accessed. It is currently not clear and further information is required. 2f. The Panel stated section drawings of the southeast landscaping sector and adjacent sites showing the dog leg would be beneficial. 2g. There were comments around whether the briefed use for the communal open space should be reconsidered and designed accordingly. Could this be an area for families?

	2h. The applicant should continue to work with the City to enable the delivery of landscape across the site boundary into the public realm. Certainty of delivery and maintenance will need to be provided to the Panel to obtain support.
Principle 3 Built form and scale	<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
	3a. Generally, the broad approach proposed on site setbacks, tower plan dimensions, and tower bulk is acceptable to the Panel, however there is some concern around how the view corridors are being impacted. It was stated by the Panel that currently the apartment on the southeast corner is blocking views. Demonstration of the retention or enhancement of view corridors is required to obtain Panel support. See also 1e. 3b. The Panel commented there is an opportunity to obtain support for a zero setback to the northern boundary for the tower element, but more work is required to resolve the ground level interface, tree canopies and the extent of built form canopy to the lower level(s). 3c. Notwithstanding the general support for the built form approach, the Panel clarified that the onus is on the applicant to have a solid argument as to the reasons why the increased height from 8 to 12 stories should be supported. This requires clear consideration of bonus height requirements laid out in the DG's. 3d. The Panel stated the guidelines permit only one vehicle entry on this site. The proposed two vehicle entry requires demonstration that there is no loss of community or public benefit. Is it possible to reduce the width of the entries to single lane managed entries? 3e. The Panel suggested bringing more interest and variety in the heights of the upper level roof form. 3f. The Canopy element provides a good resolution in separating the ground level to the tower element. There was some commentary by the Panel to refine the canopy to allow for additional tree canopy. This should be approached carefully and not remove the successful delineation of tower form.
Principle 4 Functionality and build quality	<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
	4a. The Panel requested further information on how the ground level common areas might work and why residents would visit these and suggested looking into the fine grain performance. Providing furniture layouts and refining the brief for these spaces, and providing support amenity, will be critical to the delivery of appropriate activation. 4b. It was mentioned by the Panel the entry to the south / west apartment in the tower levels has a very small pinch point between the lift and apartment and there is opportunity to improve and expand this area. 4c. There was concern around the lift lobby size and it was stated there is opportunity to apply further thought and development and enhance the lobby. 4d. The Panel expressed concern around the long corridor which leads to the southern apartment, as it is very dark and long. The Applicant was encouraged to apply further thought and resolve this issue. 4e. In relation to the services more information was requested by the Panel. Services can affect the design of the proposal and further understanding is required around air conditioning condensers, storage, bins and waste management. It was recommended to include these in the design. This may significantly impact the carpark and ground level designs. 4f. The water feature is supported by the Panel although it would be beneficial to view what the feature would look like if it was switched off in the future and the cost of having this feature continuously running. 4g. Comment was made by the Panel it is important to understand the column locations with the tower. 4h. Comment was made the bins would work well with just the bin shoot and a flap

		which would also create opportunity for additional space in the foyer.
Principle 5 Sustainability		<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
		5a. The Panel stated this design principle is supported subject to the Applicant validating the commitments they have made to sustainability and the fully certified as-built 5-star rating. 5b. There was some concern expressed by the Panel to the level of unshaded glazing and glazing in general particularly with reference to the NCC 2022 requirements. This should be investigated.
Principle 6 Amenity		<i>Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.</i>
		6a. There was concern expressed by the Panel around the lack of bike parking and it was stated a provision for bike parking should be included in the design. 6b. There is opportunity to enhance protection from the hot summer sun for residents through the careful consideration and implementation of shading devices.
Principle 7 Legibility		<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
		7a. The Panel stated there is room for improvement around the legibility of the entry. This might include the tying into the elevation of the tower more succinctly. 7b. Comment was made by the Panel the Applicant should continue to develop and improve the vehicle entries.
Principle 8 Safety		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
		8a. The question was asked if the public have access to the car park as this could pose a safety issue.
Principle 9 Community		<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
		9a. It was noted by the Panel the Applicant will be required to resolve the requirement around providing affordable housing. There may be an opportunity for the Applicant to provide offsite housing which would be supported by the Panel. 9b. The Panel stated it would be beneficial to gain information relating to the public art proposal for this development. 9c. The Applicant was encouraged to think about the benefits this proposal will provide to the community and what is being given back.
Principle 10 Aesthetics		<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
		10a. The Panel commented aesthetics is moving in the right direction and is looking forward to seeing it progress in future DRPs. 10b. Comment was made by the Panel there is extensive exposed glass throughout this proposal and the Applicant must ensure the glazing is handled correctly and the appearance is appropriate. Any curved glazing proposed will be expected to be curved and not faceted. Also clear glazing will be expected to be clear and not tinted or otherwise to maintain the current appearance of the proposal.

Design Review progress**Item 1 – PDA23/0031 – 194 The Esplanade, Scarborough – Pre Development Application – Multiple Dwelling
DRP Meeting – Thursday 11 May 2023**

	<i>Design Principle satisfied</i>		
	<i>Design Principle pending further attention</i>		
	<i>Design Principle not satisfied</i>		
	DR1 11/5/2023	DR2	DR3
Principle 1 - Context and character			
Principle 2 - Landscape quality			
Principle 3 - Built form and scale			
Principle 4 - Functionality and build quality			
Principle 5 - Sustainability			
Principle 6 - Amenity			
Principle 7 - Legibility			
Principle 8 - Safety			
Principle 9 - Community			
Principle 10 - Aesthetics			

Recommendations Summary
Item 1 – PDA23/0031 – 194 The Esplanade, Scarborough

DR1 – DRP Recommendations DRP Meeting – 11/5/2023	DR2 – Applicant Response DRP Meeting – 11/5/2023	DR2 DRP Recommendations DRP Meeting –	DR2 – Applicant Response DRP Meeting –
1b. The Panel stated the urban form and approach in relation to the aesthetic and relating back to the context and character is heading in the right direction. 1c. It was noted by the Panel there is an opportunity for improvement of activation and connection into the ongoing livable context on the ground floor. The proponent should continue to develop clear representations that describe this connection as it develops. 3D visualizations are encouraged and section drawings at 1:20 should be considered to adequately describe the spatial relationships and levels resolution between the public realm and the proposal. 1d. The Panel suggested bringing the communal open space on the podium level more to the north of the development which may improve the opportunity to connect to Brighton Road, break down the form and bring better amenity to the users of this space 1e. The Panel recommend that a study be done to demonstrate how the east west view corridors at the heart of the design guidelines are being considered, met and or enhanced with this proposal. There was some concern that the tower plan form, especially the protruding south-eastern bedroom may be diminishing this view corridor.			

2a.	The Panel advised that public tree canopy plays an important role in this proposal and there is opportunity for further enhancement and development. There were suggestions that the successful canopy element may inhibit tree canopy to the public realm. Opportunities should be explored to enhance and protect tree canopy whilst not losing the successful delineation device between ground level and tower element.		
2b.	There is an onus on the Applicant to incorporate an activated ground plane as this is a strong corner. Currently the Panel has concerns about the success of the proposal to provide any real activation.		
2c.	The Panel supported the use of landscape to manage the relationship between the ground level uses and the public realm, but believes this can be further enhanced.		
2d.	Comment was made by the Panel the footpath width feels mean and further work to demonstrate and explore how to mitigate poor pedestrian movement outcomes is required.		
2e.	The question was asked how the planting on the ground level on both the eastern dog leg of the site and the south of the main site is maintained and how these areas is accessed. It is currently not clear and further information is required.		
2f.	The Panel stated section drawings of the southeast landscaping sector and adjacent sites showing the dog leg would be beneficial.		
2g.	There were comments around whether the briefed use for the communal open space should be should be reconsidered and		

	designed accordingly. Could this be an area for families?			
3a.	Generally, the broad approach proposed on site setbacks, tower plan dimensions, and tower bulk is acceptable to the Panel, however there is some concern around how the view corridors are being impacted. It was stated by the Panel that currently the apartment on the southeast corner is blocking views. Demonstration of the retention or enhancement of view corridors is required to obtain Panel support. See also 1e.			
3b.	The Panel commented there is an opportunity to obtain support for a zero setback to the northern boundary for the tower element, but more work is required to resolve the ground level interface, tree canopies and the extent of built form canopy to the lower level(s).			
3d.	The Panel stated the guidelines permit only one vehicle entry on this site. The proposed two vehicle entry requires demonstration that there is no loss of community or public benefit. Is it possible to reduce the width of the entries to single lane managed entries?			
3e.	The Panel suggested bringing more interest and variety in the heights of the upper level roof form.			
3f.	The Canopy element provides a good resolution in separating the ground level to the tower element. There was some commentary by the Panel to refine the canopy to allow for			

additional tree canopy. This should be approached carefully and not remove the successful delineation of tower form.			
4a. The Panel requested further information on how the ground level common areas might work and why residents would visit these and suggested looking into the fine grain performance. Providing furniture layouts and refining the brief for these spaces, and providing support amenity, will be critical to the delivery of appropriate activation. 4b. It was mentioned by the Panel the entry to the south / west apartment in the tower levels has a very small pinch point between the lift and apartment and there is opportunity to improve and expand this area. 4c. There was concern around the lift lobby size and it was stated there is opportunity to apply further thought and development and enhance the lobby. 4d. The Panel expressed concern around the long corridor which leads to the southern apartment, as it is very dark and long. The Applicant was encouraged to apply further thought and resolve this issue. 4e. In relation to the services more information was requested by the Panel. Services can affect the design of the proposal and further understanding is required around air conditioning condensers, storage, bins and waste management. It was recommended to include these in the design. This may significantly impact the carpark and ground level designs.			

4g.	Comment was made by the Panel it is important to understand the column locations with the tower.			
4h.	Comment was made the bins would work well with just the bin shoot and a flap which would also create opportunity for additional space in the foyer.			
5b.	There was some concern expressed by the Panel to the level of unshaded glazing and glazing in general particularly with reference to the NCC 2022 requirements. This should be investigated.			
6a.	There was concern expressed by the Panel around the lack of bike parking and it was stated a provision for bike parking should be included in the design.			
6b.	There is opportunity to enhance protection from the hot summer sun for residents through the careful consideration and implementation of shading devices.			
7a.	The Panel stated there is room for improvement around the legibility of the entry. This might include the tying into the elevation of the tower more succinctly.			
7b.	Comment was made by the Panel the Applicant should continue to develop and improve the vehicle entries.			
9b.	The Panel stated it would be beneficial to gain information relating to the public art proposal for this development.			
9c.	The Applicant was encouraged to think about the benefits this proposal will provide to the community and what is being given back.			

10b. Comment was made by the Panel there is extensive exposed glass throughout this proposal and the Applicant must ensure the glazing is handled correctly and the appearance is appropriate. Any curved glazing proposed will be expected to be curved and not facettted. Also clear glazing will be expected to be clear and not tinted or otherwise to maintain the current appearance of the proposal.			
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Attachment 7b. City of Stirling Design Review Panel Reports Design Review Report dated 22 June 2023



Design Review Report – Item 3

Local government:	City of Stirling	
Item no.:	Item 3 – PDA23/0031 – 194 The Esplanade, Scarborough – Pre Development Application – Multiple Dwelling	
Chairperson:	Emma Williamson	
Panel members:	Philip Gresley David Karotkin Lisa Shine	
Local government officers:	Adrian Di Nella Cameron Howell Karina Bowater Tracey Baglin Simone Palmer	Acting Coordinator Planning Senior Planning Officer Senior Planning Officer Acting Senior Planning Officer DRP Support Officer
Observers	Gareth Glanville	Senior Strategic Planning Officer
Date:	25 June 2023	Time: 4pm
Venue:	City of Stirling – Challenger Room	

Proponent/s

Tayne Evershed	Planning Solutions (<i>Applicant</i>)
Myee Dempsey	Gary Dempsey Developments
Dennis Chew	DKO Architects
Cassandra Putri	DKO Architects
Andrew Baranowski	Plan E Landscape Architects
Owners	Goldrise Nominees Pty Ltd

Observer/s

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Briefings

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

Design Review

Proposed development	Item 3 – PDA23/0031 – 194 The Esplanade, Scarborough – Pre Development Application – Multiple Dwelling	
Property address	194 The Esplanade, Scarborough	
Background		
Proposal		
Applicant or applicant's representative address to the design review panel	Dennis Chew Andrew Baranowski	DKO Architects Plan E Landscape Architects
Key issues / recommendations	The Panel thank the Applicant for their presentation and continued dialogue with the DRP, noting that the additional storeys being sought are contingent on having confidence in the design providing a high-quality	

	outcome. Several of the comments from the previous DRP remain and clarification of the impacts to view corridors remains outstanding. Additionally, the applicant is encouraged to explore ways in which the language of the podium, in conjunction with the landscape can address several of the concerns relating to built form, functionality, sustainability, amenity and community. More developed briefs for the communal spaces of the development may assist in the resolution of several of these issues. The provision for affordable housing has still not been addressed by the Applicant and this is a requirement of the DG's. Refer to attached Design Quality Evaluation Report.
Chairperson signature	

Design quality evaluation Item 1 – PDA23/0031 – 194 The Esplanade, Scarborough – Pre Development Application – Multiple Dwelling DRP Meeting – Thursday 22 June 2023	
	<i>Design Principle satisfied</i>
	<i>Design Principle pending further attention</i>
	<i>Design Principle not satisfied</i>
Principle 1 Context and character	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	1a. The Panel remains concerned about the impacts of the protruding bedroom on the southern portion of the building diminishing the view corridor for the rear site. The Panel query the way this was depicted in the presentation. The Panel seek further clarification of its impact, noting that any impact could be minimal. It was noted that the support for a reduced northern setback to Brighton Road in DRP 1 already has impacts to the rear site and it is important to clearly demonstrate the overall impact of this move and the visual impact of the bedroom protrusion. 1b. The Panel are generally supportive of the improved articulation noting that further development at the street interface on the corner of The Esplanade and Brighton Road is required. It is important to consider the contribution this is making to public amenity and the connection to context. Opportunities to develop a language that speaks to the beachside location need to be explored here.
Principle 2 Landscape quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	2a. The Panel commented the changes to the landscape at ground level have resulted in the Brighton street level of the proposal being further disconnected from the public realm. This is not supported. 2b. The Panel stated a north-south section drawing through the communal landscape area and adjacent sites (current and future context) that incorporate the dog leg would be beneficial to a full understanding of the degree to which this space will be impacted by built form and overshadowing. 2c. The Panel sought clarification in relation to the brief for the communal outdoor space in order to assess the success of the landscaping in providing amenity to residents. 2d. Comment was made by the Panel that it was difficult to ascertain the community benefit of the landscaping being proposed at the street level and this should be further developed.
Principle 3 Built form and scale	<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
	3a. There is still some concern in relation to the impact on view corridors of neighbouring sites that result from the massing of the proposal. Demonstration of the retention or enhancement of view corridors is required to obtain Panel support. 3b. The Panel stated there hasn't been sufficient information submitted in relation to the sections. These would be beneficial to further their understanding of the proposal. 3c. The Panel expressed their concern in relation to the resident club, noting that this narrow space is north and west facing, with floor to ceiling fixed glazing. This is not considered an appropriate response in relation to the context and character of the area, energy loads for cooling, amenity of the occupants nor connection to the community. The Panel commented on the potential of this area to positively contribute to the amenity being offered and the connection to context through the development and response to a brief for the space. 3d. The Panel commented that the scale of the development is supported and positively contributes to the developing nature of the area.

Principle 4 Functionality and build quality		<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
		4a. The Panel encourage the applicant to look for ways in which the lift lobby can be enhanced to feel more generous. 4b. The Panel expressed some reservation in relation to the location of the car wash bay that requires pedestrians to walk past when accessing the lift from the carpark. 4c. The panel request further clarification in relation to the movement of residents from the change room to the lobby through the bike and board store. Demonstration is required to ensure there is sufficient space and that it feels like a safe and pleasant experience.
Principle 5 Sustainability		<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
		5a. The Panel stated this design principle is supported.
Principle 6 Amenity		<i>Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.</i>
		6a. There was concern expressed by the Panel around the lack of amenity associated with the resident's club. The space does not have a clear brief and amenity for patrons has been compromised as a result. For example there are not toilets or amenities included in the design, nor access to natural ventilation or physical connection to the street. 6b. The Panel encourage the applicant to develop a detailed brief for the communal open space with consideration given to the amenity expectations of this type of space, noting that what is offered here should be greater than what is offered in individual units. For example provision for toilets or bookable undercover areas are often found in developments of a similar standard.
Principle 7 Legibility		<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
		7a. The Panel stated the ground floor lobby has improved but there is still room for improvement and the design would benefit from greater legibility of the entry through articulation at the street.
Principle 8 Safety		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
		8a. This principle is broadly supported. 8b. It was mentioned there could be a safety concern around the security of the bikes and surfboards on the ground floor and how these are accessed.
Principle 9 Community		<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
		9a. It was noted by the Panel the Applicant has not resolved the requirement around providing affordable housing. A twin key apartment is a good option for flexibility and diversity although not a solution to the affordable housing requirement. The Applicant could provide offsite housing which would be supported by the Panel. 9b. The Panel stated the community benefit seems to be in the relationship of the building to the street at the corner and development of the landscape should prioritize the connection to community.
Principle 10 Aesthetics		<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>

	10a. The Panel request further clarification in order to better understand the southern boundary wall. This could remain highly visible for some time. An elevation with dimensions and materials noted would assist in this understanding. 10b. The Applicant was encouraged to continue to develop the language of the roof element, suggesting that a link to the mid-century public amenities buildings found along this section of the west coast could give a clue to the language of the roof form. Consideration should be given to the maintenance of these elements to ensure that water runoff and staining are considered. 10c. The Panel commented that the limestone base sits somewhat outside the material palette of the design, suggesting that a material such as off form would be contextually appropriate (also referencing the public amenities buildings) and provide a robust, low maintenance material within the public realm. 10c. The Panel encourage the applicant to further develop the language of the podium for a more human scale response, addressing the public realm, allowing for a physical connection between the building and the street, providing some protection from the western sun and allowing the building to open to enjoy fresh air and breezes.
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Design Review progress

Item 1 – PDA23/0031 – 194 The Esplanade, Scarborough – Pre Development Application – Multiple Dwelling
DRP Meeting – Thursday 22 June and 11 May 2023

	<i>Design Principle satisfied</i>		
	<i>Design Principle pending further attention</i>		
	<i>Design Principle not satisfied</i>		
	DR1 11/5/2023	DR2 22/6/2023	DR3
Principle 1 - Context and character			
Principle 2 - Landscape quality			
Principle 3 - Built form and scale			
Principle 4 - Functionality and build quality			
Principle 5 - Sustainability			
Principle 6 - Amenity			
Principle 7 - Legibility			
Principle 8 - Safety			
Principle 9 - Community			
Principle 10 - Aesthetics			

Recommendations Summary
Item 1 – PDA23/0031 – 194 The Esplanade, Scarborough

DR1 – DRP Recommendations DRP Meeting – 11/5/2023	DR2 – Applicant Response DRP Meeting – 11/5/2023	DR2 DRP Recommendations DRP Meeting – 22/6/2023	DR2 – Applicant Response DRP Meeting – 22/6/2023
1b. The Panel stated the urban form and approach in relation to the aesthetic and relating back to the context and character is heading in the right direction. 1c. It was noted by the Panel there is an opportunity for improvement of activation and connection into the ongoing livable context on the ground floor. The proponent should continue to develop clear representations that describe this connection as it develops. 3D visualizations are encouraged and section drawings at 1:20 should be considered to adequately describe the spatial relationships and levels resolution between the public realm and the proposal. 1d. The Panel suggested bringing the communal open space on the podium level more to the north of the development which may improve the opportunity to connect to Brighton Road, break down the form and bring better amenity to the users of this space 1e. The Panel recommend that a study be done to demonstrate how the east west view corridors at the heart of the design guidelines are being considered, met and or enhanced with this proposal. There was some concern that the tower plan form, especially the protruding south-eastern bedroom may be diminishing this view corridor.	1. Communal space on the podium is used as a wellness area with BBQ / dining space, sauna, herb/fruit garden and recreation spaces with pizza oven and fire pit, partly sheltered from the weather whilst still have access to Northern light source. Our intent is not to create extra communal space that is under utilised and impeding private outdoor areas. The overall form allow adjacent building on Brighton Road to have uninterrupted western views.	1a. The Panel remains concerned about the impacts of the protruding bedroom on the southern portion of the building diminishing the view corridor for the rear site. The Panel query the way this was depicted in the presentation. The Panel seek further clarification of its impact, noting that any impact could be minimal. It was noted that the support for a reduced northern setback to Brighton Road in DRP 1 already has impacts to the rear site and it is important to clearly demonstrate the overall impact of this move and the visual impact of the bedroom protrusion. 1b. The Panel are generally supportive of the improved articulation noting that further development at the street interface on the corner of The Esplanade and Brighton Road is required. It is important to consider the contribution this is making to public amenity and the connection to context. Opportunities to develop a language that speaks to the beachside location need to be explored here.	

2a. The Panel advised that public tree canopy plays an important role in this proposal and there is opportunity for further enhancement and development. There were suggestions that the successful canopy element may inhibit tree canopy to the public realm. Opportunities should be explored to enhance and protect tree canopy whilst not losing the successful delineation device between ground level and tower element. 2b. There is an onus on the Applicant to incorporate an activated ground plane as this is a strong corner. Currently the Panel has concerns about the success of the proposal to provide any real activation. 2c. The Panel supported the use of landscape to manage the relationship between the ground level uses and the public realm, but believes this can be further enhanced. 2d. Comment was made by the Panel the footpath width feels mean and further work to demonstrate and explore how to mitigate poor pedestrian movement outcomes is required. 2e. The question was asked how the planting on the ground level on both the eastern dog leg of the site and the south of the main site is maintained and how these areas is accessed. It is currently not clear and further information is required. 2f. The Panel stated section drawings of the southeast landscaping sector and adjacent sites showing the dog leg would be beneficial. 2g. There were comments around whether the briefed use for the communal open space should be should be reconsidered and	2a. The extent of level 1 awning has been modified to allow for additional large trees to be included to the south-west corner. Also, a tall columnar tree (Cook Island Pine) has been included in the norther building recess. 2b. A combination of landscape terraces with WA coastal species, integrated seating and major corner artwork will encourage pedestrians to engage with the corner, rest a while and take advantage of the stunning views to the ocean from this elevated location. Engaging public art wall, integrated seating and landscaping, and integrated outdoor shower were introduced to enhance public activation 2c. Additional setback has been provided on ground floor with increased landscape and integrated seating to the public realm. The overhead canopy provides shelter from sun or inclement weather and increased pavement widths create a generosity to the streetscape. 2e. Access doors have been provided from the carpark to service the Eastern dog-leg landscape and louvres to wall allow for natural ventilation to the carpark (pending consultant advise). Planting consists of columnar trees to grown with the space with a gravel mulch ground plane for easy maintenance. A gravel maintenance access track has been provided to the southern planter at Level 1 (refer updated plans). 2g. The Level 1 communal space on podium has been re-designed to incorporate a range of family	2a. The Panel commented the changes to the landscape at ground level have resulted in the Brighton street level of the proposal being further disconnected from the public realm. This is not supported. 2b. The Panel stated a north-south section drawing through the communal landscape area and adjacent sites (current and future context) that incorporate the dog leg would be beneficial to a full understanding of the degree to which this space will be impacted by built form and overshadowing. 2c. The Panel sought clarification in relation to the brief for the communal outdoor space in order to assess the success of the landscaping in providing amenity to residents. 2d. Comment was made by the Panel that it was difficult to ascertain the community benefit of the landscaping being proposed at the street level and this should be further developed.	
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designed accordingly. Could this be an area for families?	oriented spaces including wellness area, part that is sheltered from the weather, BBQ / dining space, sauna, herb/fruit garden and recreation spaces with pizza oven and fire pit.		
3a. Generally, the broad approach proposed on site setbacks, tower plan dimensions, and tower bulk is acceptable to the Panel, however there is some concern around how the view corridors are being impacted. It was stated by the Panel that currently the apartment on the southeast corner is blocking views. Demonstration of the retention or enhancement of view corridors is required to obtain Panel support. See also 1e. 3b. The Panel commented there is an opportunity to obtain support for a zero setback to the northern boundary for the tower element, but more work is required to resolve the ground level interface, tree canopies and the extent of built form canopy to the lower level(s). 3d. The Panel stated the guidelines permit only one vehicle entry on this site. The proposed two vehicle entry requires demonstration that there is no loss of community or public benefit. Is it possible to reduce the width of the entries to single lane managed entries? 3e. The Panel suggested bringing more interest and variety in the heights of the upper level roof form. 3f. The Canopy element provides a good resolution in separating the	3. Additional setback on ground floor, increased landscaping to the public realm, refined built form canopy to allow for tree canopies. 3d. Lower ground floor vehicle entry is reduced to one lane and architecturally expressed as a shadowline to highlight lower ground entry, landscaping, built form and public art wall.	3a. There is still some concern in relation to the impact on view corridors of neighbouring sites that result from the massing of the proposal. Demonstration of the retention or enhancement of view corridors is required to obtain Panel support. 3b. The Panel stated there hasn't been sufficient information submitted in relation to the sections. These would be beneficial to further their understanding of the proposal. 3c. The Panel expressed their concern in relation to the resident club, noting that this narrow space is north and west facing, with floor to ceiling fixed glazing. This is not considered an appropriate response in relation to the context and character of the area, energy loads for cooling, amenity of the occupants nor connection to the community. The Panel commented on the potential of this area to positively contribute to the amenity being offered and the connection to context through the development and response to a brief for the space.	

ground level to the tower element. There was some commentary by the Panel to refine the canopy to allow for additional tree canopy. This should be approached carefully and not remove the successful delineation of tower form.			
4a. The Panel requested further information on how the ground level common areas might work and why residents would visit these and suggested looking into the fine grain performance. Providing furniture layouts and refining the brief for these spaces, and providing support amenity, will be critical to the delivery of appropriate activation. 4b. It was mentioned by the Panel the entry to the south / west apartment in the tower levels has a very small pinch point between the lift and apartment and there is opportunity to improve and expand this area. 4c. There was concern around the lift lobby size and it was stated there is opportunity to apply further thought and development and enhance the lobby. 4d. The Panel expressed concern around the long corridor which leads to the southern apartment, as it is very dark and long. The Applicant was encouraged to apply further thought and resolve this issue. 4e. In relation to the services more information was requested by the Panel. Services can affect the design of the proposal and further understanding is required around air conditioning condensers, storage, bins and waste management. It was	4a. Resident lounge and residents club to upper ground floor communal area and practical washdown/change room use to lower ground will ensure the lower ground is utilised well. 4b. 2m wide corridor has been 1 allowed in typical floor plate and ground floor lobby enhanced and improved. 4d. Amended plan allows for additional light penetration to the corridor. 4e. Provisional services and structures shown on plans as per preliminary consultants input. 4f. Water feature is replaced by integrated public artwall to contribute to community benefit/public outlook. 4h. Preference is to enclose the bin room to conceal any spillage and odour.	4a. The Panel encourage the applicant to look for ways in which the lift lobby can be enhanced to feel more generous. 4c. The panel request further clarification in relation to the movement of residents from the change room to the lobby through the bike and board store. Demonstration is required to ensure there is sufficient space and that it feels like a safe and pleasant experience.	

recommended to include these in the design. This may significantly impact the carpark and ground level designs. 4g. Comment was made by the Panel it is important to understand the column locations with the tower. 4h. Comment was made the bins would work well with just the bin shoot and a flap which would also create opportunity for additional space in the foyer.			
5b. There was some concern expressed by the Panel to the level of unshaded glazing and glazing in general particularly with reference to the NCC 2022 requirements. This should be investigated.	5b. Spandrel panels have been incorporated to the façade.		
6a. There was concern expressed by the Panel around the lack of bike parking and it was stated a provision for bike parking should be included in the design. 6b. There is opportunity to enhance protection from the hot summer sun for residents through the careful consideration and implementation of shading devices.	6a. Bicycle parking is allowed in each unit's large store rooms (traditionally 4sqm, we are providing 13sqm), as well as an additional 7 visitor bicycle bays. 6b. Bicycle parking is allowed in each unit's large store rooms (traditionally 4sqm, we are providing 13sqm), as well as an additional 7 visitor bicycle bays.	6b. The Panel encourage the applicant to develop a detailed brief for the communal open space with consideration given to the amenity expectations of this type of space, noting that what is offered here should be greater than what is offered in individual units. For example provision for toilets or bookable undercover areas are often found in developments of a similar standard.	
7a. The Panel stated there is room for improvement around the legibility of the entry. This might include the tying into the elevation of the tower more succinctly. 7b. Comment was made by the Panel the Applicant should continue to develop and improve the vehicle entries.	7a. Ground floor lobby entry legibility improved by emphasizing the entrance awning and materiality and lower ground entry is improved by carving the landscape around it. Vehicle entry is improved by applying treatment to crossover interface.	7a. The Panel stated the ground floor lobby has improved but there is still room for improvement and the design would benefit from greater legibility of the entry through articulation at the street.	
9b. The Panel stated it would be beneficial to gain information relating to the public art proposal for this development. 9c. The Applicant was encouraged	9a. We are providing a twin key plate as an option for purchasers to allow more housing diversity. We have also allowed for 100% Silver Level LHA with opportunity	9a. It was noted by the Panel the Applicant has not resolved the requirement around providing affordable housing. A twin key apartment is a good option for	

to think about the benefits this proposal will provide to the community and what is being given back.	9b. We are looking to engage public art consultant. 9c. The development offers public community green transient space on the ground floor corner. The architecture and public art offers a strong urban presents and make for a recognisable landmark.	flexibility and diversity although not a solution to the affordable housing requirement. The Applicant could provide offsite housing which would be supported by the Panel. 9b. The Panel stated the community benefit seems to be in the relationship of the building to the street at the corner and development of the landscape should prioritize the connection to community.	
10b. Comment was made by the Panel there is extensive exposed glass throughout this proposal and the Applicant must ensure the glazing is handled correctly and the appearance is appropriate. Any curved glazing proposed will be expected to be curved and not facettted. Also clear glazing will be expected to be clear and not tinted or otherwise to maintain the current appearance of the proposal.		10a. The Panel request further clarification in order to better understand the southern boundary wall. This could remain highly visible for some time. An elevation with dimensions and materials noted would assist in this understanding. 10b. The Applicant was encouraged to continue to develop the language of the roof element, suggesting that a link to the mid-century public amenities buildings found along this section of the west coast could give a clue to the language of the roof form. Consideration should be given to the maintenance of these elements to ensure that water runoff and staining are considered. 10c. The Panel commented that the limestone base sits somewhat outside the material palette of the design, suggesting that a material such as off form would be contextually appropriate (also referencing the public amenities buildings) and provide a robust, low maintenance material within the public realm. 10c. The Panel encourage the applicant to further develop the language of the podium for a more human scale response, addressing the public realm, allowing for a physical connection between the building and the street, providing some	

		protection from the western sun and allowing the building to open to enjoy fresh air and breezes.	
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Attachment 7c. City of Stirling Design Review Panel Reports

Design Review Report dated 26 October 2023



Design Review Report – Item 1

Local government:	City of Stirling	
Item no.:	Item 1 – DA23/1080 – 194 The Esplanade, Scarborough - Development Assessment Panel – Form 1 – 21 Multiple Dwellings	
Chairperson:	Emma Williamson	
Panel members:	Philip Gresley David Karotkin Lisa Shine	
Local government officers:	Dean Williams Karina Bowater Simone Palmer Kelly Douglas	Acting Coordinator Planning Senior Planning Officer DRP Support Officer Client Liaison Officer
Observers	Adam Stillitano	Acting Senior Planning Officer
Date:	26 October 2023	Time: 2pm
Venue:	City of Stirling – MR G.21	

Proponent/s		
	Matthew Cain Myee Dempsey Tayne Evershed Dennis Chew Cassandra Putri Andrew Baranowski	Planning Solutions (Applicant) Gary Dempsey Development Planning Solutions DKO Architects DKO Architects Plan E
	Owners	Pezming Pty Ltd
Observer/s		

Briefings		
Development assessment overview	Karina Bowater	Senior Planning Officer
Technical issues	Karina Bowater	Senior Planning Officer
Design Review		
Proposed development	Item 1 – DA23/1080 – 194 The Esplanade, Scarborough - Development Assessment Panel – Form 1 – 21 Multiple Dwellings	
Property address	194 The Esplanade, Scarborough	
Background		
Proposal		
Applicant or applicant's representative address to the design review panel	Dennis Chew Andrew Baranowski	DKO Architects Plan E

Key issues / recommendations	The Panel assessed the project in relation to the ten principles of SPP7.3, and the degree to which excellence is considered to have been achieved. The project site sits within the Scarborough Redevelopment Area. The Panel recognise that in order to justify the additional height being proposed the project must achieve design excellence as well as one of the bonus criteria in the SRA – Scarborough Design Guidelines. The Panel commend the Applicant for their continued refinement of the design, noting that many of the subtle refinements to the design between DRP2 and DRP3 have had a substantial impact on the quality of the outcome. The Panel believe there are key areas that require further resolution. If these are satisfactorily addressed it is the view of the Panel that the design will meet the threshold of Design Excellence. 1. A refinement of the entry portal to more cohesively respond to the existing language of the building, ensuring functional resolution of the detailing and increased legibility in relation to the entry door. 2. Satisfactory resolution of public art requirement. 3. Clarification and commitment to sustainability measures to demonstrate excellence in this area. 4. Commitment to the quality materials being suggested in the renders. 5. Ensuring the communal open space is both functional and provides good amenity to residents. Panel support for the project is contingent on the structural landscape elements that are proposed in the verge as these are crucial to the building response to context. The Panel encourage the Applicant and City to work together to achieve this. Without this agreement the project would have to be substantially redesigned to adequately respond to and integrate with its context, providing amenity to the public realm. Refer to attached Design Quality Evaluation Report.
Chairperson signature	

Design quality evaluation Item 1 – DA23/1080 – 194 The Esplanade, Scarborough – Development Assessment Panel – Form 1 – 21 Multiple Dwellings DRP Meeting – Thursday 26 October, 22 June 2023 and 11 May 2023	
	<i>Design Principle satisfied</i>
	<i>Design Principle pending further attention</i>
	<i>Design Principle not satisfied</i>
Principle 1 Context and character	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	1a. The Panel is satisfied that the proposal meets the criteria for the Context and Character Principle. 1b. The Panel had previously sought clarification in regard to the impact of the building on view corridors from neighbouring sites. The Panel was satisfied that only minimal impacts were made following information provided by the Applicant. 1c. The Panel had previously commented on the need for the interface of the building at the Esplanade and Brighton Road intersection to be further developed. The Panel support the current proposal and see the approval of the development of this verge area, outside the lot boundary, as critical to the successful response to context.
Principle 2 Landscape quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	2a. The Panel is satisfied with the improvements made to the landscape in response to comments made in the previous DRP. 2b. Comment was made by the Panel the landscape is the significant element that will contribute to the satisfactory interface between the building and the public realm. The Panel emphasized the importance of this element, noting that approval from the city's assessing officers is critical here as there are several structures located on the verge. 2c. The Panel reiterated a north-south section drawing through the communal landscape area and adjacent site that incorporates the dog leg (illustrating both the current and future context). This would be beneficial in gaining an understanding of the degree to which this space will be impacted by built form and overshadowing. This was requested in the previous DRP meeting. 2d. The Panel stated artificial turf is not supported and the specification of this product would fall short of achieving design excellence. On this basis an alternative material should be specified here.
Principle 3 Built form and scale	<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
	3a. The Panel commented the built form and scale is supported. The Panel note the specification of glass balustrading on the roof of the service deck and does not support the development of this space as a usable deck, nor the use of glass balustrading in this location. 3b. The Panel reiterated their request for sections to understand the building in its current and future setting. 3c. As noted in 2c above, the Panel request a north / south section that describes the landscape above the "dog-leg" of the building in order that the scale and visual amenity impacts of elements such as the fire tanks can be better understood.
Principle 4 Functionality and build quality	<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>

	4a. The Panel support the improvements made to the lift lobby and the developing design language of this space. 4b. The Panel emphasized that support for the project and the capacity for it to be considered to meet the criteria for excellence is contingent on the continued specification of high quality materials and these need to be maintained through the development of the project to delivery. These include, but are not limited to, the curved glass and off form concrete as depicted in the renders. 4c. The Panel commented on the materials being used in the landscape response, noting that those in the public domain respond to the Scarborough Beach Design Guidelines. The Applicant is encouraged to explore an expanded, high quality palette in the communal open space area.
Principle 5 Sustainability	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	5a. The Panel stated meeting the requirements of a five star green star building must be achieved in order for this principle to be supported by the Panel. 5b. The Panel support the aspirations of the Applicant in relation to sustainability, noting that the resolution of the sustainability approach has not developed to the same extent as the rest of the project. The Panel support the approach based on committing to and delivering a project that meets 5 start green star requirements. 5c. Comment was made by the Panel that a separate assessment of sustainability would be undertaken by the City if the Applicant elected to nominate this as the criteria on which the height bonus was sought. The in principle support of the Panel is separate from any review undertaken by the City.
Principle 6 Amenity	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.</i>
	6a. The Panel encourage the applicant to continue to develop a detailed brief for the communal open space noting that what is offered here should be greater than what is offered in individual units. 6b. Specifically, the Panel do not support the level of amenity offered for the communal area without accessible toilets being included here. 6c. The Panel support the improvements to the design of the resident lounge and the large openable windows proposed. The Applicant is encouraged to continue to develop this area through the detailed design phase.
Principle 7 Legibility	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	7a. The Panel stated the ground floor lobby has improved although there is room for further improvement in relation to the resolution of the portal and legibility of the entry door when seen next to the mail delivery room and fire escape.
Principle 8 Safety	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	8a. This principle is broadly supported. 8b. The Panel commented that consideration could be given to a change in the footpath material at the crossover to prioritize pedestrians over vehicles at this point. 8c. The Panel request clarification of the relationship and security that results from the screening between the unit balcony and communal open space.
Principle 9 Community	<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>

	9a. It was noted by the Panel the Applicant has elected not to respond to the bonus criteria associates with provision of affordable housing. Dual key apartments do not meet this criteria. 9b. The Panel note that this principle has not been adequately addressed as no information has been provided in relation to the public artwork requirement. The Panel question the benefit of integrating this on the screen as the building has a strong and refined architectural language. Consideration should be given to alternative locations where it can potentially assist with legibility as well as the public realm.
Principle 10 Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	10a. The Panel support the developing aesthetic of the building as depicted in the renders, emphasizing that achieving this standard at construction underpins Panel support. 10b. The Panel commented that the refinement of the service deck roof is supported, excluding the glass balustrading. 10c. The Panel commented that the aesthetics of the Portal requires refinement to sit comfortably with the overall building aesthetics.

Design Review progress

Item 1 – DA23/1080 and PDA23/0031 – 194 The Esplanade, Scarborough – Pre Development Application – Multiple Dwelling
DRP Meeting – Thursday 26 October, 22 June and 11 May 2023

	<i>Design Principle satisfied</i>		
	<i>Design Principle pending further attention</i>		
	<i>Design Principle not satisfied</i>		
	DR1 11/5/2023	DR2 22/6/2023	DR3 26/10/2023
Principle 1 - Context and character			
Principle 2 - Landscape quality			
Principle 3 - Built form and scale			
Principle 4 - Functionality and build quality			
Principle 5 - Sustainability			
Principle 6 - Amenity			
Principle 7 - Legibility			
Principle 8 - Safety			
Principle 9 - Community			
Principle 10 - Aesthetics			

Recommendations Summary

Item 1 – DA23/1080 and PDA23/0031 – 194 The Esplanade, Scarborough

DR1 – DRP Recommendations DRP Meeting – 11/5/23	DR2 – Applicant Response DRP Meeting – 11/5/23	DR2 DRP Recommendations DRP Meeting – 22/6/2023	DR2 – Applicant Response DRP Meeting – 22/6/2023	DR3 – DRP Recommendations DRP Meeting – 26/10/23
1b. The Panel stated the urban form and approach in relation to the aesthetic and relating back to the context and character is heading in the right direction. 1c. It was noted by the Panel there is an opportunity for improvement of activation and connection into the ongoing livable context on the ground floor. The proponent should continue to develop clear representations that describe this connection as it develops. 3D visualizations are encouraged and section drawings at 1:20 should be considered to adequately describe the spatial relationships and levels resolution between the public realm and the proposal. 1d. The Panel suggested bringing the communal open space on the podium level more to the north of the development which	1. Communal space on the podium is used as a wellness area with BBQ / dining space, sauna, herb/fruit garden and recreation spaces with pizza oven and fire pit, partly sheltered from the weather whilst still have access to Northern light source. Our intent is not to create extra communal space that is under utilised and impeding private outdoor areas. The overall form allow adjacent building on Brighton Road to have uninterrupted western views.	1a. The Panel remains concerned about the impacts of the protruding bedroom on the southern portion of the building diminishing the view corridor for the rear site. The Panel query the way this was depicted in the presentation. The Panel seek further clarification of its impact, noting that any impact could be minimal. It was noted that the support for a reduced northern setback to Brighton Road in DRP 1 already has impacts to the rear site and it is important to clearly demonstrate the overall impact of this move and the visual impact of the bedroom protrusion. 1b. The Panel are generally supportive of the improved articulation noting that further development at the street interface on the corner of The Esplanade and Brighton Road is	1a. Refer to diagrams (pg. 3 of the DRP Presentation) - the overall mass of the proposed scheme clearly shows improvement of view corridors to the adjacent site. 1b. Refer to images (pg. 4 of the DRP Presentation)	

may improve the opportunity to connect to Brighton Road, break down the form and bring better amenity to the users of this space 1e. The Panel recommend that a study be done to demonstrate how the east west view corridors at the heart of the design guidelines are being considered, met and or enhanced with this proposal. There was some concern that the tower plan form, especially the protruding south-eastern bedroom may be diminishing this view corridor.		required. It is important to consider the contribution this is making to public amenity and the connection to context. Opportunities to develop a language that speaks to the beachside location need to be explored here.		
2a. The Panel advised that public tree canopy plays an important role in this proposal and there is opportunity for further enhancement and development. There were suggestions that the successful canopy element may inhibit tree canopy to the public realm. Opportunities should be explored to enhance and protect tree canopy whilst not losing the successful delineation device between ground level and tower element. 2b. There is an onus on the Applicant to incorporate	2a. The extent of level 1 awning has been modified to allow for additional large trees to be included to the south-west corner. Also, a tall columnar tree (Cook Island Pine) has been included in the norther building recess. 2b. A combination of landscape terraces with WA coastal species, integrated seating and major corner artwork will encourage pedestrians to engage with the corner, rest a while and take advantage of the	2a. The Panel commented the changes to the landscape at ground level have resulted in the Brighton street level of the proposal being further disconnected from the public realm. This is not supported. 2b. The Panel stated a north-south section drawing through the communal landscape area and adjacent sites (current and future context) that incorporate the dog leg would be beneficial to a full	2a. The landscape design has been further developed. The proposed ground floor landscape terraces with cascading planting soften the connection between the built form and street. They provide a gradual transition and enhance seamless synergy between the built form and the public realm. The feature paving bands integrated into the landscape terraces, running along the footpath further connect the proposal to it's surroundings and reinforce the local character referencing the	2c. The Panel reiterated a north-south section drawing through the communal landscape area and adjacent site that incorporates the dog leg (illustrating both the current and future context). This would be beneficial in gaining an understanding of the degree to which this space will be impacted by built form and overshadowing. This was requested in the previous DRP meeting. 2d. The Panel stated artificial turf is not supported and the specification of this product would fall short

an activated ground plane as this is a strong corner. Currently the Panel has concerns about the success of the proposal to provide any real activation. 2c. The Panel supported the use of landscape to manage the relationship between the ground level uses and the public realm, but believes this can be further enhanced. 2d. Comment was made by the Panel the footpath width feels mean and further work to demonstrate and explore how to mitigate poor pedestrian movement outcomes is required. 2e. The question was asked how the planting on the ground level on both the eastern dog leg of the site and the south of the main site is maintained and how these areas is accessed. It is currently not clear and further information is required. 2f. The Panel stated section drawings of the southeast landscaping sector and adjacent sites showing the dog leg would be beneficial. 2g. There were comments around whether the briefed use for the communal open space should be should be	stunning views to the ocean from this elevated location. Engaging public art wall, integrated seating and landscaping, and integrated outdoor shower were introduced to enhance public activation 2c. Additional setback has been provided on ground floor with increased landscape and integrated seating to the public realm. The overhead canopy provides shelter from sun or inclement weather and increased pavement widths create a generosity to the streetscape. 2e. Access doors have been provided from the carpark to service the Eastern dog-leg landscape and louvres to wall allow for natural ventilation to the carpark (pending consultant advise). Planting consists of columnar trees to grown with the space with a gravel mulch ground plane for easy maintenance. A gravel maintenance access track has been provided to the southern planter at Level 1 (refer updated plans). 2g. The Level 1 communal	understanding of the degree to which this space will be impacted by built form and overshadowing. 2c. The Panel sought clarification in relation to the brief for the communal outdoor space in order to assess the success of the landscaping in providing amenity to residents. 2d. Comment was made by the Panel that it was difficult to ascertain the community benefit of the landscaping being proposed at the street level and this should be further developed.	materials, shapes and forms of the adjacent beachfront. Refer to diagrams/ drawings (pg. 6-8) 2b. The ground floor landscape has been developed to include a small parklet with seating opportunities, integrated lights & artwork. Native coastal garden bed and tree planting, create a human scale on the busy street corner and a comfortable space for residents and the community alike to gather, relax and enjoy the ocean views. The proposed paving bands slow down foot traffic and delineate destination points, such as the entries to the proposal and the parklet. 2c. The landscape design has been further developed to provide a variety of activities ensuring that individuals, small & larger groups can all enjoy the communal space while taking into account both day and night time options. Three main areas are proposed: 1. Alfresco zone - Dining opportunities with BBQ, pizza oven amenities, loose and built in furniture with shade canopy cover. 2. "Common green" - Flexible use artificial turf	of achieving design excellence. On this basis an alternative material should be specified here.
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	reconsidered and designed accordingly. Could this be an area for families?	space on podium has been re-designed to incorporate a range of family oriented spaces including wellness area, part that is sheltered from the weather, BBQ / dining space, sauna, herb/fruit garden and recreation spaces with pizza oven and fire pit.		space with drop down screen for movie nights, outdoor yoga, bocce and small ball sports, dog walking options. 3. Relaxation zone - Fire pit, lounge setting with ambient catenary lights for small group gatherings.	
3a.	Generally, the broad approach proposed on site setbacks, tower plan dimensions, and tower bulk is acceptable to the Panel, however there is some concern around how the view corridors are being impacted. It was stated by the Panel that currently the apartment on the southeast corner is blocking views. Demonstration of the retention or enhancement of view corridors is required to obtain Panel support. See also 1e.	3. Additional setback on ground floor, increased landscaping to the public realm, refined built form canopy to allow for tree canopies. 3d. Lower ground floor vehicle entry is reduced to one lane and architecturally expressed as a shadowline to highlight lower ground entry, landscaping, built form and public art wall.	3a. There is still some concern in relation to the impact on view corridors of neighbouring sites that result from the massing of the proposal. Demonstration of the retention or enhancement of view corridors is required to obtain Panel support. 3b. The Panel stated there hasn't been sufficient information submitted in relation to the sections. These would be beneficial to further their understanding of the proposal. 3c. The Panel expressed their concern in relation to the resident club, noting that this narrow space is north and west facing, with floor to ceiling fixed glazing. This is not considered an appropriate	3a. Refer to diagrams within the 'Context and Character' section (pg. 3). 3b. Refer to section drawings (pg. 13-14). 3c. Deep reveal windows are introduced to residents club to address western sun, openable sliding doors with balustrade are introduced to allow physical connection to the street and for residents to enjoy fresh air and breezes (pg. 15-16)	3b. The Panel reiterated their request for sections to understand the building in its current and future setting. 3c. As noted in 2c above, the Panel request a north / south section that describes the landscape above the "dog-leg" of the building in order that the scale and visual amenity impacts of elements such as the fire tanks can be better understood.
3b.	The Panel commented there is an opportunity to obtain support for a zero setback to the northern boundary for the tower element, but more work is required to resolve the ground level interface, tree canopies and the extent of built form				

canopy to the lower level(s). 3d. The Panel stated the guidelines permit only one vehicle entry on this site. The proposed two vehicle entry requires demonstration that there is no loss of community or public benefit. Is it possible to reduce the width of the entries to single lane managed entries? 3e. The Panel suggested bringing more interest and variety in the heights of the upper level roof form. 3f. The Canopy element provides a good resolution in separating the ground level to the tower element. There was some commentary by the Panel to refine the canopy to allow for additional tree canopy. This should be approached carefully and not remove the successful delineation of tower form.		response in relation to the context and character of the area, energy loads for cooling, amenity of the occupants nor connection to the community. The Panel commented on the potential of this area to positively contribute to the amenity being offered and the connection to context through the development and response to a brief for the space.		
4a. The Panel requested further information on how the ground level common areas might work and why residents would visit these and suggested looking into the fine grain performance. Providing furniture layouts and refining the brief for	4a. Resident lounge and residents club to upper ground floor communal area and practical washdown/change room use to lower ground will ensure the lower ground is utilised well. 4b. 2m wide corridor has been1 allowed in	4a. The Panel encourage the applicant to look for ways in which the lift lobby can be enhanced to feel more generous. 4c. The panel request further clarification in relation to the movement of residents from the	4a. Ground floor lobby is further developed to enhance the user experience through the introduction of glazed doors surround, as well as a warm and light material selection. The lift lobby throughout the project is 2m clear in width, allowing for a	4b. The Panel emphasized that support for the project and the capacity for it to be considered to meet the criteria for excellence is contingent on the continued specification of high quality materials and these need to be maintained through the

these spaces, and providing support amenity, will be critical to the delivery of appropriate activation. 4b. It was mentioned by the Panel the entry to the south / west apartment in the tower levels has a very small pinch point between the lift and apartment and there is opportunity to improve and expand this area. 4c. There was concern around the lift lobby size and it was stated there is opportunity to apply further thought and development and enhance the lobby. 4d. The Panel expressed concern around the long corridor which leads to the southern apartment, as it is very dark and long. The Applicant was encouraged to apply further thought and resolve this issue. 4e. In relation to the services more information was requested by the Panel. Services can affect the design of the proposal and further understanding is required around air conditioning condensers, storage, bins and waste management. It was recommended to include these in the	typical floor plate and ground floor lobby enhanced and improved. 4d. Amended plan allows for additional light penetration to the corridor. 4e. Provisional services and structures shown on plans as per preliminary consultants input. 4f. Water feature is replaced by integrated public artwall to contribute to community benefit/public outlook. 4h. Preference is to enclose the bin room to conceal any spillage and odour.	change room to the lobby through the bike and board store. Demonstration is required to ensure there is sufficient space and that it feels like a safe and pleasant experience.	compliant DDA clearance and a generous space for general user practicality. 4c. Added highlight window to surfboard/ bike store to provide access to natural light and enhance general user experience when walking through the space. The surfboard and bicycle storage are rearranged to only one side of the wall to create a wider aisle and improve the walkthrough experience. Carwash station is rearranged to be further away from the lobby and improved the plan.	development of the project to delivery. These include, but are not limited to, the curved glass and off form concrete as depicted in the renders. 4c. The Panel commented on the materials being used in the landscape response, noting that those in the public domain respond to the Scarborough Beach Design Guidelines. The Applicant is encouraged to explore an expanded, high quality palette in the communal open space area.
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design. This may significantly impact the carpark and ground level designs. 4g. Comment was made by the Panel it is important to understand the column locations with the tower. 4h. Comment was made the bins would work well with just the bin shoot and a flap which would also create opportunity for additional space in the foyer.				
5b. There was some concern expressed by the Panel to the level of unshaded glazing and glazing in general particularly with reference to the NCC 2022 requirements. This should be investigated.	5b. Spandrel panels have been incorporated to the façade.			
6a. There was concern expressed by the Panel around the lack of bike parking and it was stated a provision for bike parking should be included in the design. 6b. There is opportunity to enhance protection from the hot summer sun for residents through the careful consideration and implementation of shading devices.	6a. Bicycle parking is allowed in each unit's large store rooms (traditionally 4sqm, we are providing 13sqm), as well as an additional 7 visitor bicycle bays. 6b. Bicycle parking is allowed in each unit's large store rooms (traditionally 4sqm, we are providing 13sqm), as well as an additional 7 visitor bicycle bays.	6b. The Panel encourage the applicant to develop a detailed brief for the communal open space with consideration given to the amenity expectations of this type of space, noting that what is offered here should be greater than what is offered in individual units. For example provision for toilets or bookable undercover areas are often found in developments of a	6b. The residential club is designed to be a bar/wine room with casual seating options for residents to enjoy sunset drinks or entertain guests. The developer has requested this after success in past projects of wine rooms allowing residents to hold events and allow better interaction with neighbours, such as hosting monthly wine tastings from different wineries with the options to buy direct, artwork showcases/ bookclubs etc. This area will also be available for residents to	6a. The Panel encourage the applicant to continue to develop a detailed brief for the communal open space noting that what is offered here should be greater than what is offered in individual units. 6b. Specifically, the Panel do not support the level of amenity offered for the communal area without accessible toilets being included here. 6c. The Panel support the improvements to the design of the resident lounge and the large

		similar standard.	book out for certain events i.e hosting a larger meeting/event hosting such as paint and sips or booking it out for private events such as a large dinner party/ private dining with catering. The residents lounge offers private booths and seating to allow for multiple groups to use the area for drinks/ entertaining - this also allows residents to use these areas to work or hold meetings, as has been a growing requirement for apartment living with WFH becoming more common. Additionally, we have introduced a DDA toilet in the ground floor. Refer to drawings/diagrams (pg. 10).	openable windows proposed. The Applicant is encouraged to continue to develop this area through the detailed design phase.
7a. The Panel stated there is room for improvement around the legibility of the entry. This might include the tying into the elevation of the tower more succinctly. 7b. Comment was made by the Panel the Applicant should continue to develop and improve the vehicle entries.	7a. Ground floor lobby entry legibility improved by emphasizing the entrance awning and materiality and lower ground entry is improved by carving the landscape around it. Vehicle entry is improved by applying treatment to crossover interface.	7a. The Panel stated the ground floor lobby has improved but there is still room for improvement and the design would benefit from greater legibility of the entry through articulation at the street.	7a. Ground floor entry portal has been further articulated to enhance legibility (pg. 27-28). Entry portal design improved through the refinement of form and material to offer a more legible and inviting entrance	7a. The Panel stated the ground floor lobby has improved although there is room for further improvement in relation to the resolution of the portal and legibility of the entry door when seen next to the mail delivery room and fire escape.
				8b. The Panel commented that consideration could be given to a change in the footpath material at the crossover to prioritize pedestrians over vehicles at this point. 8c. The Panel request clarification of the

				relationship and security that results from the screening between the unit balcony and communal open space.
9b. The Panel stated it would be beneficial to gain information relating to the public art proposal for this development. 9c. The Applicant was encouraged to think about the benefits this proposal will provide to the community and what is being given back.	9a. We are providing a twin key plate as an option for purchasers to allow more housing diversity. We have also allowed for 100% Silver Level LHA with opportunity to upgrade to 100% Gold Level to anticipate aging in place. 9b. We are looking to engage public art consultant. 9c. The development offers public community green transient space on the ground floor corner. The architecture and public art offers a strong urban presents and make for a recognisable landmark.	9a. It was noted by the Panel the Applicant has not resolved the requirement around providing affordable housing. A twin key apartment is a good option for flexibility and diversity although not a solution to the affordable housing requirement. The Applicant could provide offsite housing which would be supported by the Panel. 9b. The Panel stated the community benefit seems to be in the relationship of the building to the street at the corner and development of the landscape should prioritize the connection to community.	9a. Diversity is provided in the form of: • Larger apartments for downsizers who are seeking to remain in the locality or to support multi-generational families. • 100% of dwellings will achieve Silver level, with dwelling able to be upgraded to achieve Gold or Platinum levels. • Apartments maintain flexible floor plates which may be tailored to specific owner requirements at a later date. In relation to the provision of two affordable dwellings, the proponent is seeking the application of discretion by the responsible authority to vary the statutory planning requirement. 9b. Sliding doors and juliet balconies have been introduced to enhance the relationship between the building and the street. Connection between landscape, architecture and public art have been improved (pg. 30)	9b. The Panel note that this principle has not been adequately addressed as no information has been provided in relation to the public artwork requirement. The Panel question the benefit of integrating this on the screen as the building has a strong and refined architectural language. Consideration should be given to alternative locations where it can potentially assist with legibility as well as the public realm.
10b. Comment was made by the Panel there is extensive exposed		10a. The Panel request further clarification in order to better	10a. Refer to image and elevation drawing (pg. 32-33).	10c. The Panel commented that the aesthetics of the Portal requires

glass throughout this proposal and the Applicant must ensure the glazing is handled correctly and the appearance is appropriate. Any curved glazing proposed will be expected to be curved and not faceted. Also clear glazing will be expected to be clear and not tinted or otherwise to maintain the current appearance of the proposal.		understand the southern boundary wall. This could remain highly visible for some time. An elevation with dimensions and materials noted would assist in this understanding. 10b. The Applicant was encouraged to continue to develop the language of the roof element, suggesting that a link to the mid-century public amenities buildings found along this section of the west coast could give a clue to the language of the roof form. Consideration should be given to the maintenance of these elements to ensure that water runoff and staining are considered. 10c. The Panel commented that the limestone base sits somewhat outside the material palette of the design, suggesting that a material such as off form would be contextually appropriate (also referencing the public amenities buildings) and provide a robust, low maintenance material within the	10b. Roof proportion is further adjusted to sit cohesively with the architecture (pg. 34). 10c. The overall material palette has been revisited and revised to tie with the whole context and architecture (pg. 35-37). 10d. Deep reveal windows are introduced to residents club to address western sun, openable sliding doors with balustrade are introduced to allow physical connection to the street and for residents to enjoy fresh air and breezes (pg. 15-16)	refinement to sit comfortably with the overall building aesthetics.
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		public realm. 10c. The Panel encourage the applicant to further develop the language of the podium for a more human scale response, addressing the public realm, allowing for a physical connection between the building and the street, providing some protection from the western sun and allowing the building to open to enjoy fresh air and breezes.		
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Design Review Report – Item 1

Local government:	City of Stirling	
Item no.:	Item 1 – DA23/1080 – 194 The Esplanade, Scarborough – Development Assessment Panel – Form 1 – 21 Multiple Dwellings	
Chairperson:	Emma Williamson	
Panel members:	Philip Gresley Lisa Shine Scott Lang	
Local government officers:	Dean Williams Karina Bowater Simone Palmer	Coordinator Planning Senior Planning Officer Client Liaison Officer
Observers	Vicky Dimitriou David Jack David D’Orazio	Senior Planning Officer Specialist Strategic Planning Officer Planning Officer
Date:	1 February 2024	Time: 2pm
Venue:	City of Stirling – Challenger Room	

Proponent/s

Matthew Cain	Planning Solutions (<i>Applicant</i>)
Tayne Evershed	Planning Solutions
Andrew Baranowski	Plan E (remotely)
Myee Dempsey	Gary Dempsey Developments
Dennis Chew	DKO Architecture
Cassandra Putri	DKO Architecture
Owners	Goldrise Nominees Pty Ltd

Observer/s

Briefings

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

Design Review

Proposed development	Item 1 – DA23/1080 – 194 The Esplanade, Scarborough – Development Assessment Panel – Form 1 – 21 Multiple Dwellings
Property address	194 The Esplanade, Scarborough
Background	
Proposal	

Applicant or applicant's representative address to the design review panel	Andrew Baranowski Cassandra Putri	Plan E (remotely) DKO Architecture
Key issues / recommendations	The Panel consider the proposal's highly detailed and considered response to the public realm to be excellent. The interface of the building with the public realm navigates the significant change in levels through the combination of planters and seating that demonstrate generosity toward the community. The off-form concrete planters and building base are contextually appropriate and help to ground the building on the site and within the broader context. The specification of high-quality materials, in addition to an extension of the ground plane design into the verge is important to the success of the design. It is understood continuing discussions with the City will ensure the materials specified in the public realm are consistent with the City's approved palette to ensure long term maintenance. The Panel consider the refinement and simplification of the landscape design that interfaces with the streets an excellent response. During the final review, the Panel and Applicant discussed the further improvement that could be made by extending the opportunity for seating along the tiered planters on the Esplanade as this offers views the ocean and a greater connection to the activity and energy of the area. It was agreed that this would be pursued. The specification of high-quality materials has resulted in an excellent proposal and the Panel has emphasised the need to maintain these, particularly in the common areas and where the building interfaces with the public realm. The continued specification of finishes such as textured, off-form concrete and curved glass needs to be maintained to continue to meet design excellence. It was agreed by the Panel and Applicant that Astroturf falls short of being a high-quality material and this has been replaced with an alternative mulch product. To meet the City's criteria for consideration of additional height the applicant must meet one of the following criteria <u>in addition to Design Excellence</u> as determined by the Design Review Panel. <u>From the Scarborough Design Guidelines (2016)</u> The bonus criteria for building height is summarised as follows, with at least one requirement plus design excellence required to be achieved: - o <i>Achieving Tier 1 or Tier 2 requirements on the Scarborough Special Control Area Development Policy on Green Buildings;</i> - o <i>Delivery of a minimum 3 star hotel with at least 50 rooms;</i> - o <i>Provision of a publically accessible vehicle or pedestrian accessway in a location identified by the Authority (refer to the precinct specific chapters) to be protected by an easement or other legal agreement</i>	

	<i>in perpetuity.</i> <i>o For properties on West Coast Highway or Scarborough Beach Road, a road or laneway widening requirement that equates to 10% or more of the total lot area.</i> <i>o Provision of 15% or more dwellings as Affordable Housing dwellings within the development in accordance with the requirements of the Authority's Development Policy on Affordable and Diverse Housing.</i> <i>o The provision of a public car parking facility with a minimum of 100 bays, in perpetuity.</i> <i>Approval of development above the base height is at the discretion of the Authority subject to the achievement of one or more of the aspects detailed above, design excellence and compliance with the common and site specific controls applicable to the site.</i> The Applicant has confirmed that they seek additional height based on Design Excellence in combination with: <i>Achieving Tier 1 or Tier 2 requirements on the Scarborough Special Control Area Development Policy on Green Buildings</i> The Panel support the aspirations and intentions of the sustainability approach outlined by the Applicant in relation to sustainability and notes the proposed equivalency being sought rather than certification. The Panel's support for design excellence in relation to sustainability is contingent on the Applicant and the City establishing the framework for the assessment of equivalency when compared with certification. The Panel recommends the City consider engaging a qualified external consultant to undertake this specialist assessment. The Panel agree that a high level of amenity is being provided to both the occupants of the building and the broader community through the project interface with the public realm alongside the communal spaces for residents at the entry level and on the podium deck. The Panel consider the refinement of the design to meet a standard of design excellence that results from the composition of the elevations, the high-quality materials that differentiate the lower levels from the upper floors and the legibility of the entry that has been achieved through the carefully considered articulation of the material palette. The Panel maintains their concern regarding the lack of information relating to the requirement of public art for the project. As the building has been so carefully composed there are concerns regarding the need or benefit to the design that might arise from incorporating an artwork onto the building. The Panel commented that it would be necessary to have an opportunity to review the proposed artwork before design excellence could be determined in this regard. It is not considered necessary for another complete design review to achieve this and the DRP would look for guidance from the
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	Applicant and the City to determine the most time-efficient way to achieve this. In summary, the Panel would like to thank the Applicant for your continued development and refinement of this scheme as the Panel gave constructive feedback over three Design Review meetings. Notwithstanding the clarifications sought to Sustainability and the Public Art the Panel consider this proposal to meet the criteria for Design Excellence. Refer to attached Design Quality Evaluation Report.
Chairperson signature	

Design quality evaluation Item 1 – DA23/1080 – 194 The Esplanade, Scarborough – Development Assessment Panel – Form 1 – 21 Multiple Dwellings DRP Meeting – Thursday 1 February 2024, 26 October 2023, 22 June 2023 and 11 May 2023		
	S	<i>Design Principle satisfied</i>
	P	<i>Design Principle pending further attention</i>
	N	<i>Design Principle not satisfied</i>
Principle 1 Context and character		<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	S	1a. The Panel is satisfied that the proposal meets the criteria for the Context and Character Principle. 1b. The Panel had previously sought clarification in regard to the impact of the building on view corridors from neighbouring sites. The Panel was satisfied that only minimal impacts were made following information provided by the Applicant. 1c. The Panel had previously commented on the need for the interface of the building at the Esplanade and Brighton Road intersection to be further developed to respond to the unique qualities of this beachfront location and enhance the public realm. The Panel support the current proposal and suggest the extension of public seating to be integrated into the planer design on The Esplanade to enhance the amenity offered to the public and respond to the desirable views. 1d. Comment was made the public realm and the way the building lands has been simplified which is positive.
Principle 2 Landscape quality		<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	S	2a. The Panel is satisfied with the improvements made to the landscape in response to comments made in the previous DRP. 2b. Comment was made by the Panel the landscape plays a significant role in working between the built form and the public realm. It emphasized the importance of obtaining approval from the city's officers as several structures, in addition to proposed banded paving patterns are located within the verge. 2c. The Panel reiterated artificial turf is not supported and the specification of this product would fall short of achieving design excellence. On this basis an alternative material has been specified.
Principle 3 Built form and scale		<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
	S	3a. The Panel commented the built form, scale, bulk and height are supported. 3b. The Panel has previously commented that they do not support the specification of glass balustrading on the roof of the service deck. As the deck is not universally accessible it does not seem necessary as it is not proposed as a usable space. If the balustrading is sought for safe access for maintenance this should be set back from the perimeter of the roof deck edge so that it is not visible from the public realm.
Principle 4 Functionality and build quality		<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
	S	4a. The Panel support the improvements made to the lift lobby, the specification of high-quality materials and the developing design language that has resulted from the articulation of these. 4b. The Panel emphasized support for the project and the capacity for it to be considered to meet the criteria for excellence is contingent on the continued

		specification of high-quality materials. These need to be maintained through the development of the project to delivery. These include, but are not limited to, the curved glass and off form concrete as depicted in the renders. 4c. The Panel commented on the materials being used in the landscape response, noting that those in the public domain should respond to the Scarborough Beach Design Guidelines in consultation with the City. 4d. Comment was made by the Panel, clarifying the responsibility for maintenance of design elements within the public realm is important to long term viability of the proposal. 4e. Applicant is encouraged to explore an expanded, high-quality palette in the communal open space area on the Podium Deck. 4f. The Panel stated the interface between the private balcony on the podium deck and facilities of the communal open space requires further refinement to ensure a high quality outcome that is integrated into the design language of the building.
Principle 5 Sustainability		<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	S	5a. The Panel stated they are supportive of the sustainability approach being proposed on the basis that it can be assessed by a qualified specialist. The support of the Panel is separate from the support, or otherwise, by the City, noting that the assessment and support by the City is essential to the additional height being sought.
Principle 6 Amenity		<i>Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.</i>
	S	6a. The Panel is satisfied with the improvements made to the overall amenity of this proposal as the design has continued to be refined in response to comments made in the previous DRP. 6b. The Panel support the addition of accessible toilets on the ground plane and first floor communal areas.
Principle 7 Legibility		<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	S	7a. The Panel support the ground floor lobby, and the legibility of the entry from Brighton Road that has resulted from continued refinement.
Principle 8 Safety		<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	S	8a. This principle is supported. 8b. The Panel commented on the need to consider potential safety issues that may result from the relationship of the private balcony and communal open space when designing the proposed screen.
Principle 9 Community		<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
	S	9a. It was noted by the Panel the Applicant has elected not to respond to the bonus criteria associates with provision of affordable housing. Dual key apartments do not meet this criteria. 9b. The Panel do not consider sufficient information has been provided in relation to Public Art to determine design excellence. The Panel request further detail in relation to the public artwork and the way that this is, or is not integrated into the design. The Panel suggested, that the location of the public artwork within the broader Scarborough Beach Development Area may warrant consideration if this could be entertained by the City .

Principle 10 Aesthetics		<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	S	10a. The Panel support the aesthetics of the project and the manner in which high quality materials have been articulated to create such a considered and well composed building.

Design Review progress					
Item 1 – DA23/1080 and PDA23/0031 – 194 The Esplanade, Scarborough – Pre Development Application – Multiple Dwelling					
DRP Meeting – Thursday 1 February 2024, 26 October, 22 June and 11 May 2023					
	S	Design Principle satisfied			
	P	Design Principle pending further attention			
	N	Design Principle not satisfied			
		DR1 11/5/23	DR2 22/6/23	DR3 26/10/23	DR4 1/2/24
		Principle 1 - Context and character			S
		Principle 2 - Landscape quality			S
		Principle 3 - Built form and scale			S
		Principle 4 - Functionality and build quality			S
		Principle 5 - Sustainability			S
		Principle 6 - Amenity			S
		Principle 7 - Legibility			S
		Principle 8 - Safety			S
		Principle 9 - Community			S
		Principle 10 - Aesthetics			S

Recommendations Summary						
Item 1 – DA23/1080 and PDA23/0031 – 194 The Esplanade, Scarborough						
DR1 – DRP Recommendations DRP Meeting – 11/5/2023	DR2 – Applicant Response DRP Meeting – 11/5/2023	DR2 DRP Recommendations DRP Meeting – 22/6/2023	DR2 – Applicant Response DRP Meeting – 22/6/2023	DR3 – DRP Recommendations DRP Meeting – 26/10/2023	DR3 – DRP Response DRP Meeting – 26/10/2023	DR4 – DRP Recommendations DRP Meeting – 1/2/2024
1b. The Panel stated the urban form and approach in relation to the aesthetic and relating back to the context and character is heading in the right direction. 1c. It was noted by the Panel there is an opportunity for improvement of activation and connection into the ongoing livable context on the ground floor. The proponent should continue to develop clear representations that describe this connection as it develops. 3D visualizations are encouraged and section drawings at 1:20 should be considered to adequately describe the spatial relationships and levels resolution between the public realm and the proposal. 1d. The Panel suggested bringing the communal open space on the podium level more to the north of the	1. Communal space on the podium is used as a wellness area with BBQ / dining space, sauna, herb/fruit garden and recreation spaces with pizza oven and fire pit, partly sheltered from the weather whilst still have access to Northern light source. Our intent is not to create extra communal space that is under utilised and impeding private outdoor areas. The overall form allow adjacent building on Brighton Road to have uninterrupted western views.	1a. The Panel remains concerned about the impacts of the protruding bedroom on the southern portion of the building diminishing the view corridor for the rear site. The Panel query the way this was depicted in the presentation. The Panel seek further clarification of its impact, noting that any impact could be minimal. It was noted that the support for a reduced northern setback to Brighton Road in DRP 1 already has impacts to the rear site and it is important to clearly demonstrate the overall impact of this move and the visual impact of the bedroom protrusion. 1b. The Panel are generally supportive of the improved articulation noting that further development at the street interface on the corner of The Esplanade and Brighton Road is	1a. Refer to diagrams (pg. 3 of the DRP Presentation) - the overall mass of the proposed scheme clearly shows improvement of view corridors to the adjacent site. 1b. Refer to images (pg. 4 of the DRP Presentation)			

development which may improve the opportunity to connect to Brighton Road, break down the form and bring better amenity to the users of this space 1e. The Panel recommend that a study be done to demonstrate how the east west view corridors at the heart of the design guidelines are being considered, met and or enhanced with this proposal. There was some concern that the tower plan form, especially the protruding south-eastern bedroom may be diminishing this view corridor.		required. It is important to consider the contribution this is making to public amenity and the connection to context. Opportunities to develop a language that speaks to the beachside location need to be explored here.				
2a. The Panel advised that public tree canopy plays an important role in this proposal and there is opportunity for further enhancement and development. There were suggestions that the successful canopy element may inhibit tree canopy to the public realm. Opportunities should be explored to enhance and protect tree canopy whilst not losing the successful delineation device between ground level and tower element. 2b. There is an onus on the	2a. The extent of level 1 awning has been modified to allow for additional large trees to be included to the south-west corner. Also, a tall columnar tree (Cook Island Pine) has been included in the norther building recess. 2b. A combination of landscape	2a. The Panel commented the changes to the landscape at ground level have resulted in the Brighton street level of the proposal being further disconnected from the public realm. This is not supported. 2b. The Panel stated a north-south section drawing through the communal landscape area and adjacent sites (current and future context) that	2a. The landscape design has been further developed. The proposed ground floor landscape terraces with cascading planting soften the connection between the built form and street. They provide a gradual transition and enhance seamless synergy	2c. The Panel reiterated a north-south section drawing through the communal landscape area and adjacent site that incorporates the dog leg (illustrating both the current and future context). This would be beneficial		2b. Comment was made by the Panel the landscape plays a significant role in working between the built form and the public realm. It emphasized the importance of obtaining approval from the

Applicant to incorporate an activated ground plane as this is a strong corner. Currently the Panel has concerns about the success of the proposal to provide any real activation. 2c. The Panel supported the use of landscape to manage the relationship between the ground level uses and the public realm, but believes this can be further enhanced. 2d. Comment was made by the Panel the footpath width feels mean and further work to demonstrate and explore how to mitigate poor pedestrian movement outcomes is required. 2e. The question was asked how the planting on the ground level on both the eastern dog leg of the site and the south of the main site is maintained and how these areas is accessed. It is currently not clear and further information is required. 2f. The Panel stated section drawings of the southeast landscaping sector and adjacent sites showing the dog leg would be beneficial. 2g. There were comments around whether the briefed use for the communal open space	terraces with WA coastal species, integrated seating and major corner artwork will encourage pedestrians to engage with the corner, rest a while and take advantage of the stunning views to the ocean from this elevated location. Engaging public art wall, integrated seating and landscaping, and integrated outdoor shower were introduced to enhance public activation 2c. Additional setback has been provided on ground floor with increased landscape and integrated seating to the public realm. The overhead canopy provides shelter from sun or inclement weather and	incorporate the dog leg would be beneficial to a full understanding of the degree to which this space will be impacted by built form and overshadowing. 2c. The Panel sought clarification in relation to the brief for the communal outdoor space in order to assess the success of the landscaping in providing amenity to residents. 2d. Comment was made by the Panel that it was difficult to ascertain the community benefit of the landscaping being proposed at the street level and this should be further developed.	between the built form and the public realm. The feature paving bands integrated into the landscape terraces, running along the footpath further connect the proposal to it's surroundings and reinforce the local character referencing the materials, shapes and forms of the adjacent beachfront. Refer to diagrams/ drawings (pg. 6-8) 2b. The ground floor landscape has been developed to include a small parklet with seating opportunities, integrated lights & artwork. Native coastal garden bed and tree planting, create a human scale on the busy street corner	in gaining an understanding of the degree to which this space will be impacted by built form and overshadowing. This was requested in the previous DRP meeting. 2d. The Panel stated artificial turf is not supported and the specification of this product would fall short of achieving design excellence. On this basis an alternative material should be specified here.	city's officers as several structures, in addition to proposed banded paving patterns are located within the verge. 2c. The Panel reiterated artificial turf is not supported and the specification of this product would fall short of achieving design excellence. On this basis an alternative material has been specified.
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should be should be reconsidered and designed accordingly. Could this be an area for families?	increased pavement widths create a generosity to the streetscape. 2e. Access doors have been provided from the carpark to service the Eastern dog-leg landscape and louvres to wall allow for natural ventilation to the carpark (pending consultant advise). Planting consists of columnar trees to grown with the space with a gravel mulch ground plane for easy maintenance. A gravel maintenance access track has been provided to the southern planter at Level 1 (refer updated plans). 2g. The Level 1 communal space on podium has been re-		and a comfortable space for residents and the community alike to gather, relax and enjoy the ocean views. The proposed paving bands slow down foot traffic and delineate destination points, such as the entries to the proposal and the parklet. 2c. The landscape design has been further developed to provide a variety of activities ensuring that individuals, small & larger groups can all enjoy the communal space while taking into account both day and night time options. Three main areas are proposed: 1. Alfresco zone - Dining opportunities			
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	designed to incorporate a range of family oriented spaces including wellness area, part that is sheltered from the weather, BBQ / dining space, sauna, herb/fruit garden and recreation spaces with pizza oven and fire pit.		with BBQ, pizza oven amenities, loose and built in furniture with shade canopy cover. 2. “Common green” - Flexible use artificial turf space with drop down screen for movie nights, outdoor yoga, bocce and small ball sports, dog walking options. 3. Relaxation zone -Fire pit, lounge setting with ambient catenary lights for small group gatherings.			
3a. Generally, the broad approach proposed on site setbacks, tower plan dimensions, and tower bulk is acceptable to the Panel, however there is some concern around how the view corridors are being impacted. It was stated by the Panel that currently the apartment on the	3. Additional setback on ground floor, increased landscaping to the public realm, refined built form canopy to allow for tree canopies. 3d. Lower ground floor vehicle	3a. There is still some concern in relation to the impact on view corridors of neighbouring sites that result from the massing of the proposal. Demonstration of the retention or enhancement of view corridors is required to obtain	3a. Refer to diagrams within the ‘Context and Character’ section (pg. 3). 3b. Refer to section drawings (pg. 13-14). 3c. Deep reveal windows are introduced to residents club to address western	3b. The Panel reiterated their request for sections to understand the building in its current and future setting. 3c. As noted in 2c above, the Panel request a north /		3b. The Panel has previously commented that they do not support the specification of glass balustrading on the roof of the service

southeast corner is blocking views. Demonstration of the retention or enhancement of view corridors is required to obtain Panel support. See also 1e. 3b. The Panel commented there is an opportunity to obtain support for a zero setback to the northern boundary for the tower element, but more work is required to resolve the ground level interface, tree canopies and the extent of built form canopy to the lower level(s). 3d. The Panel stated the guidelines permit only one vehicle entry on this site. The proposed two vehicle entry requires demonstration that there is no loss of community or public benefit. Is it possible to reduce the width of the entries to single lane managed entries? 3e. The Panel suggested bringing more interest and variety in the heights of the upper level roof form. 3f. The Canopy element provides a good resolution in separating the ground level to the tower element. There	entry is reduced to one lane and architecturally expressed as a shadowline to highlight lower ground entry, landscaping, built form and public art wall.	Panel support. 3b. The Panel stated there hasn't been sufficient information submitted in relation to the sections. These would be beneficial to further their understanding of the proposal. 3c. The Panel expressed their concern in relation to the resident club, noting that this narrow space is north and west facing, with floor to ceiling fixed glazing. This is not considered an appropriate response in relation to the context and character of the area, energy loads for cooling, amenity of the occupants nor connection to the community. The Panel commented on the potential of this area to positively contribute to the amenity being offered and the connection to context through the development and response to a brief for the space.	sun, openable sliding doors with balustrade are introduced to allow physical connection to the street and for residents to enjoy fresh air and breezes (pg. 15-16)	south section that describes the landscape above the "dog-leg" of the building in order that the scale and visual amenity impacts of elements such as the fire tanks can be better understood.	deck. As the deck is not universally accessible it does not seem necessary as it is not proposed as a usable space. If the balustrading is sought for safe access for maintenance this should be set back from the perimeter of the roof deck edge so that it is not visible from the public realm.
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	was some commentary by the Panel to refine the canopy to allow for additional tree canopy. This should be approached carefully and not remove the successful delineation of tower form.						
4a.	The Panel requested further information on how the ground level common areas might work and why residents would visit these and suggested looking into the fine grain performance. Providing furniture layouts and refining the brief for these spaces, and providing support amenity, will be critical to the delivery of appropriate activation.	4a.	Resident lounge and residents club to upper ground floor communal area and practical washdown/change room use to lower ground will ensure the lower ground is utilised well.	4a.	The Panel encourage the applicant to look for ways in which the lift lobby can be enhanced to feel more generous.	4a.	Ground floor lobby is further developed to enhance the user experience through the introduction of glazed doors surround, as well as a warm and light material selection. The lift lobby throughout the project is 2m clear in width, allowing for a compliant DDA clearance and a generous space for general user practicality.
4b.	It was mentioned by the Panel the entry to the south / west apartment in the tower levels has a very small pinch point between the lift and apartment and there is opportunity to improve and expand this area.	4b.	2m wide corridor has been1 allowed in typical floor plate and ground floor lobby enhanced and improved.	4c.	The panel request further clarification in relation to the movement of residents from the change room to the lobby through the bike and board store. Demonstration is required to ensure there is sufficient space and that it feels like a safe and pleasant experience.	4b.	The Panel emphasized that support for the project and the capacity for it to be considered to meet the criteria for excellence is contingent on the continued specification of high quality materials and these need to be maintained through the development of the project to delivery. These include, but are not limited to, the curved glass and off form concrete as depicted in the renders.
4c.	There was concern around the lift lobby size and it was stated there is opportunity to apply further thought and development and enhance the lobby.	4d.	Amended plan allows for additional light penetration to the corridor.				
4d.	The Panel expressed concern around the long corridor which leads to the southern	4e.	Provisional services and structures shown on plans as per preliminary consultants	4c.	Added highlight window to surfboard/ bike store to provide access to natural light and enhance general user experience when walking	4c.	The Panel commented on the
						4.	To be addressed during building permit application.
						4c.	The Panel commented on the materials being used in the landscape response, noting that those in the public domain should respond to the Scarborough Beach Design Guidelines in consultation with the City.
						4d.	Comment was made by the Panel, clarifying the responsibility for maintenance of design elements within the public realm

apartment, as it is very dark and long. The Applicant was encouraged to apply further thought and resolve this issue. 4e. In relation to the services more information was requested by the Panel. Services can affect the design of the proposal and further understanding is required around air conditioning condensers, storage, bins and waste management. It was recommended to include these in the design. This may significantly impact the carpark and ground level designs. 4g. Comment was made by the Panel it is important to understand the column locations with the tower. 4h. Comment was made the bins would work well with just the bin shoot and a flap which would also create opportunity for additional space in the foyer.	4f. input. Water feature is replaced by integrated public artwall to contribute to community benefit/public outlook. 4h. Preference is to enclose the bin room to conceal any spillage and odour.		through the space. The surfboard and bicycle storage are rearranged to only one side of the wall to create a wider aisle and improve the walkthrough experience. Carwash station is rearranged to be further away from the lobby and improved the plan.	materials being used in the landscape response, noting that those in the public domain respond to the Scarborough Beach Design Guidelines. The Applicant is encouraged to explore an expanded, high quality palette in the communal open space area.		4e. is important to long term viability of the proposal. Applicant is encouraged to explore an expanded, high-quality palette in the communal open space area on the Podium Deck. 4f. The Panel stated the interface between the private balcony on the podium deck and facilities of the communal open space requires further refinement to ensure a high quality outcome that is integrated into the design language of the building.
5b. There was some concern expressed by the Panel to the level of	5b. Spandrel panels have been			5. Clarification and commitment	5. Confirming commitment to	5a. The Panel stated they are

unshaded glazing and glazing in general particularly with reference to the NCC 2022 requirements. This should be investigated.	incorporated to the façade.			to sustainability measures to demonstrate excellence in this area.	sustainability measures as outlined in the ESD report.	supportive of the sustainability approach being proposed on the basis that it can be assessed by a qualified specialist. The support of the Panel is separate from the support, or otherwise, by the City, noting that the assessment and support by the City is essential to the additional height being sought.
6a. There was concern expressed by the Panel around the lack of bike parking and it was stated a provision for bike parking should be included in the design. 6b. There is opportunity to enhance protection from the hot summer sun for residents through the careful consideration and implementation of shading devices.	6a. Bicycle parking is allowed in each units large store rooms (traditionally 4sqm, we are providing 13sqm), as well as an additional 7 visitor bicycle bays. 6b. Bicycle parking is allowed in	6b. The Panel encourage the applicant to develop a detailed brief for the communal open space with consideration given to the amenity expectations of this type of space, noting that what is offered here should be greater than what is offered in individual units. For	6b. The residential club is designed to be a bar/wine room with casual seating options for residents to enjoy sunset drinks or entertain guests. The developer has requested this after success in past projects of wine rooms allowing	6a. The Panel encourage the applicant to continue to develop a detailed brief for the communal open space noting that what is offered here should be greater than what is	6. The communal space is further developed to include the provision for an accessible toilet for the residents.	

	each units large store rooms (traditionally 4sqm, we are providing 13sqm), as well as an additional 7 visitor bicycle bays.	example provision for toilets or bookable undercover areas are often found in developments of a similar standard.	residents to hold events and allow better interaction with neighbours, such as hosting monthly wine tastings from different wineries with the options to buy direct, artwork showcases/ bookclubs etc. This area will also be available for residents to book out for certain events i.e hosting a larger meeting/event hosting such as paint and sips or booking it out for private events such as a large dinner party/ private dining with catering. The residents lounge offers private booths and seating to allow for multiple groups to use the area for drinks/ entertaining - this also allows residents to use these areas to work or hold meetings, as has been a growing requirement for apartment living	offered in individual units. 6b. Specifically, the Panel do not support the level of amenity offered for the communal area without accessible toilets being included here. 6c. The Panel support the improvements to the design of the resident lounge and the large openable windows proposed. The Applicant is encouraged to continue to develop this area through the detailed design phase.		
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			with WFH becoming more common. Additionally, we have introduced a DDA toilet in the ground floor. Refer to drawings/diagrams (pg. 10).			
7a. The Panel stated there is room for improvement around the legibility of the entry. This might include the tying into the elevation of the tower more succinctly. 7b. Comment was made by the Panel the Applicant should continue to develop and improve the vehicle entries.	7a. Ground floor lobby entry legibility improved by emphasizing the entrance awning and materiality and lower ground entry is improved by carving the landscape around it. Vehicle entry is improved by applying treatment to crossover interface.	7a. The Panel stated the ground floor lobby has improved but there is still room for improvement and the design would benefit from greater legibility of the entry through articulation at the street.	7a. Ground floor entry portal has been further articulated to enhance legibility (pg. 27-28). Entry portal design improved through the refinement of form and material to offer a more legible and inviting entrance	7a. The Panel stated the ground floor lobby has improved although there is room for further improvement in relation to the resolution of the portal and legibility of the entry door when seen next to the mail delivery room and fire escape.		
				8b. The Panel commented that consideration could be given to a change in the footpath material at the crossover to prioritize pedestrians over vehicles at this point. 8c. The Panel		8a. This principle is supported. 8b. The Panel commented on the need to consider potential safety issues that may result from the relationship of the private

				request clarification of the relationship and security that results from the screening between the unit balcony and communal open space.		balcony and communal open space when designing the proposed screen.
9b. The Panel stated it would be beneficial to gain information relating to the public art proposal for this development. 9c. The Applicant was encouraged to think about the benefits this proposal will provide to the community and what is being given back.	9a. We are providing a twin key plate as an option for purchasers to allow more housing diversity. We have also allowed for 100% Silver Level LHA with opportunity to upgrade to 100% Gold Level to anticipate aging in place. 9b. We are looking to engage public art consultant. 9c. The development offers public community green transient space on the ground floor corner. The architecture and public art	9a. It was noted by the Panel the Applicant has not resolved the requirement around providing affordable housing. A twin key apartment is a good option for flexibility and diversity although not a solution to the affordable housing requirement. The Applicant could provide offsite housing which would be supported by the Panel. 9b. The Panel stated the community benefit seems to be in the relationship of the building to the street at the corner and development of the landscape should prioritize the connection to community.	9a. Diversity is provided in the form of: • Larger apartment s for downsizer s who are seeking to remain in the locality or to support multi-generation al families. • 100% of dwellings will achieve Silver level, with dwelling able to be upgraded to achieve Gold or Platinum levels. • Apart ments	9b. The Panel note that this principle has not been adequately addressed as no information has been provided in relation to the public artwork requirement. The Panel question the benefit of integrating this on the screen as the building has a strong and refined architectural language. Consideration should be given to alternative locations where it can potentially	9. This will be addressed as part of DA approval condition.	9b. The Panel do not consider sufficient information has been provided in relation to Public Art to determine design excellence. The Panel request further detail in relation to the public artwork and the way that this is, or is not integrated into the design. The Panel suggested, that the location of the public artwork within the

	offers a strong urban presents and make for a recognisable landmark.		maintain flexible floor plates which may be tailored to specific owner requirements at a later date. In relation to the provision of two affordable dwellings, the proponent is seeking the application of discretion by the responsible authority to vary the statutory planning requirement. 9b. Sliding doors and juliet balconies have been introduced to enhance the relationship between the building and the street. Connection between landscape, architecture and public art have been improved (pg. 30)	assist with legibility as well as the public realm.		broader Scarborough Beach Development Area may warrant consideration if this could be entertained by the City .
10b. Comment was made by the Panel		10a. The Panel request further clarification	10a. Refer to image and elevation	10c. The Panel commented	10. The main entry portal	10a. The Panel support the

there is extensive exposed glass throughout this proposal and the Applicant must ensure the glazing is handled correctly and the appearance is appropriate. Any curved glazing proposed will be expected to be curved and not faceted. Also clear glazing will be expected to be clear and not tinted or otherwise to maintain the current appearance of the proposal.		in order to better understand the southern boundary wall. This could remain highly visible for some time. An elevation with dimensions and materials noted would assist in this understanding. 10b. The Applicant was encouraged to continue to develop the language of the roof element, suggesting that a link to the mid-century public amenities buildings found along this section of the west coast could give a clue to the language of the roof form. Consideration should be given to the maintenance of these elements to ensure that water runoff and staining are considered. 10c. The Panel commented that the limestone base sits somewhat outside the material palette of the design, suggesting that a material such as off form would be contextually appropriate (also referencing the public amenities	drawing (pg. 32-33). 10b. Roof proportion is further adjusted to sit cohesively with the architecture (pg. 34). 10c. The overall material palette has been revisited and revised to tie with the whole context and architecture (pg. 35-37). 10d. Deep reveal windows are introduced to residents club to address western sun, openable sliding doors with balustrade are introduced to allow physical connection to the street and for residents to enjoy fresh air and breezes (pg. 15-16)	that the aesthetics of the Portal requires refinement to sit comfortably with the overall building aesthetics.	design is further refined through adjustment of scale, form and clear differentiation between the main entry door and secondary access points (mail room and fire stair door).	aesthetics of the project and the manner in which high quality materials have been articulated to create such a considered and well composed building.
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		buildings) and provide a robust, low maintenance material within the public realm. 10c. The Panel encourage the applicant to further develop the language of the podium for a more human scale response, addressing the public realm, allowing for a physical connection between the building and the street, providing some protection from the western sun and allowing the building to open to enjoy fresh air and breezes.				
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Summary of Submissions – 194 The Esplanade, Scarborough

Comments in support of proposal

Topic	Summary	Applicant Response
Revitalisation of the area	- Will rejuvenate Scarborough foreshore and encourage investment. - Will assist resident retention within the area. - Will enhance corner of Brighton Rd which is run down. - Will transform Scarborough beachfront amenities and promote locality. 21 apartments are attractive offering not seen in Scarborough. - Increase in up-scale apartments will bring different demographic and encourage improved commercial space and Scarborough image. - Will add vibrancy and improve security and safety in the area. - Absence of commercial not a problem as existing available space.	Support for development noted and agree the project will assist with the continued revitalisation of the Scarborough precinct.
Height	- Support development not exceeding 12 storeys. - Height is appropriate for the area.	Support for building height noted.
Aesthetic	- Elegantly design will raise standard of developments in Scarborough. - Design and quality of the building desirable for landmark location. - Beachfront enhanced and set high standard for future development. - Building is complementary to coastal location. - Proposal is sensitive to environment and design is well-considered and welcome given current state of housing. - Developer has delivered previous developments of exceptional quality. - Application is iconic and has outstanding design.	Support for development design and aesthetic outcome noted.
Parking	Lack of parking is an issue in Scarborough generally, however, proposal carefully considers parking and well planned traffic management.	Support for parking provision and access arrangements noted.
Diversity	- Development offers varied dwelling mix to market with 3-4 bedroom apartments catering for families and people seeking larger spaces. - Recent developments in Scarborough are 1-3 bedroom apartments with 50+ apartments. Development offers new product. - Better outcome with low apartment ratio compared to 100s of apartments. - Will lift demographic of area and provide opportunity for family living along the coast and downsizers wanting space. - Area will benefit from multi-storey development containing large apartments, rather than massive development with small apartments. - All other apartment developments on waterfront have bypassed local government to achieve greater height. - Proposal completely unique and caters to different demographic.	Support for variation to affordable and diverse housing requirement noted.

Summary of Submissions – 194 The Esplanade, Scarborough

	- Project situated in small section of The Esplanade that has houses. Catering to family friendly downsizer outcomes is how the site should be developed. - Development has considered location and surroundings with offer of larger apartments in low density buildings to align to immediate vicinity. - Support and agree with affordable and diverse housing variation. - This area of The Esplanade is the only area on the waterfront comprised of houses and families living here. - Oppose inclusion of affordable/social housing in any development in this area. It is not a rational or reasonable to include in premium location. - Detrimental and ridiculous policy that clearly hinders developers providing alternative types of apartment developments in the local area. - One or two bedroom apartments would probably not work in a luxury development as proposed.	
Determination	- Support the City of Stirling allowing the discretion sought. - Development will have direct positive impact on the area. - Replacing dilapidated building with family friendly residences will improve antisocial behaviour and benchmark Scarborough as safe space. - City has unique opportunity to support this project to reinvent themselves as practical and progressive council. - Planning policy in place to allow 12 storey buildings and this should be encouraged resulting in vacant blocks.	Noted. It is expected development reporting and determination will be conducted to the highest standards.

Comments objecting to proposal

Topic	Summary	Applicant Response
Height	- Recommended height reduced to eight storeys consistent with other buildings along West Coast Highway. 12 storey height will set a precedent for other developments. - Without affordable housing should be 8 storeys not 12. - Should not receive bonus as does not meet affordable housing. - Height should be reduced to five storeys maximum. - Quality of life impact. - Should be setback from the water due to excessive height. - To achieve 12 storeys, development must include four, 1-bedroom apartments and two affordable apartments.	- In accordance with the Scarborough Design Guidelines the site has a base height of 8 storeys and bonus height up to 12 storeys, subject to achieving additional height provisions. - Development complies with the Scarborough Design Guideline requirements to achieve additional four storey bonus height (to 12 storeys) through Design Excellence, as awarded by the City of Stirling Design Review Panel (DRP) and a 5 Star Green Star rating. - Provision of affordable and diverse housing is not a requirement to achieve the additional building height. - The DRP has considered the proposed development application on four occasions and has confirmed its support for the site planning and

Summary of Submissions – 194 The Esplanade, Scarborough

	- Exceeding base height adjacent to open public recreation space and foreshore zone is undesirable and should be unacceptable. - Buildings shouldn't be higher than buildings they replace. - Building design without podium impacts human scale and pedestrian environment. - Podium levels add visual interest, break up high-rise buildings and enhance urban experience. - If allowed at 12 storeys development will be the tallest new development in Scarborough beachfront precinct. - Would be a high intensity development in an area suited to low intensity development. - Overall height represents significant departure from the planning framework without demonstrating it meets criteria. - Impacts from variations will be cumulative, combining lack of upper level setbacks and will pave way for further inappropriate development. - Height will result in loss of amenity for occupants of Oceanna29 development. - Disregard for height requirements will contribute to loss of visual amenity attributable to bulk, scale and visual impact. - Will permanently compromise redevelopment area to achieve desired built landscape. - Cape Bouvard (developer of Ce Vue) was original owner of property where development now proposed. Cape Bouvard stated to prospective Ce Vue purchasers that Cape Bouvard development at subject site would not exceed 8 stories and would have setbacks to prevent obstruction of views and invasion of privacy.	architectural design proposed. The development achieved Design Excellence through the DRP. - Precedent has already been set by DevelopmentWA when approving a 12 storey tower on the subject site in November 2017. The proposed development seeks no greater height than that previously approved. - The development would not be the tallest development along the Scarborough beachfront. 291 West Coast Highway was approved at 17 storeys despite the planning framework permitting a maximum height of 12 storeys. Other developments within Scarborough have previously achieved substantial additional height beyond bonus height levels. - Development complies with the permitted building height of 12 storeys and does not seek discretion for this aspect of the development. - Oceanna29 is over 200m north east of the subject site. There is an existing development approval for an 18-storey tower at 22-26 Brighton Road, which is between Oceanna29 and the subject site, which would obscure any view of the proposed development. Development of 194 The Esplanade will have no adverse impact to the occupants of 29 Hastings Street. - The proposed development would have no adverse impact on its occupants. - The development is consistent with the vision and intent for the Scarborough Precinct and ensures the continued redevelopment of the precinct. - Cape Bouvard (developer of Ce Vue development) obtained development approval for the subject site at 12 storeys, not 8. The proposed development generally aligns with the previous development approval issued for the site in regard to height and tower location.
Privacy	- Concern over impact to privacy of existing dwellings at 2 Brighton Road (Ce Vue) due to windows and balconies facing each other. - Overlooking to north only separated by Brighton Road.	All openings and balconies facing the northern side of Brighton Road are setback in accordance with the requirements of the planning framework.
Affordable housing	- Oppose lack of studio dwellings and affordable housing. - Not acceptable to deviation from planning regulations. - Arguments for variation for diverse and affordable bring into question appropriateness of the development.	The affordable housing development policy requires affordable and diverse housing in residential development of 20 or more dwellings. The proposed development provides 21 dwellings which is only two

Summary of Submissions – 194 The Esplanade, Scarborough

	• Development targets high-end market, limiting ability for home ownership aspirants to buy in the area. • Policy 9 aimed at widening availability of dwellings in the market generally, rather than providing for one segment of market. • DA Report notes option for reconfiguration to accommodate ageing in place/intergenerational living. If serious option, then why doesn't development include smaller apartments more accessible to market.	dwellings above the threshold and is therefore only seeking a minor variation. • Significant justification provided to the City as part of the application process addressing dwelling diversity and affordable housing. • Majority of approved developments within the Scarborough precinct provide smaller dwellings. Of 1,374 dwellings approved only 1.4% are 4-bedroom. Larger dwellings proposed by development add to the provision of larger apartments, increasing quantity of larger dwellings. • Approximately 13% of previously approved dwellings within the Scarborough redevelopment area are affordable dwellings, meaning precinct on track to deliver affordable housing within the 10-15% target. • The proposed development adds to the much-needed supply of accessible housing for intergenerational living and people seeking to downsize, whilst providing opportunities for adult children experiencing housing stress to co-habit with family. • Analysis and details provided within the development application provides strong grounds to vary the requirements of the affordable housing policy and to not require provision of affordable dwellings.
Yield	• Proposed yield will have capacity to undermine cohesive redevelopment of entire precinct relative to framework's anticipated dwelling yield for a site of this size. • Proposals plot ratio area exceeds modelled expectations per square metre and impacts viability of other developments.	• The planning framework does not place limitation on yield, rather it provides development controls to guide development outcomes. • The local planning framework has no plot ratio requirement. • The proposed development is calculated to have less gross floor area than a development based on a fully compliant design outcome.
Setbacks	• Development should have off-set (setback) from street to limit impact of larger building on Ce Vue development. • Development does not comply with requirement for setbacks or established setbacks for other buildings. • DA report notes building mass shifted to corner and acts as bookend to create prominent corner feature. Rather than bookend, building needs setback from corner to maintain sight lines for traffic and reduce bulk. • DA report states setbacks from south and east boundaries respect existing development but does not respect existing apartment building on opposite side of Brighton Road. • Reduction in upper level setbacks generate precinct wide impacts on view corridors, wind effect on pedestrians, sunlight and ventilation.	• Precedent has already been set by DevelopmentWA when approving a 12 storey tower with variations to tower form and setbacks. • The Scarborough Design Guidelines (Part 3.3) encourage strong architectural design and variation in building massing at corner sites to create landmarks, contribute to the legible urban environment and sense of place. The proposed development achieves the design intent and development standards as set out in the Guidelines. • The City's DRP has considered the proposed development application on four occasions and provided supported for the site layout and architectural design by awarding Design Excellence. • Shifting the building mass to the corner is considered the best outcome for the future redevelopment opportunities of development

Summary of Submissions – 194 The Esplanade, Scarborough

		sites to the south and west of the subject site, all of which are yet to be developed. Brighton Road reserve provides a 20m separation distance between lots on both sides of the street.
Traffic	- Already busy and congested traffic issues within area. - Traffic issues when events are held in surrounding area. - Existing traffic impacts vehicle movements on Ce Vue due to high volume of traffic movements. - Traffic from Quest apartments contributes to traffic issues. - Traffic at intersection of Brighton Road and West Coast Highway contributes to traffic congestion. - Existing issues with buses (Transperth, party, school), scooters, bikes and people causing congestion.	- The proposed development and associated traffic volume from the development has been assessed and supported by traffic engineers and will not adversely impact existing traffic conditions. - It is noted existing traffic conditions within the wider locality are not the responsibility of the landowner to address. Traffic matters in the wider Scarborough precinct should be considered and addressed by the local government and relevant state government authorities.
Car parking	- Development will impact limited parking in Scarborough. 55 parking spaces does not help to cover visitors. - Visitor parking not sufficient for development. - Visitors will park in public car parks in surrounding area. - Lack of visitor parking will amplify public parking issue. - Not enough public parking to support existing approved development. - Public parking reduced by half as result of DevelopmentWA. - Development cannot be approved without sufficient parking. 11 of 13 visitor parking bays allocated to specific dwellings.	- The development provides sufficient parking on site for residents and visitors. 13 visitor parking bays are proposed within the development, in lieu of the four required by the planning framework. - Two visitor bays are proposed adjoining Brighton Road, with the remaining 11 bays provided internally within the development. - Cannot control provision of public parking within Scarborough. This matter must be addressed by the City of Stirling.
Vehicle crossovers and access	- Should only be one vehicle entry, not two. - Two crossovers not required, as evidenced by adjoining site which has similar topography and single crossover. - Access should be via The Esplanade only. - Vehicular access to development from Brighton Road should not be permitted due to adverse traffic impacts.	- Due to the significantly sloping topography of the site, two crossovers are required to achieve access to each parking level. - Providing only one crossover would reduce onsite parking due to the requirement for internal ramps and alternate parking configurations. - Vehicle access points provide sightlines adjoining proposed crossovers at both street frontages. - The adjacent development at 2 Brighton Road contains two dual access vehicle crossovers on Brighton Road, not a single crossover as noted in the submissions. - Project traffic engineers have configured the vehicle access arrangements are acceptable and will not have adverse traffic impacts.
Community benefit	- No shared public spaces, bars, cafes or similar provided. - Development should not be support without provision of significant community benefits (as per previous submission).	Development does not seek discretion for any element that requires provision of community benefits.

Summary of Submissions – 194 The Esplanade, Scarborough

	5 star green energy not considered community benefit, instead an absolute minimum requirement for developments. - No tangible community benefits to support bonus height. - Public art not significant community benefit.	- Community benefits are only required where significant variation to the planning framework is proposed, such as previous approvals through DevelopmentWA where substantial height was sought. - Ground level treatments provide substantial improvement to the existing public realm and benefits the wider community. - Provision of public art for the development is considered a public benefit.
Safety	- Safety risks due to traffic congestion. - Two crossovers prevent safe pedestrian access.	- Both vehicle crossovers are provided sufficient vehicle sightlines at the crossover and are not considered to pose a risk to public safety. - Project traffic engineers confirm vehicle access arrangements are acceptable and will not have adverse safety impacts.
Sustainable design	Developer should comply with the Green Building Council requirements and obtain full green certification as built rating.	5 Star Green Star rating will be self-certified in lieu of certification through the Green Building Council. - Development will exceed minimum requirement for 5 Star Green Star.
Site coverage	Development does not comply with site coverage guidelines and will affect visual amenity.	The complexity of the proposed development design is enhanced by the topographical changes impacting the site. The minor variation is acceptable with regard to the design intent for the precinct.
View corridors	- DA states footprint of development relocated to corner to minimize impact on view corridors from adjoining properties. - No regard to view corridors from Ce Vue building, which contains far more properties. - Most apartments in Ce Vue building have views that encompass a southerly aspect, which will now be blocked. - More equitable to site new building equally from all boundaries to lessen impact of the new building's mass for Ce Vue apartments. - Multi-storey building will de-value property and impact views. - Development would have negative visual impact on the reserve. - Seems properties to the east and south of the proposed development are being favoured regarding view corridors.	- The previous developer of Ce Vue development (2 Brighton Road) obtained development approval for a 12 storey development at 194 The Esplanade. - It is understood Cape Bouvard made purchasers of the Ce Vue development that the site at 194 The Esplanade would be developed to 12 storeys. - Impact to views from the adjoining property to the north at 2 Brighton Road is not a relevant planning consideration. Notwithstanding, the road reserve provides substantial barrier between the two sites for sufficient building separation to maintain views corridors. - Moving the tower to the street corner ensures lots directly adjoining the site maintain direct views to the west. - Impact on property value is not a relevant planning consideration. - Redevelopment of the subject site will enhance the public realm and encourage continued development of the area. This development will enhance the adjoining Brighton Reserve and the wider locality.
Noise	- Adverse impacts of vehicle noise on residential development. - Traffic lights on Brighton Road amplify noise additional traffic. - Tall building will amplify noise impact on development.	- Emissions from the development will be compliant with requirements of the <i>Environmental Protection (Noise) Regulations 1997</i>. - External traffic and surrounding developments beyond control.

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Scarborough Planning Framework	- Development should initially be based on actual lot being developed while considering all requirements. - Holistic and coordinated development prejudiced and detrimentally impacted proposed development which will compromise continued economic wellbeing and vibrancy. - Original MRA provisions adopted distinct focus on slender buildings and podiums. Unimaginable only years later proponents submitting applications that totally ignore this.	- The development considers the local planning framework and seeks to align with the vision and intent for redevelopment within this precinct. - The development aligns with the existing MRA planning framework adopted by the City when the development area was normalised to the local government in 2023. - Where variation is sought from the local planning framework, it has been justified.
Character	- Scarborough foreshore one of busiest places along coast. - People meet daily at C-Breez café wanting to enjoy location. - Constructing of 12 storey development will block sun to sections of Brighton reserve. - High rise development will turn Scarborough into Gold Coast. - Development does not make positive contribution to location.	- The proposed development will continue to enhance the Scarborough foreshore area and the wider Scarborough locality. - The building is aligned with the vision for the locality, which intends higher density development to continue the growth of residential and commercial aspects of Scarborough. - The redevelopment of the subject site does not impact the C-Breez café. - The existing development no longer makes a positive contribution to the locality. The proposed development will provide strong architectural form and improve the contribution the site makes to the wider locality.
Overshadowing	- Development will create shadows for residences behind it. - Overshadowing public space not reasonable or acceptable. - Public space is for benefit of public and should not be compromised by development not satisfying policy. - Reduction in setbacks will increase overshadowing and overlooking of adjacent property and Brighton Reserve. - Framework only requires shadow diagrams for winter solstice but not beachfront developments where overshadowing on summer solstice may overshadow beach. - Should require overshadowing diagram for summer solstice.	- All development creates shadow. No way to completely remove impact, however design minimises impact to surrounding properties. - Positioning of the tower on the corner of the development site has no adverse impact on overshadowing impact to Brighton Reserve. Compared with a compliant 12 storey scheme, the proposed development has 922m² less overshadowing on Brighton Reserve. - Overshadowing at the winter solstice is the worst case scenario. Shadow at the summer solstice has substantially less impact on any adjoining property and is not considered.
Discretion/ Determination	- Assessment of development to be undertaken in considered manner with adherence to requirements and consideration for community. - Bonus height must have holistic view of aims and intent of masterplan. 5 star green energy compliance must be balanced against lack of affordable/diverse housing as required by scheme. - Existing approvals to date have compounding negative effect on locality, especially with regard to traffic and parking.	- The planning framework is structured to provide guidance for development and permits opportunity to vary development standards where this is justified. - Assessment will be undertaken in accordance with the planning framework. Any determination made by the DAP must be consistent with the development provisions and discretionary criteria within the planning framework.

Summary of Submissions – 194 The Esplanade, Scarborough

	- Property make enduring contributions to built form character, detrimental impact and precedence for future development. - Not even highest level of design excellence capable of mitigating amenity impact generated by proposal. - Non-compliance and request for discretion not valid reason except financial benefit and should result in development being rejected. - City and JDAP supported by established case law to avoid the creation of precedence and tender this as basis for refusal. - Development application approved without modification would constitute decision departing from planning framework without basis.	- Development will achieve a 5 Star Green Star rating. This requirement has no link to affordable/diverse housing requirements. - Existing approvals issued by DevelopmentWA are separate to the consideration of this application. As the Scarborough Precinct has been normalised back to the local government, the City is the relevant local planning authority. - Proposed development signage is on an existing, approved billboard. - Substantial justification has been provided to the City as part of the development application process to support the proposal, all of which will be considered as part of the determination by DAP.
Scale	Location of development requires sensitive planning to complement proximity to beach and public open space.	Context of surrounding locality ensures development has positive impact on Brighton Reserve, Scarborough Beach and the wider public realm.
Demolition	- Demolition and excavation carried out to not cause structural damage. - Existing retaining must be maintained or removed and replaced.	Noted.
Environmental considerations	Carpark exhaust must be designed sympathetically to avoid noise and pollution from carpark exhaust fumes.	Noted. All car park exhaust points will be located to minimise impact on surrounding landowner and the wider locality.
Amalgamation	- Irregular lot shape entirely manufactured problem. - Lot remains two separate freehold lots. - Assembly of lots creates more substantial area and shape for development which rewards greater yield.	- Development considers lot configuration and site conditions. - The two lots are proposed to comprise the overall development and will be amalgamated post development approval. - Land assembly is not an uncommon development measure.

LOT 110 (HOUSE NUMBER 19) TWYFORD PLACE, INNALOO – PROPOSED EIGHTEEN MULTIPLE DWELLING DEVELOPMENT

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Stirling
Applicant:	Lateral Planning
Owner:	Conquest Capital Pty Ltd
Value of Development:	\$4.5 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)
Responsible Authority:	City of Stirling
Authorising Officer:	Amanda Sheers, Director Planning and Development
LG Reference:	DA23/1109
DAP File No:	DAP/23/02581
Application Received Date:	26 October 2023
Report Due Date:	1 March 2024
Application Statutory Process Timeframe:	90 Days, with an additional 39 days agreed between the Applicant and City of Stirling.
Attachment(s):	1. Development Application Plans (received 8 February 2024) 2. Aerial Location Plan 3. Metropolitan Region Scheme Zoning Map 4. City of Stirling Local Planning Scheme No.3 Zoning Map 5. Applicant's Original Planning Report received on 8 September 2023 6. Applicant's Final Submission: a. Applicant's Response to Request for Information received 12 January 2023 b. Amended Transport Impact Statement prepared by Shawmac received 8 February 2024 c. Amended Landscaping Plan prepared by In Situ received 12 January 2024 d. Amended Waste Management Plan prepared by Instant Waste Management received 8 February 2024

	e. Original Sustainability Design Assessment received 8 September 2023 f. Original Transport Noise Assessment received 8 September 2023 g. Certificate of Title and Section 70A Notification received 21 February 2024 7. City of Stirling Design Review Panel (DRP) Report dated 9 November 2023	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes ☒ N/A	Complete Responsible Authority Recommendation section
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro-Inner DAP resolves to:

Approve DAP Application reference DAP/23/02581 and accompanying plans as listed in Condition 3 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the City of Stirling Local Planning Scheme No. 3, for the proposed 18 Multiple Dwellings at Lot 110, House Number 19 Twyford Place, Innaloo, subject to the following conditions:

Conditions

- The development shall comply with all details and amendments to the approved plans as follows;
 - The bin storage area is to be adequately roofed and enclosed.
Amended plans that address the above modifications are to be submitted to the satisfaction of the City of Stirling as part of the building permit submission.
- This decision constitutes planning approval only and is valid for a period of four (4) years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
- The development is to comply in all respects with the attached approved plans, as dated, marked and stamped, together with any requirements or changes as required, outlined within Condition 1a, and annotations detailed thereon by the Metro Inner DAP. The plans approved as part of this application form part of the development approval issued and are listed below:

DRAWING TITLE	Date	Drawn By
A2	05/01/2024	Michael Dryka Architects
A3	05/01/2024	Michael Dryka Architects
A4	05/01/2024	Michael Dryka Architects

A5	05/01/2024	Michael Dryka Architects
A6	05/01/2024	Michael Dryka Architects
A7	05/01/2024	Michael Dryka Architects
A8	05/01/2024	Michael Dryka Architects
A9	05/01/2024	Michael Dryka Architects
A10	05/01/2024	Michael Dryka Architects
A12	05/01/2024	Michael Dryka Architects
A13	05/01/2024	Michael Dryka Architects
A14	05/01/2024	Michael Dryka Architects
A15	05/01/2024	Michael Dryka Architects
LANDSCAPE PLAN	05/01/2024	In Situ
PLANTING PLAN	11/01/2024	In Situ
DRAINAGE DIAGRAM	11/01/2024	In Situ
DSA DIAGRAM	11/01/2024	In Situ

Landscaping

4. Prior to occupation of the development, a minimum of two (2) Advanced Trees must be planted on-site and maintained thereafter, to the satisfaction of the City of Stirling. All Advanced Trees are to be centrally located within the deep soil area free, of buildings, impervious surfaces and other fixed structure, and be open to the air.
5. Prior to occupation of the development, all landscaped areas are to be planted, reticulated and mulched in accordance with the approved landscaping plan prepared by In Situ dated 11 January 2024 and thereafter maintained to the satisfaction of the City of Stirling.
6. Planting of one (1) new street tree at the land owner's expense will be scheduled to occur in the next available planting season after the completion of the development. The owner shall pay the cost of planting of the new street tree prior to commencement of development as determined by the City of Stirling.
7. All existing street trees located on the verge shall be retained and protected in accordance with Australian Standards AS4970:2009, to the satisfaction of the City.

Parking and Access

8. Prior to the occupation of the development, all redundant crossovers shall be removed, and the kerbing and road reserve reinstated at the landowner's expense in accordance with the City of Stirling Local Planning Policy 6.7 – Parking and Access, to the satisfaction of the City of Stirling.
9. The crossover shall be designed and constructed in accordance with the City of Stirling Local Planning Policy 6.7 – Parking and Access, to the satisfaction of the City of Stirling. Crossovers are to be installed prior to occupation of the development.
10. All parking bays, manoeuvring and circulation areas are to comply with Australian Standards AS/NZS2890.1:2004 Amendment 1 and AS2890.2:2018. The number of ACROD car parking bays and their design and layout are to comply with Australian Standards AS/NZS2890.6:2009 (Off-street Parking for People with

Disabilities) and the Building Code of Australia (Volume 1 section D3.5) to the satisfaction of the City of Stirling.

11. Pedestrian pathways providing wheelchair accessibility to all entries to buildings to public footpath and car parking areas are to comply with Australian Standards AS/NZS1428.3-2009 (Design for access and mobility – General requirements for access – New building work), to the satisfaction of the City of Stirling.
12. Prior to the occupation of the development, the number and allocation of car parking bays provided on-site is to be as follows:
 - a. 17 Residential Bays: and
 - b. Two (2) Visitor Bays.
13. Prior to the occupation of the development, a minimum of 11 bicycle parking bays shall be provided on site. The design and construction of the bicycle bays shall be in accordance with Australian Standards AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking, to the satisfaction of the City of Stirling.
14. Prior to occupation or use of the development, all signage and markings for visitor car and bicycle parking bays shall be installed on site, to the satisfaction of the City of Stirling.
15. Prior to the occupation of the development, existing parking restriction signage for on-street parking on Twyford Place is to be relocated by the City of Stirling at the landowner's expense.

Acoustics

16. All recommendations provided in the Transportation Noise Assessment Report prepared by Lloyd George Acoustic dated 23 August 2023, are to be implemented, to the satisfaction of the City of Stirling.
17. Prior to the lodgement of the Building Permit application, the landowner is to provide written confirmation that all recommendations in the Transportation Noise Assessment Report have been incorporated into the building design, with the certified building permit application, to the satisfaction of the City of Stirling.
18. Prior to occupation of the development, the land owner shall provide written confirmation to the City of Stirling that the requirements of the Transportation Noise Assessment Report have been incorporated into the completed development by the builder with the Form BA7 Completion Form.
19. Prior to occupation of the development, a Notification, pursuant to Section 70A of the Transfer of Lands Act 1893 is to be placed on the Certificate(s) of Title of the subject lot(s). Notice of this Notification is to be included on the diagram or plan of survey (Deposited Plan). The Notification is to state as follows:

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

20. Prior to the lodgement of Building Permit, an Environmental Acoustic Assessment report shall be submitted to the City, by a suitably qualified professional certifying that the proposal incorporates sufficient sound attenuation measures to limit noise impact on adjoining properties to within the requirements within the Environmental Protection (Noise) Regulations 1997 (as amended). The measures identified in the report shall be implemented and thereafter maintained to the satisfaction of the City of Stirling.

General

21. A Site Management Plan shall be submitted to and approved by the City of Stirling prior to the commencement of any works. The Site Management Plan shall include specific details on the management of aspects including, but is not limited to, dust, noise, vibration, waste management, storage of materials, traffic, parking, on-site and street tree protection areas and site safety/security. The Site Management Plan is to be complied with for the duration of the construction of the development, to the satisfaction of the City of Stirling.
22. Stormwater from all roofed and paved areas shall be collected and contained on site. Stormwater must not affect or be allowed to flow onto or into any other property or road reserve.
23. Prior to occupation of the development, all privacy screening shall be visual impermeable, to the satisfaction of the City of Stirling.
24. All air-conditioning units, ducts and other services shall be screened from view and are to be located away from the primary street to the satisfaction of the City of Stirling.
25. All external fixtures, building services and utilities of the development are to be integrated into the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive areas, to the satisfaction of the City of Stirling.
26. No goods or materials are to be stored, either temporarily or permanently, in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage yards, where provided.
27. External lighting shall be positioned so as not to adversely affect the amenity of the locality in accordance with Australian Standard AS/NZS 4282:2019, to the satisfaction of the City of Stirling.
28. The development is to be connected to the sewer.

Colours and Materials

29. 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.

Waste Management and Services

30. The development is to comply with the Waste Management Plan prepared by Instant Waste Management received 8 February 2024, unless otherwise approved by the City of Stirling.

Development Contributions

31. Prior to occupation of the development, a public art proposal for the subject development to the value of 1.0% of the construction value in accordance with City of Stirling Local Planning Policy 6.12 - Public Art on Private Land must be submitted to, and approved by, the City of Stirling.
32. Prior to occupation of the development, the approved public art proposal shall be completed and installed by the developer and maintained thereafter by the owners of the development, in accordance with City of Stirling Local Planning Policy 6.12 - Public Art on Private Land, to the satisfaction of the City of Stirling.
33. The owner must pay to the City a deferred precinct cost contribution in accordance with the City's Local Planning Scheme No. 3. The contribution must be made to the City at or before the time an application is made for a building permit or within 60 days from the commencement of the development, whichever occurs first.

Advice Notes

1. If an applicant is aggrieved by this determination, there is a right of appeal under Part 14 of the Planning and Development Act 2005. An appeal must be lodged within 28 days of the determination with the State Administrative Tribunal.
2. 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.
3. The subject site is located in a Metropolitan Region Scheme Clause 32 area. Separate approval by the Western Australian Planning Commission is also required to be obtained under the Metropolitan Region Scheme prior to commencement of development.
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 or not it has been drawn to the Metro Inner DAP's attention.
5. The applicant is advised that the City will liaise with Main Roads WA in reference to the conditions relating to the Transportation Noise Assessment Report and Acoustic Assessment Report.

6. The Applicant is responsible for ensuring that all lot boundaries as shown on the approved plans are correct.

Operation

7. Noisy Construction Work outside the period 7.00am to 7.00pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless a Noise Management Plan for the construction site has been approved in writing by the City of Stirling.

Landscaping

8. In reference to the Advanced Trees, an Advanced Tree is defined in Local Planning Policy 6.11 - Trees and Development as: a tree which requires planting in at least a 100 litre container or greater size and which is at least two (2) metres in height and at least two (2) years of age.
9. In reference to the street tree, the associated contribution costs for the planting of one (1) new street tree is as follows:

i)	Cost of new tree: cost excluding GST)	\$670.00 (current
ii)	Number of new trees required:	one (1)
iii)	Total for the associated works:	\$1,854.00

Tree species will be chosen by the City to reflect the surrounding streetscape. Costs include two (2) years of watering and the provision that the City will replace the tree should it be damaged or die during that period. The City will invoice the cost of the tree/s upon lodgement of a building permit. Please note the above costs are in line with the current City's adopted Fees and Charges. These are subject to change and the associated costs at time of payment will reflect the adopted Fees and Charges at that time.

Parking and Access

10. The proposed crossover configuration is subject to the approval of the City's Verge Control Business Team. A "Crossover Installation Application" is required to be submitted and approved prior to the commencement of the crossover installation.

Development Contributions

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

Based upon the estimated cost of development identified on the development application forms, the 1.0% public art contribution will equate to \$45,000.00.

12. In relation to the deferred precinct cost contribution, a deferred precinct cost contribution is to be paid by the applicant/landowner in order to satisfy this condition of approval. The required contribution amount is currently estimated to be \$12,000.00. Please note this is only an estimate which is subject to change and the amount payable will need to be confirmed with the City prior to payment.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme (MRS)
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Stirling Local Planning Scheme No.3 (LPS3)
Local Planning Scheme - Zone/Reserve	Development Zone
Structure Plan/Local Development Plan	Draft Stirling City Centre Structure Plan Stirling City Centre Station Precinct Local Development Plan – Sub Precinct Area C
Structure Plan/Local Development Plan - Use Designation	Suburban Residential
Use Class and permissibility:	Multiple Dwelling – ‘P’ use ‘P’ means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.
Lot Size:	954m ²
Existing Land Use:	Vacant
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

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

- A five-storey development comprising 18 Multiple Dwellings with four one-bedroom dwellings and 14 two-bedroom dwellings.
- A total of 19 car parking bays at ground level, with 17 residential car parking bays and two visitor car parking bays. Vehicle access and egress is from Twyford Place.
- A communal open space area located on Level 1 and resident amenities located on Level 2 of the development.
- Landscaping consisting of Two Medium Trees and Eight Small Trees with a deep soil area of 96.74m² (10.2%) of the site area.

Proposed Land Use	Multiple Dwelling
Proposed No. Storeys	Five storeys
Proposed No. Dwellings	18 Multiple Dwellings

Pre-Lodgement

The Applicant sought preliminary advice (PDA23/0038 refers) on 8 June 2023 from the City's Design Review Panel (DRP) with conceptual drawings of the proposed development submitted for review. The pre-development application allowed the Applicant to seek comments from the City's DRP and to refine the proposal, from a design perspective, prior to the lodgement of a formal development application. The pre-development application was considered by the DRP on one occasion prior to the lodgement to the development application. The application was considered by the DRP on a second occasion on 9 November 2023 as part of the development application process. Further comments regarding the DRP process are addressed in the report.

The City provided preliminary written pre-lodgement advice to the Applicant in relation to the consistency of the development with respect to the relevant planning framework on 22 June 2023.

Development Application

The development application was submitted to the City on 8 September 2023. Additional information was received by the City on 18 October 2023, 24 October 2023 and 25 October 2023 in response to a Clause 63A Request for Further Information dated 14 September 2023 to enable lodgement of the application. The application was accepted for assessment by the City on 27 October 2023.

Clause 65A Request for Further Information letters were provided to the Applicant on 20 December 2023 and 2 February 2024, requesting revised plans and/or further justification in response to the City's planning assessment and referral comments. The final set of revised plans and further information were received by the City on 8 February 2024.

Background

The subject site is 954m² in area, has a 29.8 metre frontage to Twyford Place and is within the City's Stirling City Centre Special Control Area. The site is currently vacant.

The site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) (Attachment 3) and is zoned 'Development' under the City's Local Planning Scheme No.3 (LPS3) (Attachment 4). Additionally, the development site is affected by a Resolution (RES 2021/01) under Clause 32 of the MRS. Further comments regarding this matter are provided later in this report.

The site directly abuts Twyford Place, identified as 'Local Road' as per the City's Functional Road Hierarchy. Single Dwellings and public open space characterise the adjoining properties within the immediate area. The site directly abutting the east of the development site consists of a sewer pump. The properties located to the north of the subject site are currently developed up to seven storeys in height and are occupied by a range of commercial uses on the ground floor with a mixture of residential and office above. Further to the north of the development site is Stirling Train Station which is located approximately 600m away. The properties to the south of the development

site comprise single storey dwellings, a single storey aged care facility and Westfield Innaloo.

Legislation and Policy:

The following legislation is applicable to the proposed development:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Development Assessment Panels) Regulations 2011*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- *Metropolitan Region Scheme (MRS)*
- *City of Stirling Local Planning Scheme No. 3 (LPS3)*

The Western Australian Planning Commission (WAPC) will prepare a separate RAR for the assessment of this development application under the Metropolitan Region Scheme (MRS). The land is affected by a Resolution (RES 2021/01) under Clause 32 of the MRS, specifically the Stirling and Glendalough Station Precincts. The WAPC is the Responsible Authority for development applications submitted under the MRS as the proposal is comprised of five or more residential dwellings and the City is the Responsible Authority under LPS3. This application is to be considered by the JDAP under a dual reporting process whereby the City and the WAPC both submit independent RAR's relating to LPS3 and the MRS, respectively.

Draft Local Planning Scheme No. 4 (LPS4)

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

In relation to draft LPS 4, a decision-maker can give due regard to a seriously entertained planning proposal when determining an application, in accordance with Schedule 2 Clause 67(2)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The final form of draft LPS4 is not imminent nor certain at this time, noting the draft scheme has not been advertised, and accordingly no weight should be given to the proposed development controls when determining this application. Accordingly, the City has not assessed the development against draft LPS4.

Notwithstanding the above, the City has provided a brief summary of the key modifications proposed to the subject site and surrounding area as per draft LPS4 for contextual purposes. The development site will have a Residential zoning with a residential density coding of R60 as per the draft LPS4 with the surrounding properties to the north and south zoned Residential with a residential density coding of R60 and R120, respectively. Properties to the east are proposed as Urban Development as per the draft LPS4.

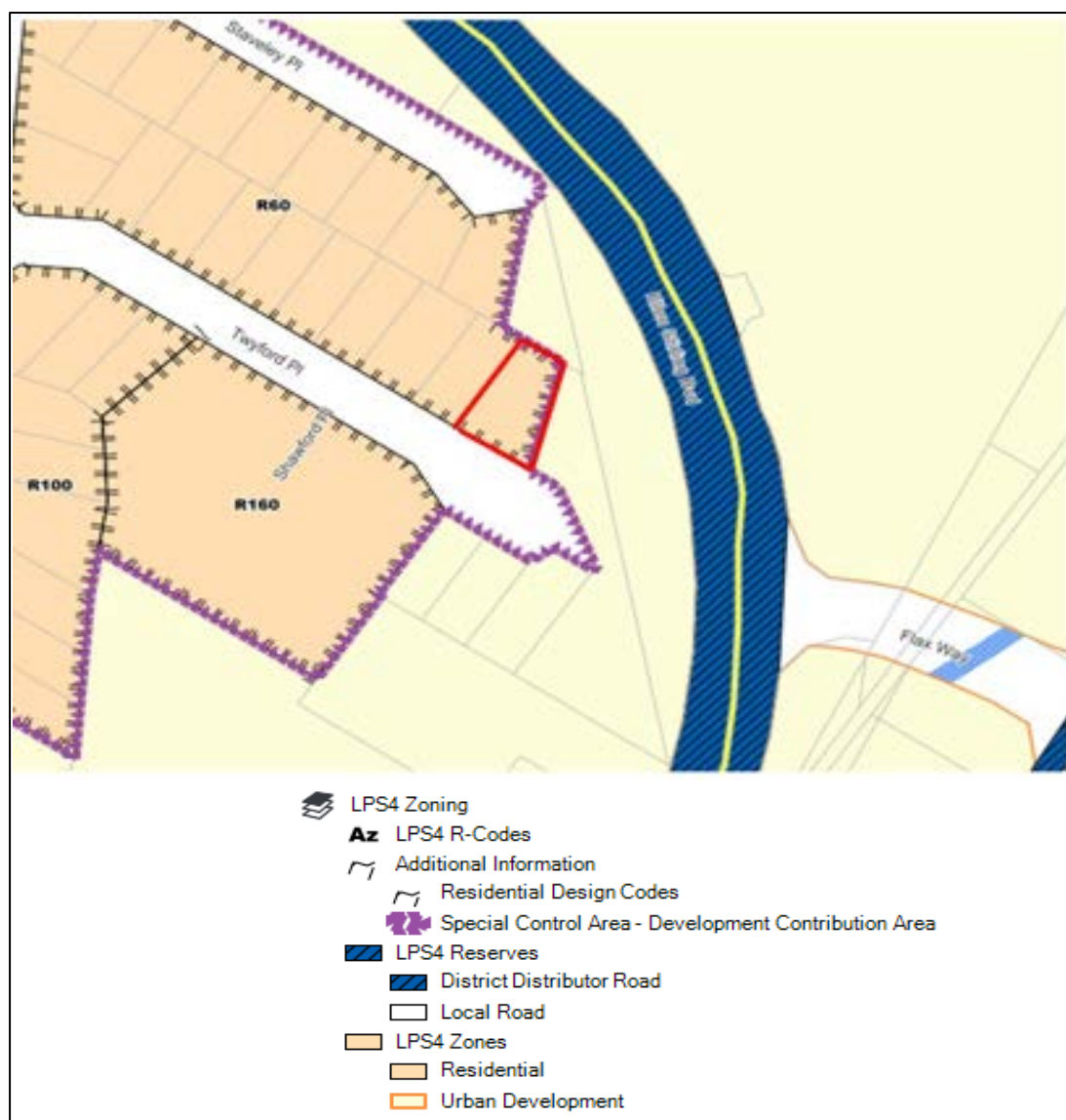


Figure 1 Annotated draft LPS4 Zoning showing development site

State Planning Policies

- State Planning Policy 5.4 – Road and Rail Noise (SPP5.4)
- State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)
- State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments (SPP7.3)

Structure Plans and Activity Centre Plans

- Draft Stirling City Centre Structure Plan

The subject lot is zoned 'Development' under LPS3. This zone intends to provide for coordinated development by applying a comprehensive structure plan to guide subdivision and development. Clause 6.11.4 requires that:

For the purpose of promoting the highest standard of development within the Stirling City Centre Special Control Area, the Council shall adopt an appropriate

Structure Plan for the Stirling City Centre Special Control Area in accordance with Part 6A of the Scheme,

The draft Stirling City Centre Structure Plan was adopted by Council on 9 December 2014. The Structure Plan was submitted to the WAPC for endorsement; however this has not occurred and the draft Stirling City Centre Structure Plan remains in draft form.

Local Development Plans

- Stirling City Centre Station Precinct Local Development Plan (LDP)

Local Planning Policies

- Local Planning Policy 5.8 - Stirling City Centre Parking (LPP5.8)
- Local Planning Policy 6.6 - Landscaping (LPP6.6)
- Local Planning Policy 6.7 - Parking and Access (LPP6.7)
- Local Planning Policy 6.11 - Trees and Development (LPP6.11)
- Local Planning Policy 6.12 - Public Art on Private Land (LPP6.12)
- Local Planning Policy 6.18 - Public Consultation (LPP6.18)

Consultation:

Public Consultation

The proposed development was advertised for a period of 28 days in accordance with the 'Complex Application' requirements of LPP 6.18 and Clause 64(3) and (6)(a) of *the Planning and Development (Local Planning Schemes) Regulations 2015*. Owners and occupiers within a 200m radius of the subject site were notified of the proposal. Letters were posted to landowners and occupiers, a notice was placed on the City of Stirling's website, an advertising sign was placed on-site and relevant Ward Councillors were notified.

The consultation period commenced on 17 November 2023 and concluded on 15 December 2023. During the consultation period two submissions were received, comprising one objection and one letter of support. The submissions received during the consultation period and their relative locations are tabled below.

Submissions Received	Within 200m Radius	Greater than 200m Radius	Number of Submissions
SUPPORT	0%	1 (100%)	1 (50%)
OBJECT	0%	1 (100%)	1 (50%)
OTHER (Comment)	0%	0%	0%

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

Public Consultation Submissions		
Submission Number	Submission Details	Officer Comment
1	The architectural design of the proposed	The design of the development is discussed in this report. The

Public Consultation Submissions		
Submission Number	Submission Details	Officer Comment
	development is not supported.	development has been assessed against the relevant planning framework and considered by the City's DRP.
1	The proposed density of the development is supported given its proximity to amenities.	The appropriateness of the density of the development is discussed later in this report.

Consultation with Government/Service Agencies

Water Corporation

The City referred the application to the Water Corporation as the development is a DAP allocation, including residential development. The City received comment from the Water Corporation on 18 December 2022 advising of no objections to the proposal.

Main Roads Western Australia

The City referred the application to Main Roads Western Australia (MRWA) due to the site being affected by a Resolution (RES 2021/01) under Clause 32 of the MRS, specifically the Stirling and Glendalough Station Precincts. The City received comment from MRWA on 20 December 2023. The comments received identify there are no objections on planning grounds with the recommendations summarised as follows;

- MRWA recommended that prior to the issue of a Building Permit, an Acoustic Report prepared by a qualified acoustic consultant consistent with the requirements of State Planning Policy No 5.4 – Road and Rail Noise is to be prepared and submitted to the satisfaction of the City of Stirling in consultation with Main Roads. Any recommendations contained in the acoustic report shall be thereafter implemented and maintained for the duration of the development.
- MRWA recommended that prior to the occupation of the building, certification from a qualified acoustic consultant is to be submitted confirming Condition 1 has been achieved. This certification must be provided to City of Stirling.
- MRWA recommended that a notification, pursuant to Section 70A of the Transfer of Land Act 1893 is to be placed on the certificates of title of the proposed lots. The Notification is to state 'The lots are situated in the vicinity of a transport corridor and are currently affected or may in future be affected by transport noise.'

The comments received provide for condition setting which has been incorporated into the City's recommendation for approval.

Department of Water and Environmental Regulation (DWER)

The City referred the application to the Department of Water and Environmental Regulation (DWER), due to the subject site's proximity to the 20m odour zone from the sewer pump located at the abutting property Staveley Twyford Reserve, Lot 9878, House Number 20 Staveley Place, Innaloo. The City received comment from DWER

on 13 December 2023 advising DWER had no objections to the proposed development.

Environmental Health Directorate (DOH) – Department of Health

The City referred the original proposal to the Department of Health (DOH) due to the subject site's proximity to the 20m odour zone from the sewer pump located at the abutting property Staveley Twyford Reserve, Lot 9578, House Number 20 Staveley Place, Innaloo. The City received comment from the DOH on 7 December 2023 with concerns raised regarding the portion of the development within the 20m odour zone.

The Applicant provided further information and amended plans dated 12 January 2024 addressing DOH's concerns, redesigning a portion of the development to remove habitable areas to be outside the 20m odour zone.

The application was referred to the DOH on a second occasion following the receipt of amended plans dated 12 January 2024. The City received comment from the EHD on 31 January 2024. The comments received advised there are no objections to the amended plans dated 12 January 2024 with all habitable areas removed from the odour zone.

Internal Referrals

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

Planning Assessment:

The proposed development has been assessed against LPS3, the LDP and the relevant State Planning Policies and Local Planning Policies. LPS3 provides guidance in respect to zoning and land use permissibility, with specific development standards provided in the LDP, state and local planning policies. The following matters have been identified as key considerations in the assessment of this application:

1. Proposed Land Use
2. Built Form
3. Parking and Access
 - a. Car Parking
 - b. Traffic Volumes
4. Noise and Acoustics
 - a. Road Noise
 - b. Noise from Development
5. Waste
6. Development Contributions
 - a. Stirling City Centre Development Contribution Area - TPSNO 38
 - b. Public Art
7. City of Stirling Design Review Panel (DRP)
8. State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)
9. Planning and Development (Local Planning Schemes) Regulations 2015

1. Proposed Land Use

The table below summarises the zoning permissibility of the proposed land uses, as set out in Table 6.11.9 Stirling City Centre Land Use Permissibility Table of LPS3:

LPS 3 ZONING PERMISSIBILITY		
USE		
Multiple Dwellings	P	'P' means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.

The subject site is zoned Development in LPS3, with a zoning of 'Suburban Residential' for all floors as per Table 6.11.10 (e) of LPS3 and the LDP.

Table 6.11.10(e) – Station Precinct								
	STATION PRECINCT							
	Sub-Precincts (as per Local Development Plan)							
Land Use Category	Building Storey	A	B	C	D	E	F	G
MIXED USE	Ground	S	NS	NS	NS	NS	NS	NS
	Upper	S	NS	NS	S	S	S	NS
BUSINESS	Ground	S	NS	NS	S	S	S	NS
	Upper	NS	NS	NS	NS	NS	NS	NS
RESTRICTED BUSINESS	Ground	S	NS	NS	NS	NS	NS	NS
	Upper	NS	NS	NS	NS	NS	NS	NS
CITY RESIDENTIAL	Ground	NS	NS	NS	NS	S	NS	NS
	Upper	NS	NS	NS	S	S	NS	NS
SUBURBAN RESIDENTIAL	Ground	NS	S	S	NS	NS	NS	S
	Upper	S	S	S	NS	NS	NS	S
CIVIC	Ground	NS	NS	NS	NS	NS	NS	NS
	Upper	NS	NS	NS	NS	NS	NS	NS

Note: Refer to the Station Precinct Local Development Plan for the location of permitted land use categories.

Figure 2: Annotated Precinct Land Use Table showing zoning of site.

Multiple Dwelling is listed as a 'P' use in accordance with Table 6.11.9 Stirling City Centre Land Use Permissibility Table of LPS3, which means the use is permitted by the Scheme providing it complies with the relevant development standards and the requirements of the scheme.

The City's assessment concludes the proposed development satisfies all relevant provisions of the City's planning framework and is supported. Where required, appropriate conditions of approval have been recommended to mitigate impacts to adjacent properties.

2. Built Form

Station Precinct Local Development Plan (LDP)

The LDP is applicable to all subdivision and development applications within the Station Precinct area. The proposed development has been assessed against the provisions of the LDP, with the table below identifying where discretion is sought:

Station Precinct LDP Specific Provisions		
Provision		Officer Comment
Ground Floor Standards		
Minimum Ground to 1 st Floor Height	3.5m	3.6m proposed
Maximum Ground to 1 st Floor Height	6.5m	3.6m proposed
Setbacks		
Front	As per Figure 28.	Twyford Place Level 1 TYPE D-1 Kitchen – 0.9m to 8.6m in lieu of 3m – Discretion sought. Level 2 TYPE D Balcony/Kitchen – Nil to 13m in lieu of 3m – Discretion sought. Level 3 TYPE D Balcony/Kitchen – Nil to 13m in lieu of 3m – Discretion sought. Level 4 Store passageway – 1.9m to 13m in lieu of 3m – Discretion sought. Level 5 Store passageway – 1.9m to 13m in lieu of 3m – Discretion sought.

Rear and Side		Western Boundary Level 1 Stores 1,2 and 4, bin storage and carpark – nil to 6.7m lieu of 3m – Discretion sought. TYPE D-1 Bedroom 2 – 1.7m to 6.7m in lieu of 3m –Discretion sought. Level 2 TYPE D-1 Bedroom 2 – 1.7m to 9.2m in lieu of 3m – Discretion sought. Resident Amenity – 0.7m to 9.2m in lieu of 3m – Discretion sought. Store 6 – 2.5m to 9.2m in lieu of 3m – Discretion sought. Level 3 TYPE D Bedroom 2 – 1.8m to 9.4m in lieu of 3m. Discretion sought. TYPE A Bedroom 1 – 0.9m to 9.4m in lieu of 3m – Discretion sought. Level 4 TYPE A Bedroom 1 – 0.9m to 9.4m in lieu of 3m – Discretion sought. Level 5 TYPE A Bedroom 1 – 0.9m to 9.4m in lieu of 3m – Discretion sought Rear Boundary Level 1 Bin storage – Nil to 4.7m lieu of 3m – Discretion sought. Level 2 Terrace – Nil to 4.7m in lieu of 3m – Discretion sought. Level 3 TYPE A Living/Balcony – Nil to 4.7m in lieu of 3m – Discretion sought. Level 4 TYPE A Living/Balcony – Nil to 4.7m in lieu of 3m – Discretion sought. Level 5 TYPE A Living/Balcony – Nil to 4.7m in lieu of 3m – Discretion sought.
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		Eastern Boundary Level 1 Garage – Nil to 6.7m lieu of 9.2m – Discretion sought.
Location of Land Use Category		
All floors	Suburban Residential	Multiple Dwellings proposed
Building Height - Lot Area of 954m²		
Single Lot (Lots up to 1399m ²)	Max 3 Storeys as per Figure 29.	5 storeys proposed with 3 storeys permitted – Discretion sought.
Amalgamated Lots (min. 1400m ²)	Max 5 Storeys as per Figure 30.	Not applicable as lot area is 954m ² .
Lot Configuration		
Minimum Size	700m ²	Existing lot area is 954m ² .
Minimum Street Frontage	18.0m	Existing street frontage to Twyford Place is 29.8m.
Station Precinct LDP General Provisions		
Provision		Officer Comment
Wall Height		
Maximum 12.5m roof height as per Figure 29.		Proposed wall height of 15.6m in lieu of 12.5m – Discretion sought.
Roof Height		
Maximum 14m roof height as per Figure 29.		Proposed roof height of 16.5m in lieu of 14m – Discretion sought.
Setback of garages, carports and parking areas		
8m setback as per Figure 20.		Garage setback 4.7m to 8.6m in lieu of 8m – Discretion sought.
Essential Facilities		
Every dwelling shall be provided with an enclosed storage area of at least 4.0m ² , minimum 1.5m dimension, which may be accessed from outside the dwelling.		Unit 4 store minimum depth of 0.7m in lieu of 1.5m – Discretion sought.
Major openings to habitable rooms		
One major opening (min 1m ²) shall be provided to each habitable room.		Level 2 TYPE D Bedroom 2 – No major opening TYPE B Bedroom 1 – No major opening TYPE B1 Bedroom 1 – No major opening TYPE C1 Bedroom 1 – No major opening Discretion sought. Level 3 TYPE D Bedroom 2 – No major opening TYPE A Bedroom 1 – No major opening TYPE B Bedroom 1 – No major opening TYPE B1 Bedroom 1 – No major opening TYPE C Bedroom 2 – No major opening Discretion sought.

	Level 4 TYPE A Bedroom 1 – No major opening TYPE B Bedroom 2 – No major opening TYPE B1 Bedroom 2 – No major opening TYPE C Bedroom 2 – No major opening Discretion sought. Level 5 TYPE A Bedroom 1 – No major opening TYPE B Bedroom 2 – No major opening TYPE B1 Bedroom 2 – No major opening TYPE C Bedroom 2 – No major opening Discretion sought
Design and Location of Car Parking Bays	
No parking bays are permitted in side setback areas as per Figure 28.	Car parking bays proposed with setback nil in lieu of 9.2m to the eastern lot boundary – Discretion sought

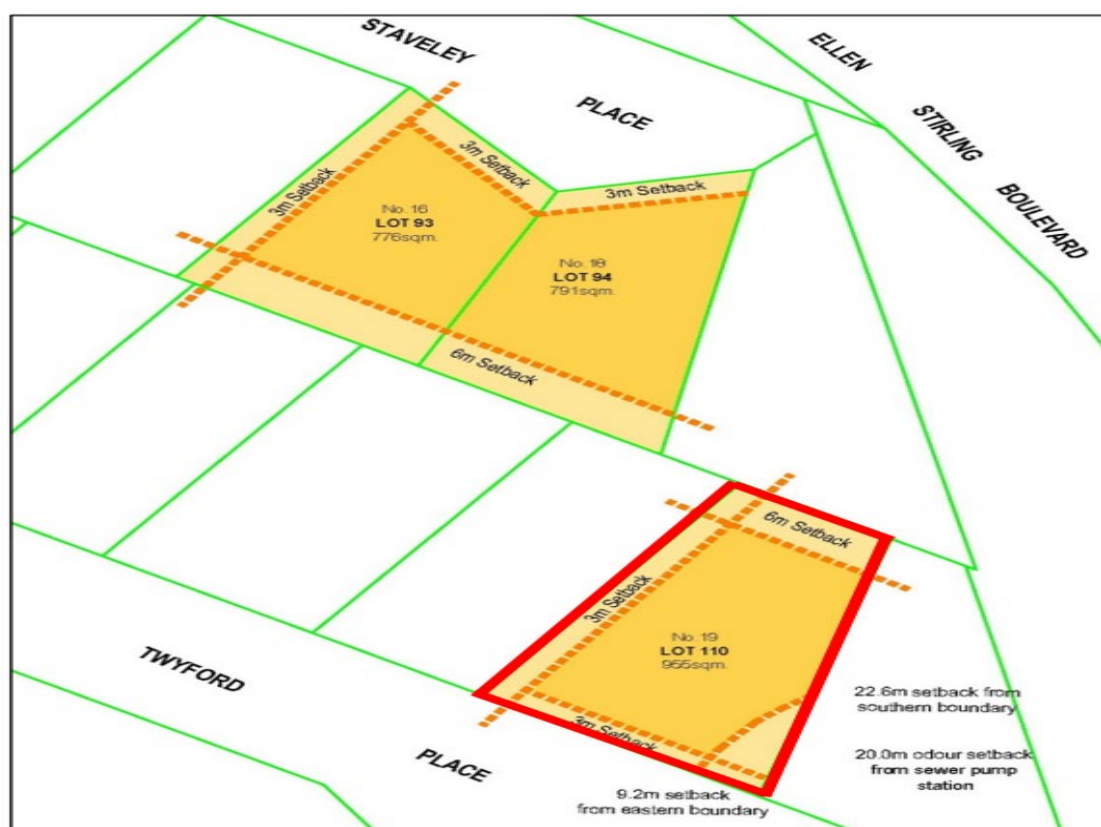


Figure 28 – Specific Setbacks for Lots 93 and 94 Staveley Place and Lot 110 Twyford Place

Figure 3: Annotated Innaloo Sub Precinct Area C Figure 28 showing the development site

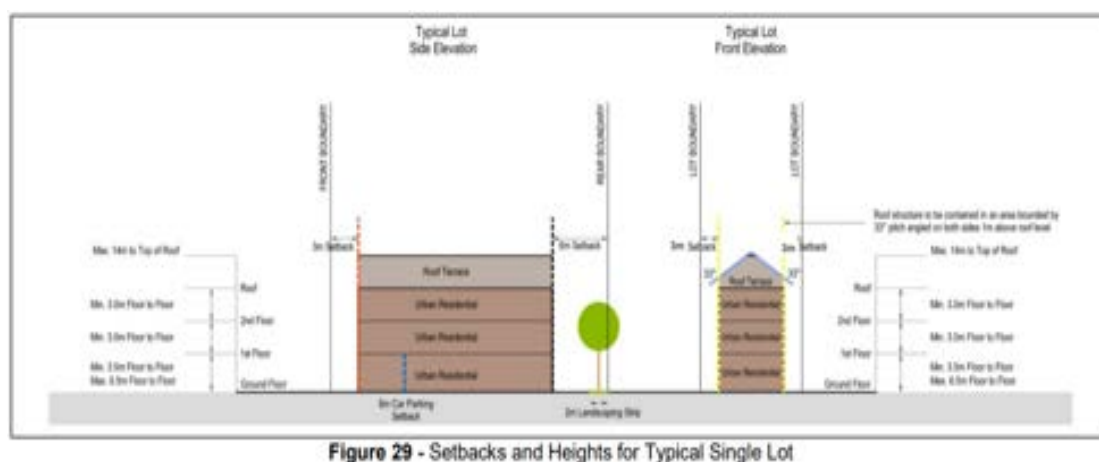
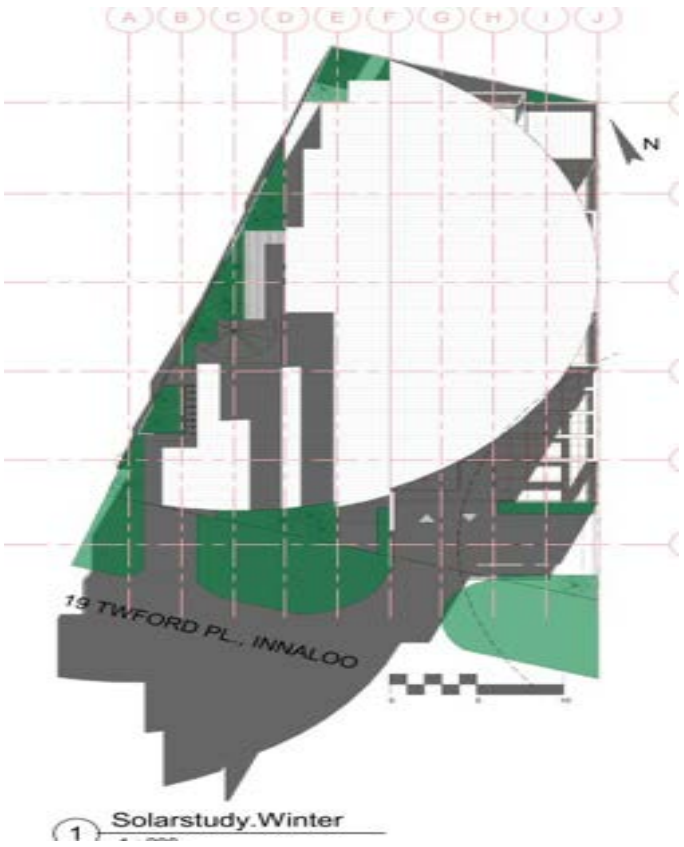


Figure 29 - Setbacks and Heights for Typical Single Lot

Figure 4: Extract of Innaloo Sub Precinct Area C Figure 29

As outlined above, the proposed built form does not satisfy all the General and Specific Provisions of the LDP. An assessment against the specific objectives of each clause varied is provided below

Innaloo Precinct LDP Specific Objectives	
Objective	Officer Comment
Clause 2.1.3.1 Wall Height <i>To limit the impact of overshadowing on adjoining neighbours</i>	The development proposes a wall height of 15.6m in lieu of 12.5m. The overshadowing from the development will be limited on the adjoining western residential property due to the north and south orientation of the lot. The impact of overshadowing on the western property will be further minimised as the development steps down from five storeys to three storeys to the west, further reducing its impact of overshadowing to the adjoining residential property. The setbacks of the development generally satisfy the provisions of the LDP. The irregular shape orientation of the lot will further assist in reducing overshadowing as it will reduce the amount of overshadowing to fall over the western property. Figure 5 demonstrates the overshadowing at midday of the winter solstice will be falling directly south directly overshadowing the road reserve to the south and not directly impacting any residential properties. The LDP building height provisions for Sub Precinct Area C, allows buildings to be three to five storeys in height. The LDP specifically permits three storeys for single lots and five storeys for amalgamated lots. Whilst the development site is only a single lot, the proposed heights are consistent with the envisaged character of the area and as the development generally satisfies the setback provisions of the LDP, the building height is appropriate.

Innaloo Precinct LDP Specific Objectives	
Objective	Officer Comment
	The adjoining site directly south of the development is a cul-de-sac road reserve which is not used for residential purposes. To the north and east, the development is directly abutting public open space at Lot 9427 House Number 20 Staveley Place, Innaloo and Lot 9878 House Number 20 Twyford Place, Innaloo with no impact to residential properties. Due to the orientation of the lot, the development will cast a shadow to fall south and will not adversely overshadow any portion of the adjoining northern, eastern and western properties.  Figure 5 Applicants submitted overshadowing diagram showing overshadowing during Winter Solstice. On the basis of the above the City concludes the proposed building height will not have an adverse impact on adjoining properties in terms of overshadowing and therefore satisfies this objective.

Innaloo Precinct LDP Specific Objectives	
Objective	Officer Comment
Clause 2.1.3.2 Roof Height <i>To limit the impact of overshadowing on adjoining neighbours; and</i> <i>To ensure a low to mid rise scale of buildings.</i>	The development proposes a roof height of 16.5m in lieu of 14m. Though the proposed development has a maximum height of five storeys, the building steps down to three stories to the west to mitigate impact to the adjoining residential property and achieves the 14m roof height specified by the LDP. The setbacks of the development to the west generally satisfy the provisions of the LDP to further mitigate impacts in terms of overshadowing. The proposed building height is appropriate to the streetscape and the desired character of the area. The future vision for the Stirling City Centre – Sub Precinct Area C is identified as a transition zone, being between the commercial nature of Ellen Stirling Boulevard and medium-rise residences towards the west with envisaged heights of three to five storeys. The development steps from three storeys to five storeys, and therefore is consistent with this vision. On the basis of the above, the development addresses the specific objectives of the LDP and is supported.
Clause 2.1.4.1 Street Setbacks <i>To ensure that buildings provide a consistent frontage to the street.</i> <i>To provide visually accessible areas of open space on privately owned land.</i>	<u>Twyford Place</u> The development proposes a street setback of nil to 13m in lieu of 3m. The proposed development is predominately setback 3m from Twyford Place, with the exception of portions of balconies and the front dwellings on Levels 1 to Level 3. Figure 6 demonstrates at ground level, a small portion of the ground floor dwelling is setback at 0.9m with this increasing to 8.6m. This is compensated by landscaping and the courtyard to the ground floor apartment which provides an attractive interface to the street. The curved façade of the upper levels of the development further reduces the bulk and scale when viewed from the street, with setbacks between nil to 13m along Twyford Place. The development site is highly constrained with an irregular lot shape and a 20m odour zone setback from the sewer pump station to the east, which significantly impacts the design of the development. Despite the constrained nature of the site, the development provides an articulated frontage to Twyford Place with setbacks varying between nil to 13m with dwellings and balconies addressing the street and provides a variety of colours and materials. Although the development proposes a nil setback to a

Innaloo Precinct LDP Specific Objectives	
Objective	Officer Comment
	portion of Twyford Place which does not reflect the existing streetscape or envisioned street setback, this primarily relates to the constrained nature of the development site. The development achieves an average setback of 4.6m which is consistent with the future streetscape character. On the basis of the above, the development addresses the specific objectives of the LDP and is supported.  Figure 6: City's mark up of the ground floor development plans, displaying the street setback encroachment in red and compensation in purple

Innaloo Precinct LDP Specific Objectives	
Objective	Officer Comment
Clause 2.2.4.2 Side / Rear Setbacks <i>To provide sufficient space for trees and landscaped areas and protect amenity of neighbouring properties by minimising visual intrusion and overshadowing.</i>	<u>Western boundary</u> The development proposes a side setback variation from nil to 9.4m in lieu of 3m along the western boundary. Level 1 – Level 5 of the development directly abuts the rear of Lot 109, House Number 17 Twyford Place, Innaloo. The rear of the adjoining lot is not the property's primary outdoor living area with the space heavily occupied by vegetation as demonstrated in Figure 6. The western façade has no major openings directly abutting the neighbouring property. As such, the development does not result in any adverse impacts to the adjoining property (refer Figure 7). The sections of Level 1, Level 2 and Level 3 of the development setback less than 3m along the western boundary directly abuts a garage and non-major opening to Lot 109, House Number 17 Twyford Place, Innaloo. As the garage is not a habitable space and the openings of the northern boundary are minor openings (i.e. less than 1m²) and do not impact habitable areas of the adjacent property, the potential of detrimental impacts to the neighbour's amenity is further reduced (refer Figure 7). The development site is highly constrained with an irregular shape and 20m odour zone setback from the sewer pump station to the east, which significantly impacts the design of the development. Despite the constrained nature of the site, the western façade of the development is heavily articulated to further protect the amenity of the adjoining property. The setback of the development varies from 0.9m – 9.6m to reduce impacts of building bulk. The building utilises differing colours, materials and openings to provide interest to the built form and protect the amenity of neighbouring properties with additional landscaping buffers. Due to the orientation of the site, the proposed development does not result in any adverse overshadowing on the adjoining western property. As the openings to the western boundary of the development are minor openings (i.e. obscure windows) and do not impact habitable areas of the adjacent property, there are no visual privacy implications. The development sites primary communal open space located along the western boundary will further protect the amenity of neighbouring properties.

Innaloo Precinct LDP Specific Objectives	
Objective	Officer Comment
	On the basis of the above, the development addresses the specific objectives of the LDP and is supported.  Figure 7: The proposed reduced setback to the western boundary will be abutting the garage and non-major opening of House Number 17 Twyford Place, Innaloo. <u>Rear boundary</u> The development proposes a rear setback from nil to 4.6m in lieu of 6m along the rear boundary on Level 1 through to Level 5. The development provides an articulated frontage to the rear with a rear setback varying from nil – 4.6m and provides a variety of materials and colours. The development directly abuts a publicly accessible public open space area and therefore has no adverse impact on adjoining residential properties. The curved façade of the development further reduces the bulk and scale when viewed from the rear, ensuring the development protects the amenity of neighbouring properties. The rear façade of the development provides for articulation, differing colours, materials and openings to provide interest to the built form and protect the amenity of neighbouring properties. On the basis of the above, the development addresses the specific objectives of the LDP and is supported. <u>Eastern boundary</u>

Innaloo Precinct LDP Specific Objectives	
Objective	Officer Comment
	The development proposes a setback variation of nil in lieu of 9.2m along the eastern boundary. The eastern boundary setback requirement is to ensure no habitable areas are located within the 20m odour zone. The proposed development within the 9.2m setback along the eastern boundary is the garage and as such, the City has no concerns with this being located within the odour zone. Furthermore, the development provides an articulated eastern façade with a setback varying from nil – 17m. The development provides a variety of materials and colours to minimise building bulk. The development directly abuts a publicly accessible public open space area which ensures no adverse impacts to adjoining properties. The development has been designed to provide sufficient space for trees and landscaping on-site and to minimise the visual intrusion and overshadowing to adjoining properties. On the basis of the above, the development addresses the specific objectives of the LDP and is supported.
2.1.4.5. Setback of garages, carports and parking areas <i>To ensure that car parking and car parking structures are not visible from the street.</i>	The development proposes a garage setback of 4.7m to 8.6m in lieu of 8m to the street. The 17 residential parking bays are located behind a solid wall and garage door. The residential parking bays will be visible from the street. The visitor parking bays being visible from the street, provides visitors legible access, ensuring safety of drivers in terms of access and egress. The development proposes one crossover ensuring the impact on the street is reduced and minimised, providing a clear access point for residents and visitors. On the basis of the above, the development does not address the specific objectives of the LDP with consideration required against the overall objectives of the LDP.
2.1.7.4. Essential Facilities <i>To ensure provision is made for external storage, rubbish collection/storage areas and clothes drying areas that are adequate to meet the needs of residents.</i>	The proposed development provides a reduced store dimension for Unit 4 with a dimension of 0.7m in lieu of 1.5m. The development site provides 18 external storage facilities, providing each unit with external storage. The external store provided for Unit 4 is associated with a single bedroom dwelling which as per SPP 7.3 allows for a reduced area of 3m². The

Innaloo Precinct LDP Specific Objectives	
Objective	Officer Comment
	minimum store dimension of 0.7m to a maximum of 1.8m is considered proportional to the size of the dwelling and capable of accommodating larger items with the store and is still achieves an area of 4m². The submitted Waste Management Plan (WMP) details the arrangement for storage and collection of waste. The City has reviewed the submitted WMP with the waste storage and collection supported. The development provides sufficient space for the occupants to provide clothes drying areas. On the basis of the above, the development addresses the specific objectives of the LDP and is supported.
2.2.2.4. Major openings to habitable rooms <i>To ensure that there is sufficient access to natural light, ventilation and outlook from all habitable rooms.</i>	The development proposes habitable rooms with no major openings on Level 2 to Level 5. The Multiple Dwellings are provided with an opening to each habitable room of the development. The openings abutting the internal passageways are non-major openings to provide the dwelling occupants with enhanced security and privacy. The openings provided along the internal passageways are highlight awning windows, which when open will allow sufficient access to natural light, ventilation and outlook from all habitable rooms. The proposed development provides courtyards and balconies facing all streets and public open space. Ensuring every dwelling has sufficient access to natural light, ventilation and outlook from the dwelling. On the basis of the above, the development addresses the specific objectives of the LDP and is supported.

Innaloo Precinct LDP Specific Objectives	
Objective	Officer Comment
2.2.4.3. Design and Location of Car Parking Bays <i>To ensure that car parking areas do not disrupt the continuity of building frontages;</i> <i>To ensure that parking is not visible from any street; and</i> <i>To ensure parking is sleeved with residential and non-residential buildings.</i>	The two visitor car parking bays are located within the street setback area and side setback areas as outlined within the LDP. The two visitor car parking bays are visible from the street. The residential parking bays are provided behind a solid 3.6m garage wall and sleeved from view from the primary street. As mentioned, the visitor bays are not sleeved from view. On the basis of the above, the development does not address the specific objectives of the LDP with consideration required against the overall objectives of the LDP.

On the basis of the above, the development does not satisfy the specific objectives of Clause 2.1.4.5 – Setback of Garages, Carports and Parking Area and Clause 2.2.4.3 – Design and Location of Car Parking Bays of the LDP. As such, an assessment of the development against the overall Objectives of the LDP is provided in the table below.

Station Precinct LDP Clause 1.1 Objectives	
Objective	Officer Comment
<i>Facilitate more intensive redevelopment of residential areas whilst maintaining areas of private and communal open space.</i>	The proposed development represents a more intense redevelopment of the site, providing for 18 Multiple Dwellings within an activity centre and in proximity to public transport. The location of car parking within the side setback area does not impact the provision of landscaping on-site with the development providing 97.74m² (10.25%) of landscaping and two medium trees and eight small sized trees on-site. As such, the location of the visitor bays which is readily accessible and visible is supported. The proposed development provides two well-designed areas of private and communal open space, providing residents with opportunities to recreate and socialise beyond their private living areas. The communal open space area on the ground floor includes landscaping and tree plantings. The residential amenities and terrace provided on Level 2

Station Precinct LDP Clause 1.1 Objectives	
Objective	Officer Comment
	provides communal facilities such as utilities and BBQs. The dwellings are each provided with sufficient private open space with the development satisfying courtyard and balcony area requirements as per the LDP.
<i>To require non-residential uses on the ground floor in mixed use areas to activate the street.</i>	The subject site is zoned Suburban Residential. As such, this objective is not relevant to the proposal.
<i>To ensure there is a “stepping down” of heights from non-residential areas to the residential areas.</i>	The subject site is zoned Suburban Residential. As such, this objective is not relevant to the proposal.

On the basis of the above, the development addresses the overall objectives of the LDP and is supported.

3. Landscaping

3.a Station Precinct Local Development Plan (LDP)

The proposed development has been assessed against the landscaping provisions of the LDP. The table below identifies where discretion is sought by the development in relation to the landscaping provisions of the LDP.

Station Precinct LDP General Provisions	
Provision	Officer Comment
<i>Landscaping shall include the landscape strips illustrated in Section 3 of this Detailed Area Plan – Figure 26. A 2m minimum landscaping strip required along the rear and side boundaries.</i>	Proposed rear landscaping strip of nil to 2m – Discretion sought.
<i>Trees shall have a minimum 5m spacing, and include other soft landscaping.</i>	Proposed trees with a spacing less than 5m. The development requires 16 trees as per Figure 26 and 28 of the LDP. The proposed development proposes 10 trees – Discretion sought.
<i>A Landscaping Plan shall be submitted for all developments with 5 or more dwellings in accordance with the City’s Landscaping Station Local Development Plan Policy.</i>	A landscaping plan has been provided as part of the development application which is supported by the City.

Station Precinct LDP General Provisions	
Provision	Officer Comment
<i>Landscaping shall be provided in all landscaping areas and setback areas and as illustrated in Section 3;</i>	Landscaping provided along the southern, western and northern boundary. No landscaping is proposed along the eastern boundary – Discretion sought.
<i>All developments shall make provision for deep planting zones in the rear landscaping strip and other landscaping areas.</i>	No deep planting zones provided in the rear landscaping strip.
<i>Street Trees shall be planted in front of all developments, where none exist, at 7.0m intervals, where possible.</i>	The development will be retaining two existing street trees as part of the proposal. One street tree will be removed and replaced with a street tree, as part of the proposal.

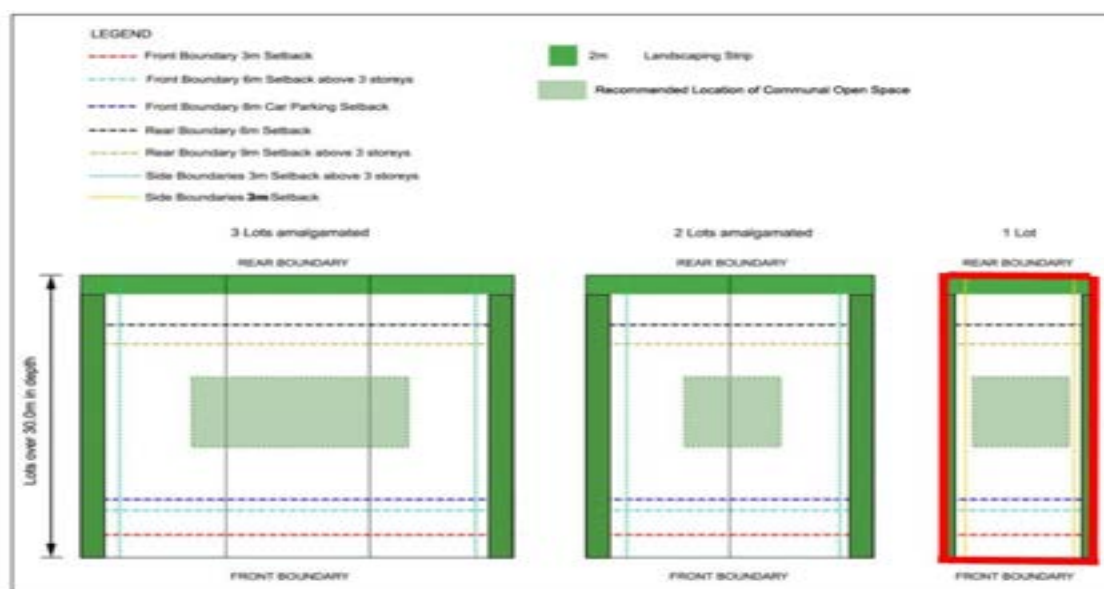


Figure 26 - Typical Site Plans for Standard Residential Lots

Figure 8: – Station Precinct Sub Precinct Area C Figure 26 illustration

An assessment against the specific Objectives of Clause 2.2.3.4 specific provisions of the LDP is provided below.

Innaloo Precinct LDP Clause 2.2.3.4 - Landscaping Objectives	
Objective	Officer Comment
<i>To improve the visual appeal of development, screen service areas and provide shade and green relief in built up areas.</i>	Although the development does not satisfy all specified landscaping provisions of the LDP, the landscaping provisions have been designed in response to standard/regular shape lots which does not reflect the specific constraints relating to the irregular lot

Innaloo Precinct LDP Clause 2.2.3.4 - Landscaping Objectives	
Objective	Officer Comment
	shape and 20m odour zone applicable to the subject site. Notwithstanding, the proposed development incorporates significant onsite landscaping with 97.74m² (10.25%) of the site provided as landscaping. The verge areas have also been incorporated into the overall landscaping design with two existing street trees to be retained. As part of the proposal one street tree has been authorised to for removal to provide access to the site. The street tree proposed for removal will be replaced as recommended via conditions. The development will provide for a total of three street trees in total with two street trees existing and one street tree proposed. The proposed tree plantings will ultimately lead to tree canopy growth that provides an attractive outlook and environmental benefits. The proposed landscaping provides amenity to future occupants and complements the appearance of the built form. The addition of two medium trees and eight small sized trees at ground level will provide shade and green relief to both the subject site and the locality. The proosed landscaping provides for screening of the development area along Twyford Place and to the western property.

On the basis of the above, the development addresses the Objectives of Clause 2.2.3.4 – Landscaping of the LDP and is supported.

3.b Local Planning Policy 6.11 – Trees and Development (LPP 6.11)

The proposed development has been assessed against the provisions of the LPP 6.11, with the table below identifying where discretion is sought:

LPP6.11 – Policy Objectives	
Provision	Officer Comment
<i>Street and reserve trees need to be protected at development sites in order to preserve the amenity of streetscapes and neighbourhoods</i>	One street tree is proposed to be removed as part of the application.

LPP6.11 – Policy Objectives	
Provision	Officer Comment
	Two street trees to be retained as part of the development application and one street tree to be removed to allow for access to the site.
<i>The development site requires two advanced trees as the site area is 501m² – 1,000m².</i>	The proposed development provides two medium trees and eight small trees.

An assessment against the policy objectives of LPP 6.11 is provided below.

LPP6.11 – Policy Objectives	
Objective	Officer Comment
<i>To promote and facilitate development that enables existing significant trees to be retained</i>	The development site has no existing Significant Trees on site.
<i>To minimise the removal of significant trees on zoned land as a consequence of development;</i>	The development site has no existing Significant Trees on site.
<i>To protect significant trees which are to be retained on zoned land and existing street trees during the demolition and construction phase of development</i>	The development site has no existing Significant Trees on site. The development will be retaining two existing street trees as part of the proposal. One street tree will be removed and replaced as part of the proposal. The existing street trees on-site are required to be protected during the construction phase of the development with appropriate condition setting recommended.
<i>To ensure appropriate advanced trees are planted which are suited to their environment and location where significant trees have been removed or do not exist on zoned land</i>	The proposed development ensures appropriate on-site trees are provided with two Medium Trees and Eight small Trees with a deep soil area of 96.74m ² (10.2%).
<i>To protect and increase the long term viability of City trees on verges adjacent to development sites; and</i>	There are three existing street trees abutting the property. One tree is required to be removed as part of the development to allow for vehicle access. Conditions are recommended requiring replacement of the street tree and ensure appropriate protection measures are implemented to retain the existing trees during construction.
<i>To preserve the existing streetscapes within the City.</i>	The landscaping proposed will enhance the existing streetscape by providing nine trees within the street setback area and verge area. The proposed development represents a significant improvement to canopy cover

LPP6.11 – Policy Objectives	
Objective	Officer Comment
	on-site with two existing trees on -site and 10 proposed.

On the basis of the above, the development addresses the Objectives of LPP 6.11 and is supported.

3 Parking and Access

4.a – Parking

The proposed development has been assessed against the Clause 2.2.4.1 specific provision of the LDP and Local Planning Policy 5.8 – Stirling City Centre Parking.

The car parking requirements for residential development within the Stirling City Centre Structure Plan area are specified in Element 3.9 – Car and Bicycle Parking of SPP 7.3. The table below provides a summary of the City's car parking assessment against Table 3.a of SPP 7.3.

SPP7.3 – Car Parking			
Parking Type	Acceptable Outcomes Rate	Proposed Dwellings	Bays Required / Permitted
1 Bedroom Dwellings	Minimum 0.75 bays per dwelling	4	Minimum 3 resident bays ^{Note 1}
2+ Bedroom Dwellings	Minimum 1 bay per dwelling	14	Minimum 14 resident bays
Visitors	Minimum 1 bay per four 4 dwellings up to 12 dwellings and one 1 bay per eight 8 dwellings for the 13 th dwelling and above	18	Minimum 4 visitor bays ^{Note 1}
Acceptable Outcomes Total Required (Minimum):			17 resident bays and 4 visitor bays
Total Provided:			17 resident bays and 2 visitor bays
Acceptable Outcomes Total Required Surplus / Shortfall:			Visitors: 2 bay shortfall
Note: 1: The number of car bays is rounded up to the nearest whole number as per Note 1 of Table 3.9, of SPP 7.3			

The LDP allows for formal off-site car parking bays, however due to the existing street trees located in the verge, off-site car parking bays could not be accommodated in this instance.

The Acceptable Outcomes, as referenced in the table above, assist in satisfying the Element Objectives but are not 'deemed-to-comply' standards. The development is to satisfy the following Element Objectives of element 3.9 – Car and Bicycle Parking of SPP 7.3 with consideration provided below in relation to the shortfall of two visitor bays.

- 3.9.1 - Parking and facilities are provided for cyclists and other modes of transport.
- 3.9.2 - Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres.
- 3.9.3 - Car parking is designed to be safe and accessible.
- 3.9.4 - The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.

The proposal is considered to satisfy the Element Objectives of 3.9 – Car and Bicycle Parking of SPP 7.3 for the following reasons:

- The 'Location A' Acceptable Outcomes parking ratios are appropriate for this development due to the site's proximity to high frequency rail and bus services and being located within an 800m walkable catchment of Stirling Train Station which is located approximately 550m to the north.
- The subject site is located within a 70m walk of a high frequency public transport from Ellen Stirling Boulevard. There are 12 bicycle racks provided onsite, providing another form of alternative transport.
- The development provides car parking for residents and visitors on site. The submitted Transport Impact Statement demonstrates the proposed parking is sufficient to accommodate the peak traffic movements and is appropriate for the development.
- The submitted TIS has been reviewed by the City with no concerns raised regarding safety and accessibility for the proposed parking arrangements.
- The development site provides opportunity for adequate on-street parking along Twyford Place. Twyford Place currently permits on-street parking with a 2-hour restriction between 8am and 5pm. Figure 9 demonstrates the current on-street parking availability along Twyford Place. The two-visitor bay shortfall is adequately compensated by the on-street parking bays available along Twyford Place. The City's Community Safety Business Unit advised they're are no regular complaints and been no infringements in the area.
The City recommended appropriate condition for the existing on-street parking restriction signage to be relocated appropriately to avoid the proposed crossover.
- The development site is in close proximity to public transport and availability of on-street parking the provision of visitor parking is appropriate in this instance and allows for additional landscaping and tree planting to be provided and therefore is supported.

On the basis of the above, the development addresses the Element Objectives of Element 3.9 – Car and Bicycle Parking of SPP 7.3 and is supported.



Figure 9: – Existing space for off-site car parking availability along the verge area of the development site.

4.b Traffic Volumes

In support of the proposed development, the Applicant submitted a TIS prepared by Shawmac. The Applicant's TIS predicts the development will generate approximately 90 vehicle trips per day including 9 trips during the morning peak hour and 9 during the afternoon peak hour. The road network has the capacity to accommodate the additional traffic generated by this development.

The development site provides 19 parking bays, including 17 residential bays and two visitor bays. The Applicant's TIS provides justification that four visitor bays will not be required on-site with two visitor bays sufficient and on-street parking permitted along both sides of Twyford Place to satisfy the maximum potential parking demand. The City is satisfied the visitor two bay shortfall of visitor parking can be adequately compensated by the available on-street parking and will not result in a parking issue in the locality.

4 Noise and Acoustics

a. Road Noise

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

The Applicant submitted a Transportation Noise Assessment prepared by Lloyd George Acoustics in support of the proposed development. The Transportation Noise Assessment identifies recommendations regarding the construction, operation and mechanical services as per the submitted Transportation Noise Assessment.

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

b. Noise from Development

The Applicant did not provide an Environmental Acoustic Assessment as part of the development application. The City's Environmental Health Business Team has advised prior to the submission of a Building Permit, an Environmental Acoustic Assessment report shall be submitted by a suitably qualified professional certifying that the proposal incorporates sufficient sound attenuation measures to limit noise impact on adjoining properties within the requirements of the *Environmental Protection (Noise) Regulations 1997* (as amended). The measures identified in the report shall be implemented and thereafter maintained to the satisfaction of the City of Stirling.

The requirement for an Environmental Acoustic Assessment to be submitted prior to the submission of a Building Permit and forms a condition of the City's recommendation for approval.

5 Waste

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

The City's Waste Services Business Unit has reviewed and supports the submitted Waste Management Plan.

The City's Environmental Health Team has advised the bin storage located at the rear is to be adequately roofed and enclosed in accordance with 'Waste Management Local Law 2010' to eliminate odour impacts on the abutting residential property. The bin storage area is currently unroofed with the enclosure of this area discussed with the Applicant. The Applicant has agreed this can be addressed as a condition given the minor nature of the modifications. The modifications have no material changes to the City's assessment with nil setbacks proposed to the rear and side boundaries at present. The enclosure of this area represents an improved outcome and mitigates impacts to the adjoining residential property.

6 Development Contributions

a. Stirling City Centre Development Contribution Area - TPS38

Town Planning Scheme 38 (TPS38) was gazetted on 18 July 1997 and introduced a Development Contribution Plan to fund capital and infrastructure works in the form of 'General Scheme Cost' and 'Precinct Scheme Costs' contribution for the Stirling City Centre Structure Plan Area. The works associated with the Stirling Centre DCP have been completed. In response to previous submissions and comments from landowners, predominantly single residential lots zoned R40, the City offered a 'deferred' cost option whereby payment of the DCP liability would not be required until the owner redeveloped their property for purposes beyond a density of R40.

A cost contribution is payable by an owner who was required to pay a general costs contribution or precinct cost contribution under TPS 38 which had not been paid by that owner by the date on which Amendment No. 1 to the City of Stirling Local Planning Scheme No. 3 (Stirling City Centre) was published in the Government Gazette. 2 .

The amount of the cost contribution comprises the amount of the general cost contribution and precinct cost contribution payable under TPS 38 together with any interest payable in respect of these contributions under TPS 38.

The development contribution costs are identified by a notification on the Certificate of Title. This notification is still on the Certificate of Title and as the proposed development exceeds a density coding of R40-, this DCP contribution is required as part of this application. title which is still listed on the current Certificate of Title.

As such, the provision of the development contribution is recommended as a condition of approval.

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

LPP 6.12 guides the provision of Public Art as a means of complementing the impacts of urban intensification by improving the appearance and amenity of places.

LPP 6.12 applies to all development with a cost of \$2 million and above with a minimum 1% contribution cost of development provided as public art.

The proposed Multiple Dwellings has addressed the Public Art Policy with the inclusion of a Public Art work to the eastern boundary dividing wall. Should the DAP be of a mind to approve the development application a condition of approval is recommended relating to the provision of 'public art'.

7 City of Stirling Design Review Panel (DRP)

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

At the second DRP meeting on 9 November 2023, the DRP provided the following summary in response to the design of the proposed development:

The Panel thank the Applicant for the presentation and the refinements to the design following DRP1. While improvements have been made there are key area that still need to be addressed for Panel support of the proposal.

1. *Landscaping should be reconsidered to provide higher levels of amenity and opportunity for interaction rather than be left over space.*
2. *The bulk and scale has been reduced to ameliorate the impact on the western neighbour.*
3. *The large black walls, lack of material diversity, and non-compliant setbacks, contribute to a design that appears over scaled. Further refinement is required.*
4. *The panel recommend streetscape analysis, site sections and other diagrams are used to improve the outcome and provide further clarity.*
5. *Sustainability has not yet been suitably addressed.*

The amended plans received on 8 February 2024 address the majority of the items raised by the DRP, in response to the relevant planning framework. As such, further consideration of the proposed development by the DRP was not required.

The City has provided a brief summary of the revised submission against the DRP comments regarding the outstanding items discussed at its meeting on 9 November 2023.

A summary of the revised submission against the DRP comments discussed at its meeting on 9 November 2023 is provided in the table below.

Summary of Final DRP Comments against Design Principles of SPP 7.0		
Principle	DRP Comment	City Comment
1. Context and Character	<i>1b. The Panel support the approach to the site as a corner, and suggests giving consideration to each street interface including the POS interface which is currently underutilized.</i> <i>1c. The Applicant was encouraged to communicate the proposal within the future planning context through diagrams and renders including the transitional impacts on neighbours.</i> <i>1d. The Panel commented on the importance of the streetscape interface, noting that this has not been sufficiently communicated and discussed by the applicant. The removal of the ground floor apartment is a significant retrograde step. Reintroducing the ground-floor apartment would be</i>	1b. Amended plans provided by the Applicant on 8 February 2024 did not address this matter. 1c. Amended plans provided by the Applicant on 8 February 2024 did not address this matter. 1d. Amended Plans provided by the Applicant on 8 February 2024 reintroduced the ground-floor apartment and reduced the number of vehicle crossovers.

Summary of Final DRP Comments against Design Principles of SPP 7.0		
Principle	DRP Comment	City Comment
	<i>beneficial while further development is still required to reduce the impact of the extent of vehicle cross overs.</i> <i>1e. The panel encourages the Applicant to review and consider the relocation of some of the stores from the ground level and the carpark to a more discrete location to enable space and opportunity for enhanced street activation.</i> <i>1f. The Panel suggested further connection with the form and materiality in relation to the context and character of the development.</i> <i>1g. The Panel urged the Applicant to provide site sections for the entire proposal which includes the public open space</i> <i>1h. It was suggested by the Panel further street activation could be achieved by removing the parking from the front setback.</i>	1e. Amended Plans provided by the Applicant on 8 February 2024 reintroduced the ground-floor apartment and reduced the number of vehicle crossovers. Amended plans have relocated some stores, provided convenience to the residents of the development. 1f. Amended Plans provided by the Applicant on 8 February 2024 provided additional materiality to the development. 1g. There were no site sections provided as per revised plans provided on 8 February 2024. 1h. Amended Plans provided by the Applicant on 8 February 2024 removed one visitor parking bay from the front setback area and reintroduced a ground-floor apartment.
2. Landscape Quality	<i>2a. The Applicant was commended on engaging the services of a landscape architect although the Panel encouraged the Applicant to work with them to create opportunity for landscape to be integrated in a meaningful and useable way which is not just left over space.</i> <i>2b. The Panel commented large trees are important and</i>	2a. Amended Plans provided by the Applicant on 8 February 2024 included a revised Landscape Plan which provided more useable space. 2b. The Applicant's Landscaping Plan (Attachment

Summary of Final DRP Comments against Design Principles of SPP 7.0		
Principle	DRP Comment	City Comment
	<i>there is an opportunity to assist with addressing the lack of tree canopy within the City of Stirling through the provision of deep soil areas on the ground. The panel commented that clarity around the deep soil is still required.</i> <i>2c. The Panel stated that the landscape west of the stairs will be in a full shade all year round and therefore the plant species indicated in this area are required to be reviewed.</i> <i>2d. The Panel commented that the planning framework requires a provision for twenty large trees on site to be included in the proposal. It was mentioned by the Panel the Applicant must provide these or provide justification around why this is not being achieved.</i> <i>2e. The Panel noted providing a connection to the adjacent public open space is an important opportunity which should be pursued.</i> <i>2f. Comment was made by the Panel to consider relocating the communal open space to the ground floor and provide access to the northern aspect.</i>	6c) provided a deep soil calculation to provide clarify around deep soil. 2c. The landscaping to the west of the stairs was not relocated as part of amended plans. 2d. The requirements of Clause 2.2.3.4 specific provisions of the LDP, require a trees to be planted at a spacing of a minimum 5m equating to the requirement of 16 trees. The proposal does not satisfy this provision with no trees provided. 2e. Amended plans provided by the Applicant on 8 February 2024 did not address this matter. 2f. Amended plans provided by the Applicant on 8 February 2024 relocated the communal open space area to the ground floor.
3. Built Form and Scale	<i>3b. The Panel suggested the applicant could use section drawings and diagrams to better design and subsequently communicate the scale proposed in relation to the potential future developments in close proximity to the site. It would</i>	3b. Noted. Amended plans provided by the Applicant on 8 February 2024 did not include drawings and diagrams to provide greater context of the surrounding area in response to the development.

Summary of Final DRP Comments against Design Principles of SPP 7.0		
Principle	DRP Comment	City Comment
	<i>be beneficial the Applicant provide renders from the perspective of the neighbouring property to determine what is happening in the neighbour's yard.</i> <i>3c. The blank wall hiding the carpark from the POS should be reconsidered including the treatment and shape of openings which should complement the overall development.</i> <i>3d. The overall strength of the curved motif is lost in the current proposal with the blade wall to the entry way reducing the opportunity for it to be read more clearly in the round. The use of different materials and the refinement of articulation and intersection of forms would be highly beneficial and should be carefully reconsidered.</i>	3c. Amended plans provided by the Applicant on 8 February 2024 did not address this matter. 3d. Amended plans provided by the Applicant on 8 February 2024 included the removal of the blade wall to the entry. Revised plans included additional colors, materials and openings.
4. Functionality and Build Quality	<i>4a. The Panel commented on the benefit that will derive from rationalizing the plan, to improve functionality, reduce costs and improve amenity. Although there have been some improvements, several of the units could be further improved through this process. Further work is required around the apartment planning to ensure furniture and layout is functional and is further demonstrated.</i> <i>4b. Comment was made by the Panel bedrooms to apartments B, C and E have both privacy issues from internal corridors and</i>	4a. Noted. Amended plans provided by the Applicant on 8 February 2024 did not address this matter. 4b. Amended plans provided by the Applicant on 8 February 2024 did not address this matter.

Summary of Final DRP Comments against Design Principles of SPP 7.0		
Principle	DRP Comment	City Comment
	<i>borrowed light to bedrooms which are not supported. The opportunity to externalise the corridor to improve cross ventilation with voids to reduce privacy issues should be considered. The width of the corridor also seems to be overly generous even including the provision of any Silver Standard Liveable housing requirements.</i> <i>4c. It was mentioned by the Panel universal access needs to be appropriately resolved. The widths, levels and access need to be demonstrated to ensure they are functional.</i> <i>4d. The Panel commented there is opportunity to create a stronger visual connection between the lobby and the carpark.</i> <i>4e. The ground floor corridor might be further interrogated to provide a narrower corridor whilst providing quality amenity.</i> <i>4f. Comment was made by the Panel there could be further opportunities to take advantage of northern light for living spaces through replanning of the units.</i> <i>4h. It was mentioned by the Panel the communal open space is positive although the layout and use needs to be demonstrated and tested. It was also suggested a toilet could be added to this area.</i>	4c. Amended plans provided by the Applicant on 8 February 2024 did not address this matter. 4d. Amended plans provided by the Applicant on 8 February 2024 did not address this matter. 4e. Amended plans provided by the Applicant on 8 February 2024 did not address this matter. 4f. Amended plans provided by the Applicant on 8 February 2024 did not address this matter. 4h. Amended plans provided by the Applicant on 8 February 2024 did not address this matter.
5. Sustainability	5a. The Applicant was encouraged by the Panel to	5a. The revised submission did not address this matter.

Summary of Final DRP Comments against Design Principles of SPP 7.0		
Principle	DRP Comment	City Comment
	<i>explore options and make a greater commitment to sustainability. It was mentioned the sustainability report was disappointing and lacked detail and a commitment to sustainability.</i> <i>5b. The Panel commented there is still a lot of unshaded windows facing east. The Applicant is to demonstrate a solution and reduce heat loading on these windows by providing awnings or other sun control devices for low angled sun angles on hot summer mornings .</i> <i>5c. The Applicant was commended on the cross ventilation in the areas that it has been achieved in the proposal. There is more work required on the cross ventilation in the corridor on apartment levels and it was mentioned this should be demonstrated via diagrams and show a good outcome. The Panel recommended introducing additional natural ventilation.</i> <i>5e. The Panel stated photovoltaic cells are to be demonstrated on the drawings.</i> <i>5f. Comment was made by the Panel around the offerings included for EV charging. It was requested the Applicant demonstrate infrastructure to enable progression for easy charging for all car bays for</i>	5b. Amended plans provided by the Applicant on 8 February 2024 did not address this matter. 5c. Amended plans provided by the Applicant on 8 February 2024 did not address this matter. 5e. Amended plans provided by the Applicant on 8 February 2024 included photovoltaic cells on the roof of the development. 5f. Amended plans provided by the Applicant on 8 February 2024 did not address this matter.

Summary of Final DRP Comments against Design Principles of SPP 7.0		
Principle	DRP Comment	City Comment
	<i>the future.</i>	
6. Amenity	<i>6b. Comment was made by the Panel the communal open space could be improved by providing a northern aspect.</i> <i>6g. Additional natural light could be provided to the carpark.</i>	6b. Amended plans provided by the Applicant on 8 February 2024 did not address this matter. 6g. Noted. Amended plans provided by the Applicant on 8 February 2024 did not address this matter.
7. Legibility	<i>7b. There was a discussion around the opportunity for double access doors, one being for the postman and one for secure resident access. The Panel requested the entry experience be made more welcoming.</i> <i>7c. Comment was made the ground floor interface is not fully resolved and the carpark is dominant. Further development should create a clear hierarchy with the pedestrian entry being prioritised. The second vehicle crossover is not supported by the Panel and should be removed.</i>	7b. Amended plans provided by the Applicant on 8 February 2024 did not address this matter. 7c. Amended plans provided by the Applicant on 8 February 2024 removed the second crossover and reintroduced a ground floor apartment.
8. Safety	<i>8a. The Panel commented on the one entry towards the north from the car park. It was stated it is a convoluted way to access the lift. There is opportunity to provide further penetration along the edge and offer some visual connection and improve the pedestrian access. Visual surveillance was encouraged in this area.</i>	8a. Amended plans provided by the Applicant provided introduced a ground floor apartment with a ground floor courtyard provide additional surveillance to the street.
9. Community	<i>9b. The Panel made comment the absence of a</i>	9a. Amended plans provided by the Applicant on 8

Summary of Final DRP Comments against Design Principles of SPP 7.0		
Principle	DRP Comment	City Comment
	<i>high amenity communal open space is considered a significant downfall of the proposal. Creating a strong sense of community within the development should be pursued.</i> <i>9c. Additionally, the Panel commented there is a need to demonstrate what is being given back to the broader community through the streetscape interface for the additional height discretion.</i>	February 2024 includes modifications to the ground floor communal open space area and relocation of the Level 2 resident amenity area to the west. 9b. The revised submission received on 8 February 2024 did not address this matter.
10. Aesthetics	<i>10a. Comment was made by the Panel the colour and material palette consists of mainly of render and paint. Additional materials, including at ground level, need to be added to provide visual interest. This is a key move to enhance the formal qualities of the proposal.</i> <i>10b. A boldness and strong geometry of design is supported in principle by the Panel, however the overarching design parti in this proposal requires additional consideration to give the design a more cohesive logic and hierarchy of elements.</i> <i>10c. The Panel stated the Applicant needs to demonstrate how the design responds to the character of place as this is not evident at this point.</i>	10a. Amended plans provided by the Applicant on 8 February 2024 incorporated additional colors and materials to the façade of the development. 10b. The revised submission included modifications to the colours and materials of the façade. The revised submissions also include the reinstatement of the ground floor apartment. 10c. Amended plans provided by the Applicant on 8 February 2024 did not address this matter.

9. 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 follow:

SPP7.0 Design of the Built Environment	
Design Principle	Officer Comment
1.Context and Character <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>	The proposed development is consistent with the desired character of the area which envisages residential buildings between three to five storeys, providing a transition zone between the commercial properties along Ellen Stirling Boulevard and medium rise residences to the west. As the development primarily abuts established single storey residential dwellings to the west. The height of the development has been stepped with large setbacks provided to minimise the impact to the established dwellings to the west. The colour and material palette of the development is sympathetic to the existing built form and materiality within the locality and future development context.
2.Landscape Quality <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>	The proposed development provides for substantial on-site landscaping with two Medium Trees and eight Small Trees with a deep soil area of 96.74m² (10.2%). The landscaping proposed will provide shade and green relief to both the subject site and the locality and represents a substantial improvement on-site with 10 trees proposed compared to the two trees at present. The proposed landscaping includes a mix of natural lawn and mulched and landscaped areas, which softens the appearance of the development. The landscaping and communal open space area proposed to the western boundary of the development also provides a buffer to the adjacent western property.
3. Built form and scale <i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the</i>	The scale of the development is consistent with the future vision for the Stirling City Centre – Station Precinct Area. The proposed development is consistent with the desired character of the area which envisages residential buildings between three to five storeys,

SPP7.0 Design of the Built Environment	
Design Principle	Officer Comment
<i>intended future character of the local area.</i>	providing a transition zone between the commercial properties along Ellen Stirling Boulevard and medium rise residence to the west. As the development primarily abuts established single storey residential dwellings to the west. The proposal incorporates high quality materials and is articulated to minimise the impact of bulk to the street and adjoining residential properties. The development is appropriate and consistent in terms of existing and future built form. The built form does not result in excessive building bulk through the quality of the design and significant landscaping provided. The development is respectful to the existing streetscape and the future intended character of the locality, as envisaged under the LDP.
4. Functionality and build quality <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.</i>	The main pedestrian entrance to the building is located on Twyford Place, with a footpath and entranceway providing a legible entrance to the streetscape. The covered car parking area provides protection from the elements. The internal design of the proposed development satisfies the needs of occupants. The development provides a communal open space area located on Level 1 and residential amenities provided on Level 2, sufficient private open space and dwelling sizes are provided as specified in the LDP.
5. Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>	The proposal incorporates passive sustainability measures into the design with north facing openings to the majority of dwellings with northern access also provided to residential amenities and the communal open space area. The proposed development includes the installation of solar panels on the roof to assist in reducing energy consumption. The proposal provides infill development located within an Activity Centre promoting short walkable trips in the immediate vicinity and is located within

SPP7.0 Design of the Built Environment	
Design Principle	Officer Comment
	800m walkable catchment of a train station promoting the use of public transport.
6. Amenity <i>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.</i>	The development provides a good level of amenity to residents, there are no design issues that would substantially affect the liveability of the new dwellings. As discussed earlier in the report, the building height, bulk and scale of the development will not an adverse impact on the adjoining properties with these matters appropriately addressed by the design of the development.
7. Legibility <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>	The development has a legible layout, with evident pathways and entrances into the development and passages within the development. A clearly defined entry is accessible from Twyford Place, with a pedestrian access provided from the entrance of the site and from the car parking area to facilitate safe pedestrian movement to and from the proposed development.
8. Safety <i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>	The development incorporates passive surveillance measures and minimises safety risks from vehicle movements. Vehicle circulation areas have been designed to allow vehicles to enter the street in forward gear with unobstructed sightlines provided to minimise potential conflict to pedestrians, cyclists and vehicles. There are no significant safety design issues present within the development.
9. Community <i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>	The development provides opportunities for interaction between residents, within the communal open space area on Level 1 and residential amenities on Level 2. The development includes four single bedroom dwellings and 14 two-bedroom dwellings, providing a dwelling mix for a diverse range of people.
10. Aesthetics <i>Good design is the product of a skilled, judicious design process that results in</i>	The proposed development includes several large openings on each elevation so as to break up overall bulk, and uses alternating materials and colours to

SPP7.0 Design of the Built Environment	
Design Principle	Officer Comment
<i>attractive and inviting buildings and places that engage the senses.</i>	provide interest. These elements articulate the building and reduces the overall bulk. The design of the building has been refined and improved in response to the Design Review Panel's comments within the context of the relevant planning framework.

10. 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) <i>the aims and provisions of this Scheme (including any planning codes that are read, with or without modifications, into this Scheme) any other local planning scheme operating within the Scheme area;</i>	The proposed Multiple Dwelling development is consistent with the Suburban Residential zoning of the site as per LPS3. The built form of the proposed development is generally consistent with the primary controls as set out by the LDP.
(b) <i>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;</i>	The development has been assessed in accordance with the draft Stirling City Centre Structure Plan and the Stirling City Centre – Station Local Development Plan, in addition to any other applicable local and state planning policies. The proposed built form is generally consistent with proposed street character of the locality. The development has been appropriately designed to ameliorate impacts to the adjacent properties and streetscape. Although the City has prepared Draft LPS4, the final form of LPS4 is not imminent nor certain at this time, noting the draft Scheme has not been advertised. Accordingly, no weight should be given to Draft LPS4 when determining this application.

	The development is consistent with LPS3 and other planning documents, and therefore is consistent with the requirements of orderly and proper planning.
<i>(c) any approved State planning policy;</i>	The City's assessment of the development application has considered the relevant State Planning Policies. The proposal satisfies the objectives and requirements of those policies.
<i>(fa) any local planning strategy for this Scheme endorsed by the Commission;</i>	The proposal is consistent with the Local Planning Strategy approved by the Western Australian Planning Commission in 2019.
<i>(g) any local planning policy for the Scheme area;</i>	The City's assessment of the development application has considered the relevant local planning policies. As assessed earlier in this report the proposal satisfies the objectives and provisions of those policies.
<i>(h) any structure plan or local development plan that relates to the development;</i>	The City's assessment of the development application has considered the relevant Stirling City Centre Local Development Plan – Stirling City Centre, Station Precinct. The proposal satisfies the objectives and requirements of the policies, Structure Plan and LDP.
<i>(m) the compatibility of the development with its setting, including –</i> <i>(i) the compatibility of the development with the desired future character of its setting; and</i> <i>(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.</i>	The proposed development is consistent with the desired character of the area which envisages residential buildings between three to five storeys, providing a transition zone between the commercial properties along Ellen Stirling Boulevard and medium rise residence to the west. As the development primarily abuts established single storey residential dwellings to the west. The height of the development has been stepped with large setbacks provided to minimise the impact to the established dwellings to the west. The colour and material palette of the development is sympathetic to the existing built form and materiality within the locality.
<i>(n) the amenity of the locality including the following –</i> <i>(i) environmental impacts of the development;</i> <i>(ii) the character of the locality;</i>	The proposed development incorporates significant onsite landscaping with 97.74m ² (10.25%) of the subject designated as landscaping. The verge areas have also been incorporated into the overall landscaping

<i>(iii) social impacts of the development;</i>	design with existing street trees retained and one new street tree proposed. The proposed development is consistent with the desired character of the area which envisages residential buildings between three to five storeys, providing a transition zone between the commercial properties along Ellen Stirling Boulevard and medium rise residence to the west. The development provides for activation and passive surveillance of the public realm. The proposed residential amenities and communal open space will result in social interaction and opportunities.
<i>(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i>	The proposed development provides for substantial on-site landscaping with two Medium Trees and eight Small Trees with a deep soil area of 96.74m² (10.2%). The landscaping proposed will provide shade and green relief to both the subject site and the locality and represents a substantial improvement on-site with 10 trees proposed compared to the two trees at present. The City's assessment of the development application has considered the relevant Stirling City Centre Local Development Plan – Stirling City Centre and Local Planning Policies 6.11 – Trees and Development. The proposal satisfies the objectives of the LDP and LPP 6.11.
<i>(s) the adequacy of –</i> <i>(i) the proposed means of access to and egress from the site; and</i> <i>(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	The development provides a legible driveway and crossover provided from the primary street. The TIS has been reviewed by the City's Engineering Business Unit with no objections towards access to and egress from the site. The development proposes 17 car parking bays for residents and two visitor parking bays. The provision of car and bicycle parking spaces has been assessed against the relevant Element Objectives of SPP7.3 and the development achieves compliance with these Element Objectives.

(t) <i>the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>	The City's assessment of the Applicant's submitted TIS considers that the amount of traffic generated from this proposal can be accommodated within the capacity of the road networks and is supported.
(u) <i>the availability and adequacy for the development of the following –</i> <i>(i) public transport services;</i> <i>(ii) public utility services;</i> <i>(iii) storage, management and collection of waste;</i> <i>(iv) access for pedestrians and cyclists (including end of trip</i> <i>(v) access by older people and people with disability;</i>	The subject site located within 30m of a high frequency public transport route on Ellen Stirling Boulevard. 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 and from the car parking area to facilitate access for pedestrians and cyclists. The development provides bicycle parking bays in accordance with LPP 5.8. The development provides 'at grade' car parking and universal access design features throughout the site.
(y) <i>any submissions received on the application;</i>	The application has been formally advertised in accordance requirements of LPP 6.18 and Clause 64(3) and (6)(a) of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> with submissions received. These submissions have been considered as part of the City's assessment.
(za) <i>the comments or submissions received from any authority consulted under clause 66;</i>	Consultation to the relevant authorities has been undertaken as detailed in this report.

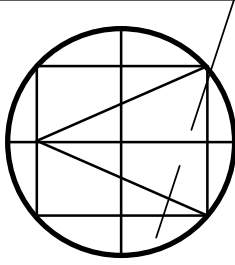
Conclusion:

The application seeks approval for a five storey Multiple Dwelling development comprising 18 Multiple Dwellings consisting of four one-bedroom dwellings and 14 two-bedroom dwellings. The proposed development is located within the Suburban Residential Zone of the Stirling City Centre Special Control Area.

The development is consistent with the desired character of the area which envisages residential buildings between three to five storeys in height. The development is consistent with the envisaged character of the area and has been appropriately designed to minimise any adverse impacts to the adjoining western properties, which are primarily single storey residential dwellings, through the stepping down in height from five to three storeys and the articulation of the building.

The proposed development provides for high quality landscaping which is co-located with the communal open space for residents on Level 1 with a residential amenity area on Level 2. The development provides for improved tree canopy cover and landscaping on site with 10 additional trees. The development also provides for sufficient resident and visitor car parking in response to the site's proximity to high frequency public transport.

Accordingly, the application is recommended for approval subject to conditions.



Attachment 1. Development Application Plans (received 08 February 2024) - 19 Twyford Place, Innaloo

ALL STORES =
4m2 MINIMUM
AND TYPICALS
DIMENSIONED
THROUGHOUT

EXISTING MATURE
TREES AT REAR OF
ADJACENT PROPERTY

GARRISON STEEL
SECURITY FENCING

LANDSCAPING

K

L

M

N

O

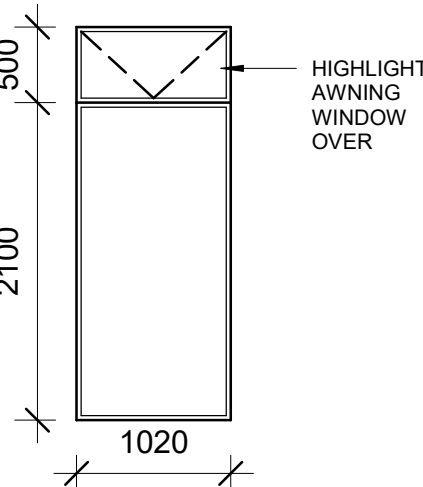
P

City of Stirling
08 Feb 2024
RECEIVED

OPENINGS KEY

HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

FRONT DOORS TYPICAL



OPENINGS KEY

1 : 50

(16.20)

BIN WASH

SMALL CARBAY

+ NGL 10.900

6000

NGL 10.870

RL 10.950

TYPICAL 5NO 1800dia
x 1200dp SOAKWELL

20m
ODOR
ZONE

(43.66)

SMALL CARBAY

UNIT 4

SMALL CARBAY?

2500

1625

UP

LOBBY

RL 11.050

NGL 10.900

SECURITY GATE

LETTERBOX

UNIT 1

TYPE D-1

LIVING

K

6m2

1336

SETBACK RATIO

(29.80)

49m2

1522

SECURITY GATE

+ NGL 10.820

1200 HIGH SCREEN
FENCE

+ NGL 10.800

AVERAGE SETBACK
3488

8612

19 TWYFORD PL., INNALOO



(SCALE 1:100@A2)

N

AMENDED PLAN

01_LEVEL

1 : 100

1

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Michael Dryka Architects

A2

Suite 8 / 9 Cleaver Street
West Perth W.A 6005
Telephone (08) 9328 6197
Facsimile (08) 9328 4990

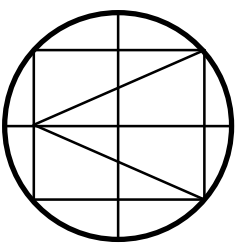
Date
Scale
Checked by
Drawn by
Project number

5.1.24
As indicated
GD
MD
2022.45

Conquest Capital PTY LTD
Parkview Apartments, Innaloo

Address
Project
Client

19 TWYFORD PL INNALOO



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A3

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West Perth W.A 6005
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Date	5.1.24
Scale	As indicated
Checked by	Checker
Drawn by	Author

Project number	2022.45
Author	19 TWFOORD PL INNALOO

Address	Project
Client	Client

Michael Dryka Architects

Q R S T U V W X Y Z

K

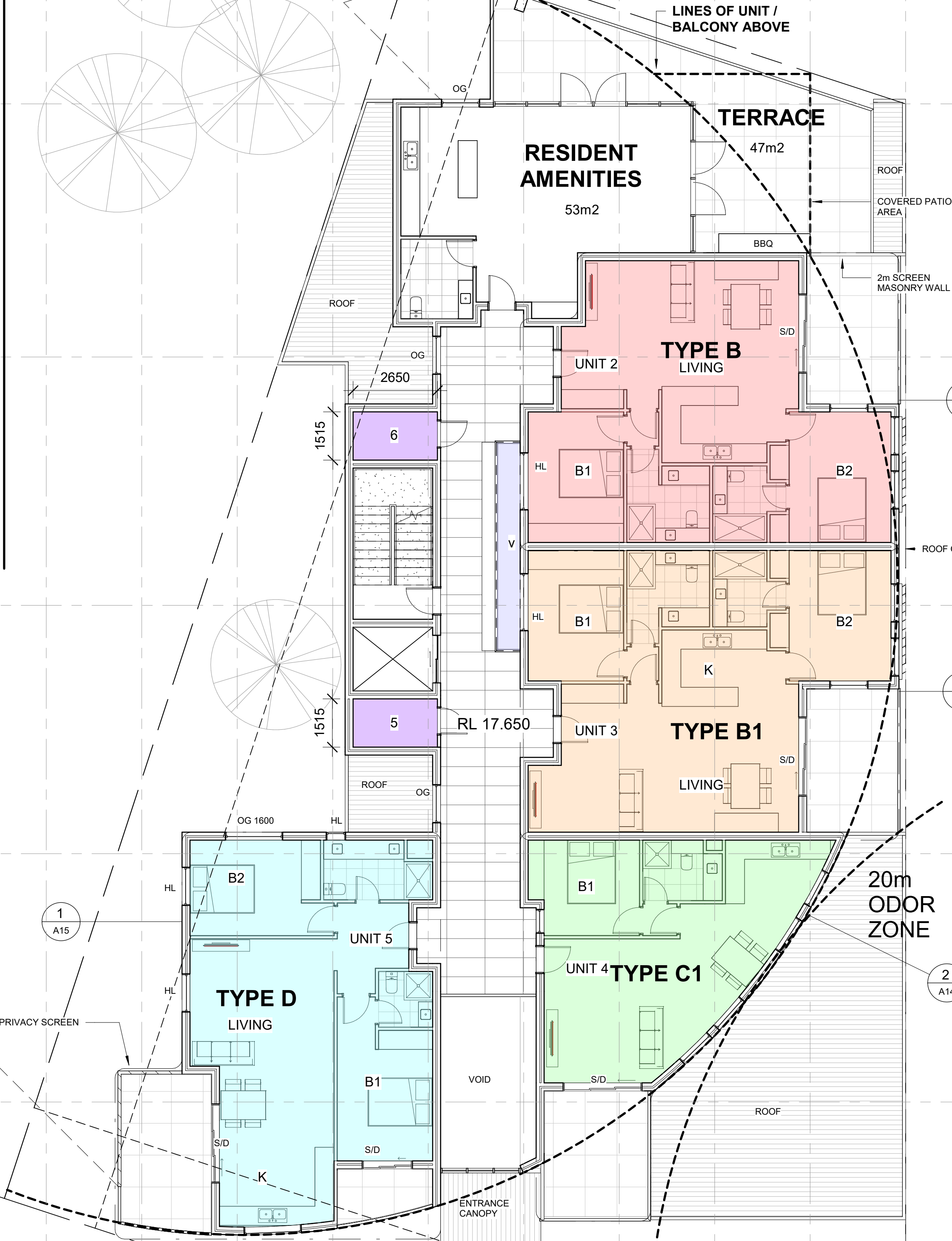
L

M

N

O

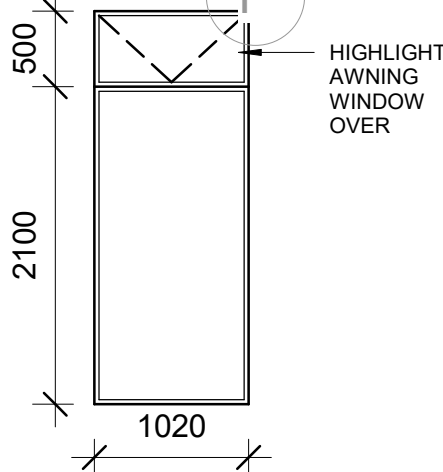
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OPENINGS KEY

HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

FRONT DOORS TYPICAL



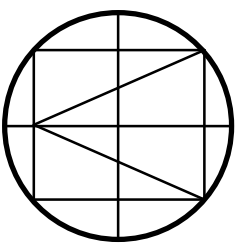
OPENINGS KEY

1 : 50

02_LEVEL

1 : 100

1



Q R S T U V W X Y Z

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A4

Suite 8 / 9 Cleaver Street
West Perth W.A 6005
Telephone (08) 9328 6197
Facsimile (08) 9328 4990

Date	5.1.24
Scale	As indicated
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Drawn by	Author

Conquest Capital PTY LTD
Parkview Apartments, Innaloo
19 TWFORD PL INNALOO

Address
Project
Client

Project number
2022.45

Client

K

L

M

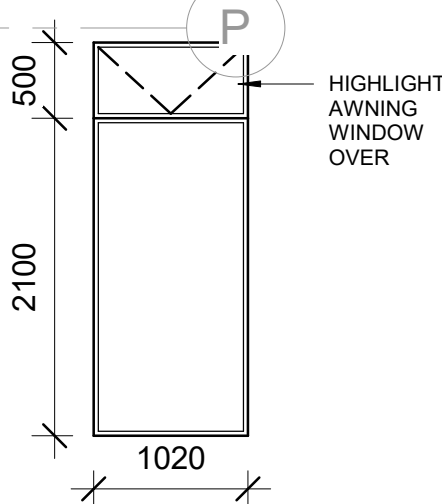
N

O

OPENINGS KEY

HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

FRONT DOORS TYPICAL



OPENINGS KEY

1 : 50

1

03_LEVEL

1 : 100

AMENDED PLAN

19 TWFORD PL., INNALOO

RL 20.650

20m
ODOR
ZONE

ROOF OVERHEAD

PRIVACY SCREEN

TYPE A

TYPE B

TYPE B1

TYPE C

TYPE D

UNIT 6

UNIT 7

UNIT 8

UNIT 9

UNIT 10

OG

LIVING

S/D

K

LIVING

S/D

K

B1

B2

HL

B1

K

B2

LIVING

S/D

B2

K

LIVING

S/D

B2

HL

B1

ROOF

ROOF

ROOF

ROOF

OG

HL

HL

LIVING

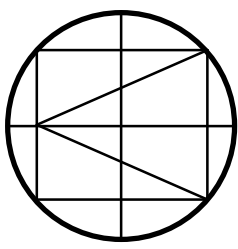
B1

S/D

K

S/D

B1



Q

R

S

T

U

V

W

X

Y

Z

K

L

M

N

O

P

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A5

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Drawn by	Author
Project number	2022.45

Conquest Capital PTY LTD
Parkview Apartments, Innaloo
19 TWIFORD PL INNALOO

Address
Project
Client

AMENDED PLAN

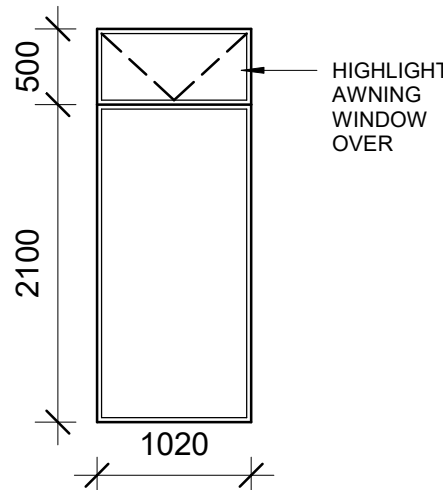
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OPENINGS KEY

HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

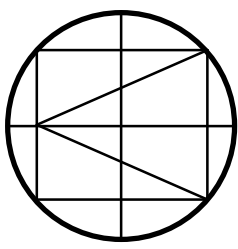
FRONT DOORS TYPICAL



OPENINGS KEY

1 : 50

1



Q R S T U V W X Y Z



interior designers project managers architects	A6	Suite 8 / 9 Cleaver Street West Perth W.A 6005 Telephone (08) 9328 6197 Facsimile (08) 9328 4990	Project number 2022.45	Date 5.1.24	Scale As indicated	Conquest Capital PTY LTD	Address
				Checked by	Author		
				Drawn by	Checker		
					Author		

Project number		2022.45	
Project		19 TWFOORD PL INNALOO	
Client			

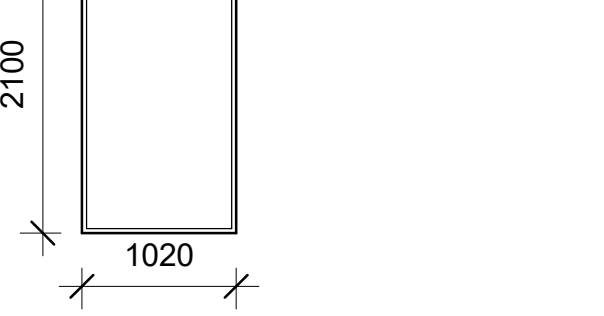
Michael Dryka Architects

05_LEVEL

1 : 100

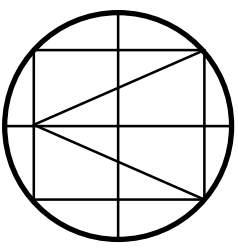
OPENINGS KEY
HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

FRONT DOORS TYPICAL
P
HIGHLIGHT AWNING WINDOW OVER



OPENINGS KEY
1 : 50

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Checked by	
Drawn by	Author

Project number	2022.45
Author	19 TWFORD PL INNALOO
Checker	

Address	Conquest Capital PTY LTD
Project	Parkview Apartments, Innaloo
Client	

Q R S T U V W X Y Z

K

L

M

N

O

P

ROOF LVL 2

GUTTER

FALL

FALL
ROOF LVL 2

ROOF LVL 3
FALL

17 A/C CONDENSER
UNITS (ROOF MOUNTED)

FALL

FALL
ROOF LVL 3

ROOF LVL 2
FALL

GUTTER

ROOF LVL 2
FALL

FALL

ROOF LVL 5
FALL

FALL

GUTTER

ROOF LVL 4

FALL

ROOF LVL 6

40 ROOF
MOUNTED
SOLAR
PANELS

FALL

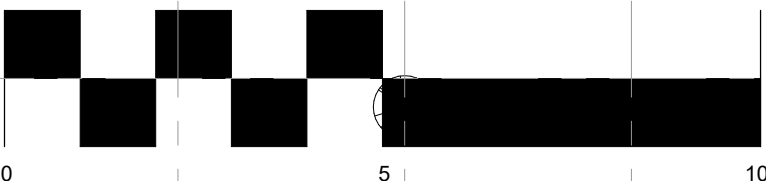
FALL

SOLAR
PANELS 40 X
1.6m x 1m

ROOF LVL 2
FALL

19 TWFORD PL., INNALOO

N



(SCALE 1:100@A2)

1

06_Roof

1 : 100

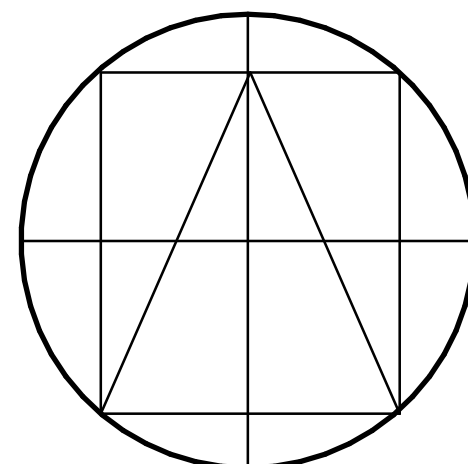


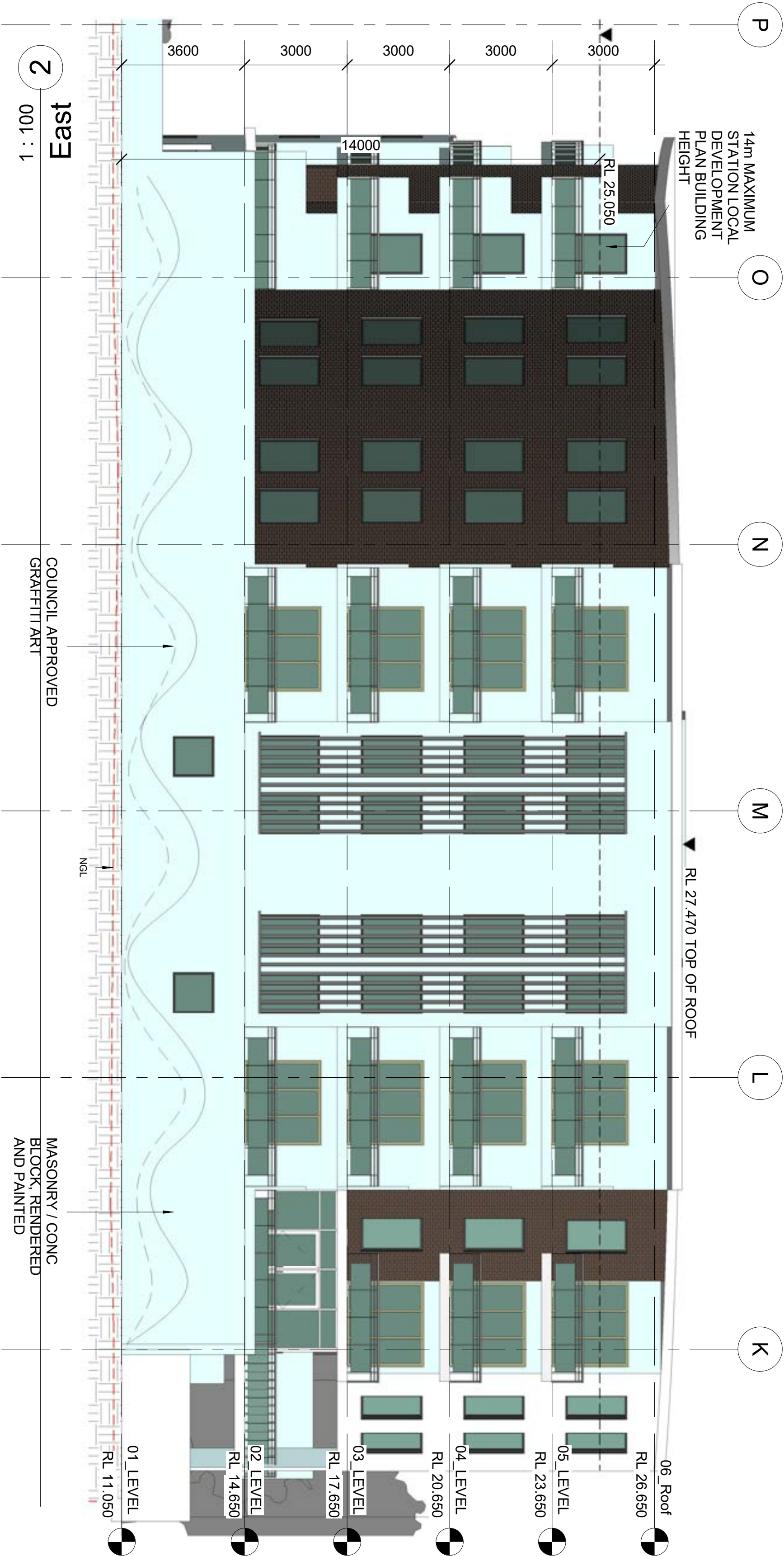
2 North
1 : 100

AMENDED PLAN

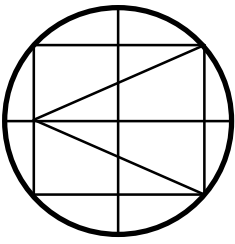
michael dryka architects
architects project managers interior designers

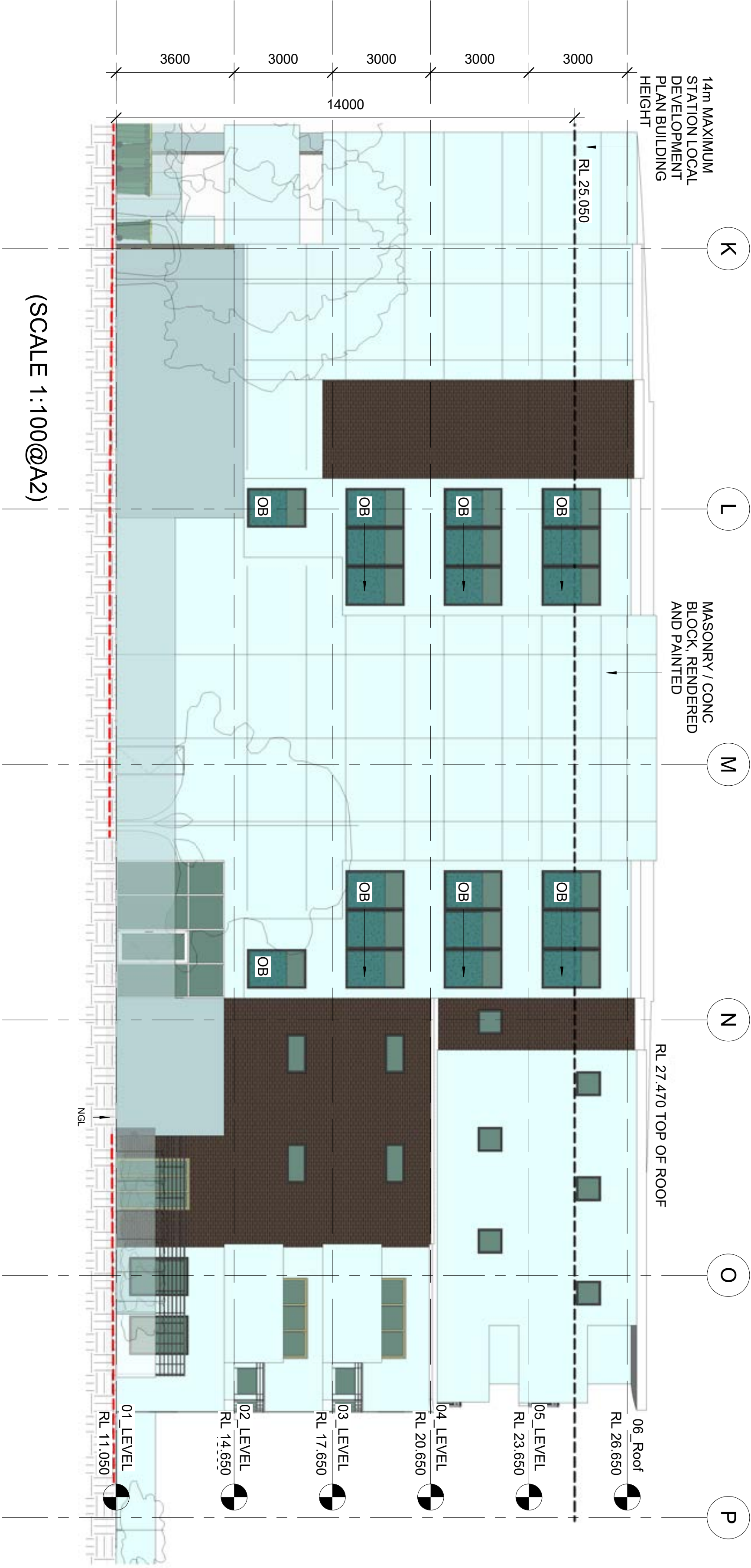
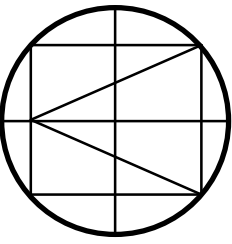
Client	Conquest Capital PTY LTD	Project number	2022.45	Suite 8 / 9 Cleaver Street West Perth W.A 6065 Telephone (08) 9328 6197 Facsimile (08) 9328 4990	A8
Project	Parkview Apartments, Innaloo	Drawn by	Checker		
		Checked by	Author		
Address	19 TWFORD PL INNALOO	Scale	1 : 100		
		Date	5.1.24		





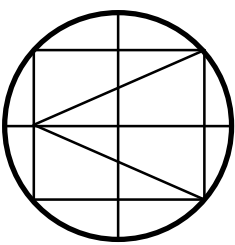
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	Scale	5.1.24	Conquest Capital PTY LTD		
Suite 8 / 9 Cleaver Street West Perth W.A 6005 Telephone (08) 9328 6197 Facsimile (08) 9328 4890	Checked by	1 : 100	Checker	Project	
	Drawn by		Author		
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West
1
001 : 1

Date	5.1.24	Conquest Capital PTY LTD	Address
	Scale		
A10	Checked by	Checker	Project
	Drawn by	Author	Client
Suite 8 / 9 Cleaver Street West Perth W.A 6005 Telephone (08) 9328 6197 Facsimile (08) 9328 4890		Parkview Apartments, Innaloo	
Project number		19 TWFOORD PL INNALOO	
2022.45			



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A12

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Date
Scale
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Checker
Author

Project number

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Conquest Capital PTY LTD

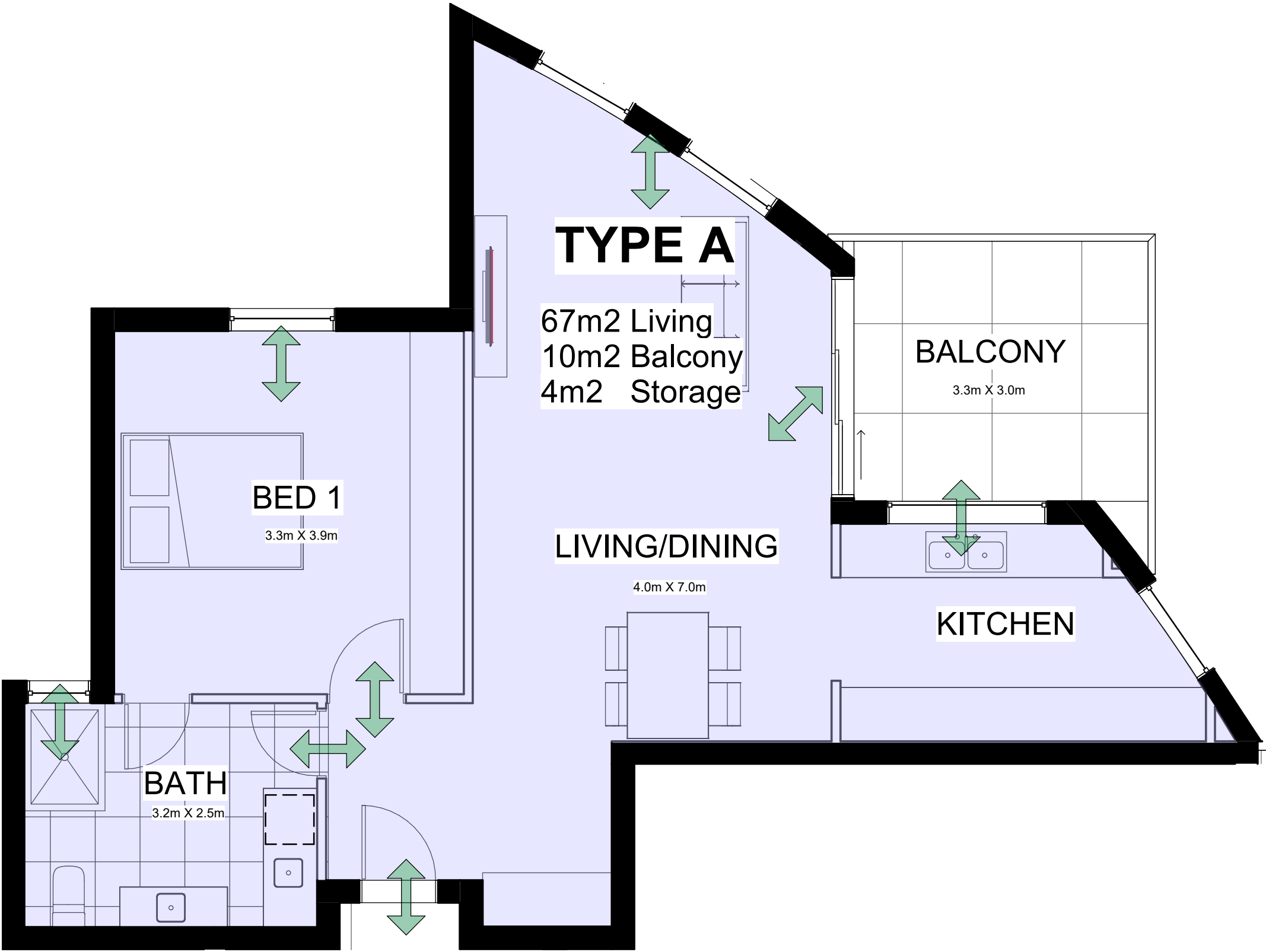
Parkview Apartments, Innaloo

19 TWFOORD PL INNALOO

Address

Project

Client



3 TYPE A
1 : 50

APARTMENT AREA SUMMARY

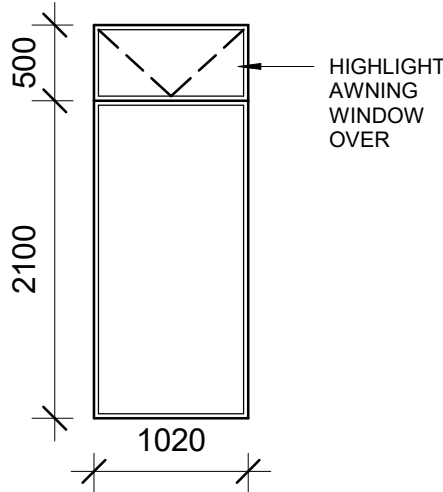
	LIVING AREA	BALCONY	STORE	TOTAL
TYPE A	67m2	10m2	4m2	3
TYPE B	80m2	13m2	4m2	4
TYPE B1	84m2	13m2	4m2	4
TYPE C	70m2	11m2	4m2	3
TYPE C1	52m2	11m2	4m2	1
TYPE D	79m2	18m2	4m2	2
TYPE D1	77m2	18m2	4m2	1
				TOTAL 18
RESIDENTIAL AMENITIES	53m2	47m2		

AREA SUMMARY
1 : 50

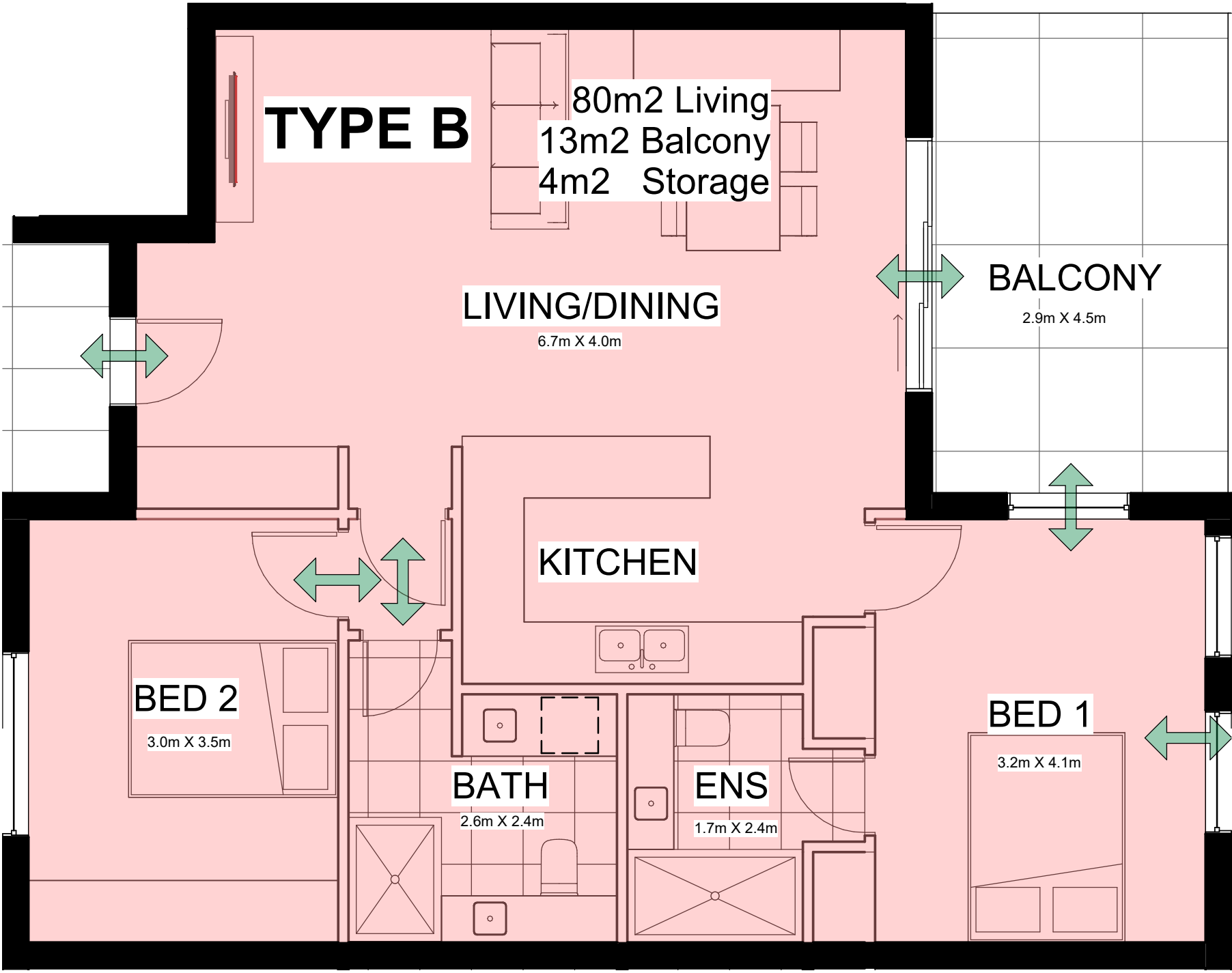
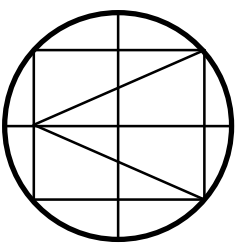
OPENINGS KEY

HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

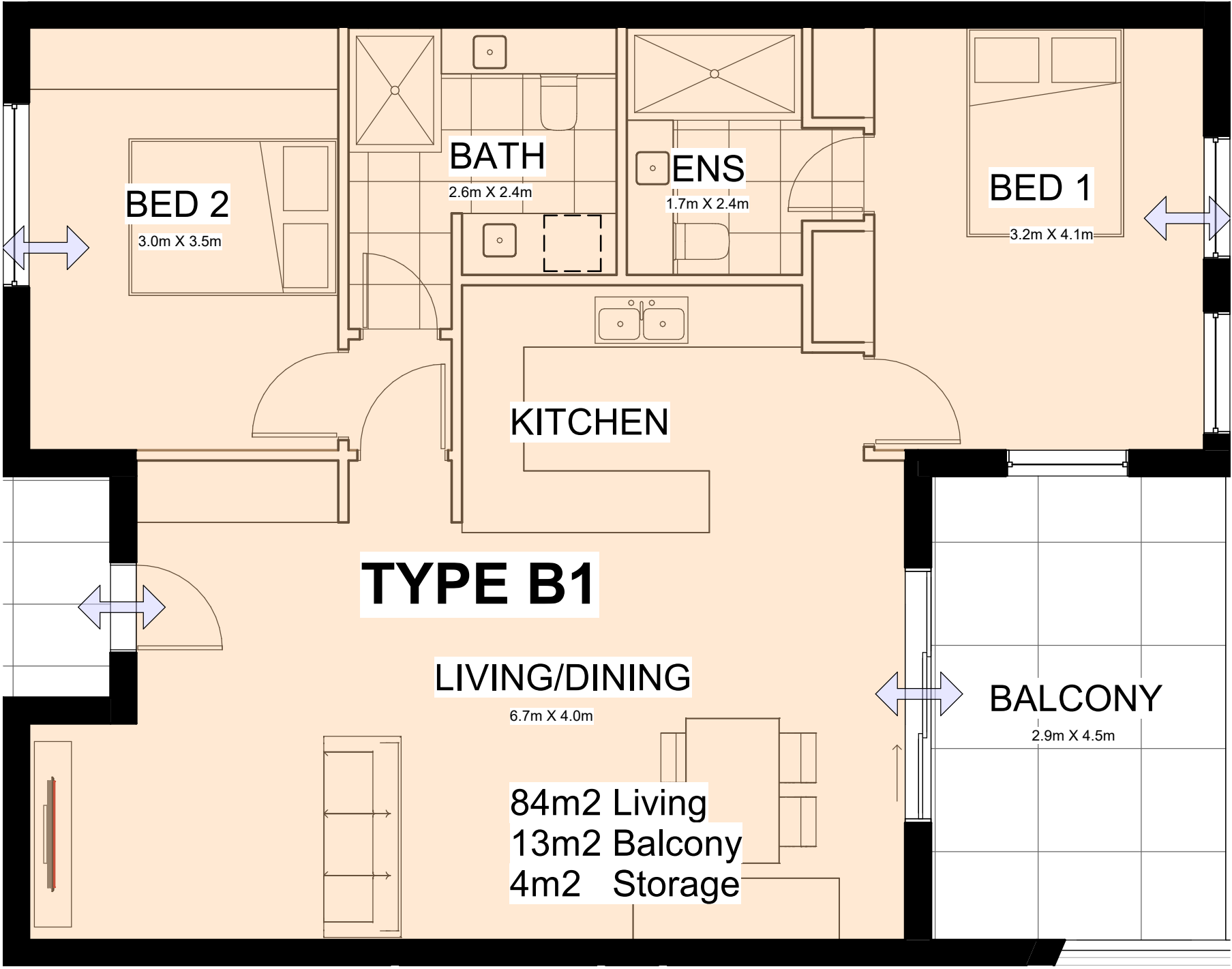
FRONT DOORS TYPICAL



OPENINGS KEY
1 : 50



1 TYPE B
1 : 50



2 TYPE B1
1 : 50

APARTMENT AREA SUMMARY

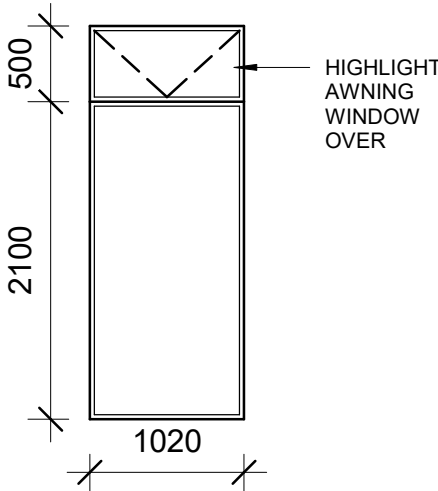
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TYPE B1	84m2	13m2	4m2	4
TYPE C	70m2	11m2	4m2	3
TYPE C1	52m2	11m2	4m2	1
TYPE D	79m2	18m2	4m2	2
TYPE D1	77m2	18m2	4m2	1
				TOTAL 18
RESIDENTIAL AMENITIES	53m2	47m2		

AREA SUMMARY
1 : 50

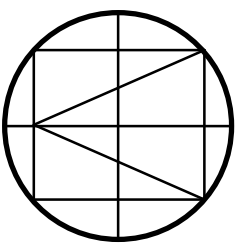
OPENINGS KEY

- HL - HIGHLIGHT WINDOW
- OG - OBSCURE WINDOW
- S/D - SLIDING DOOR

FRONT DOORS TYPICAL



OPENINGS KEY
1 : 50



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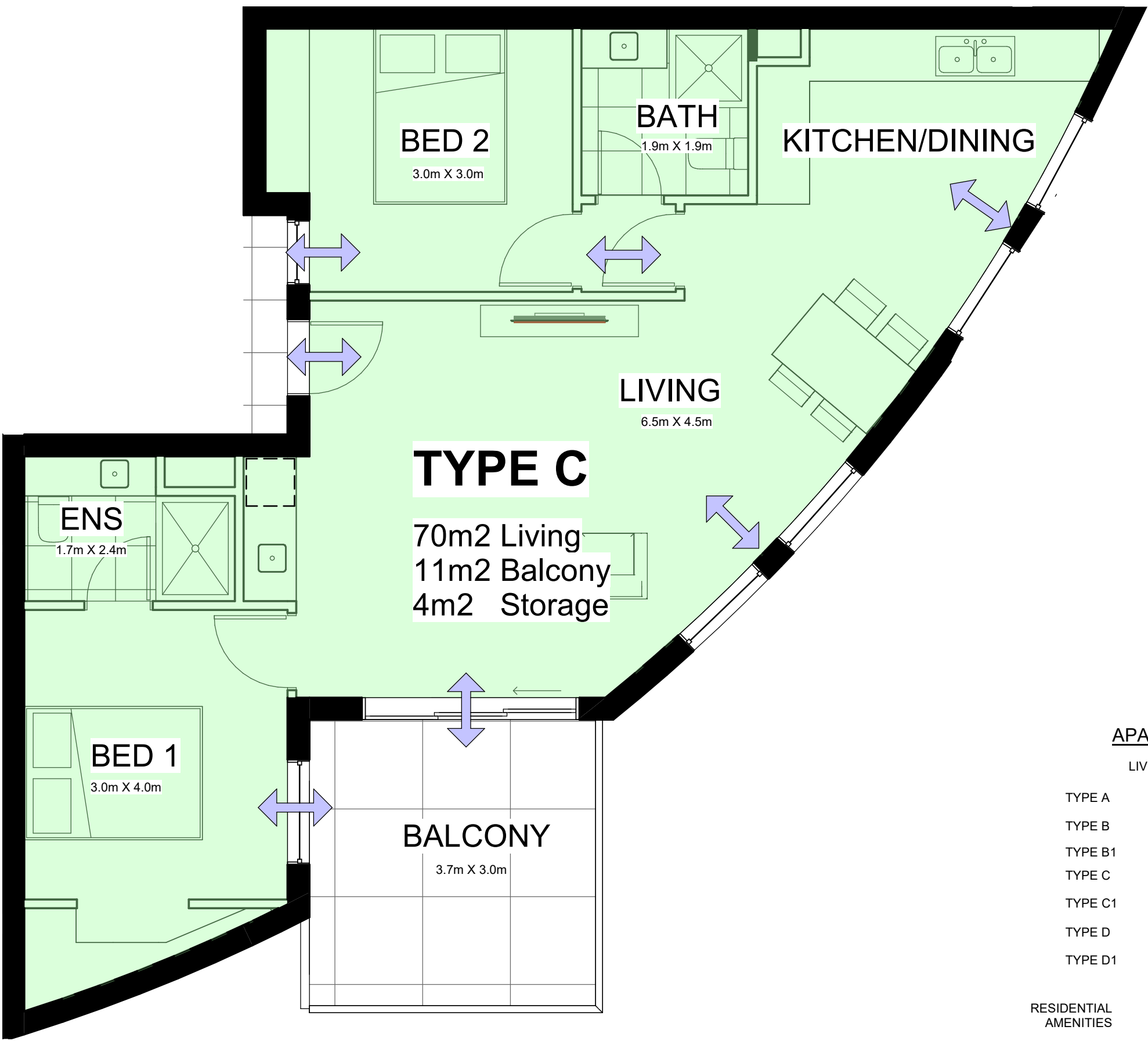
Conquest Capital PTY LTD
Parkview Apartments, Innaloo
Author

Project number
2022.45

Address

Project

Client

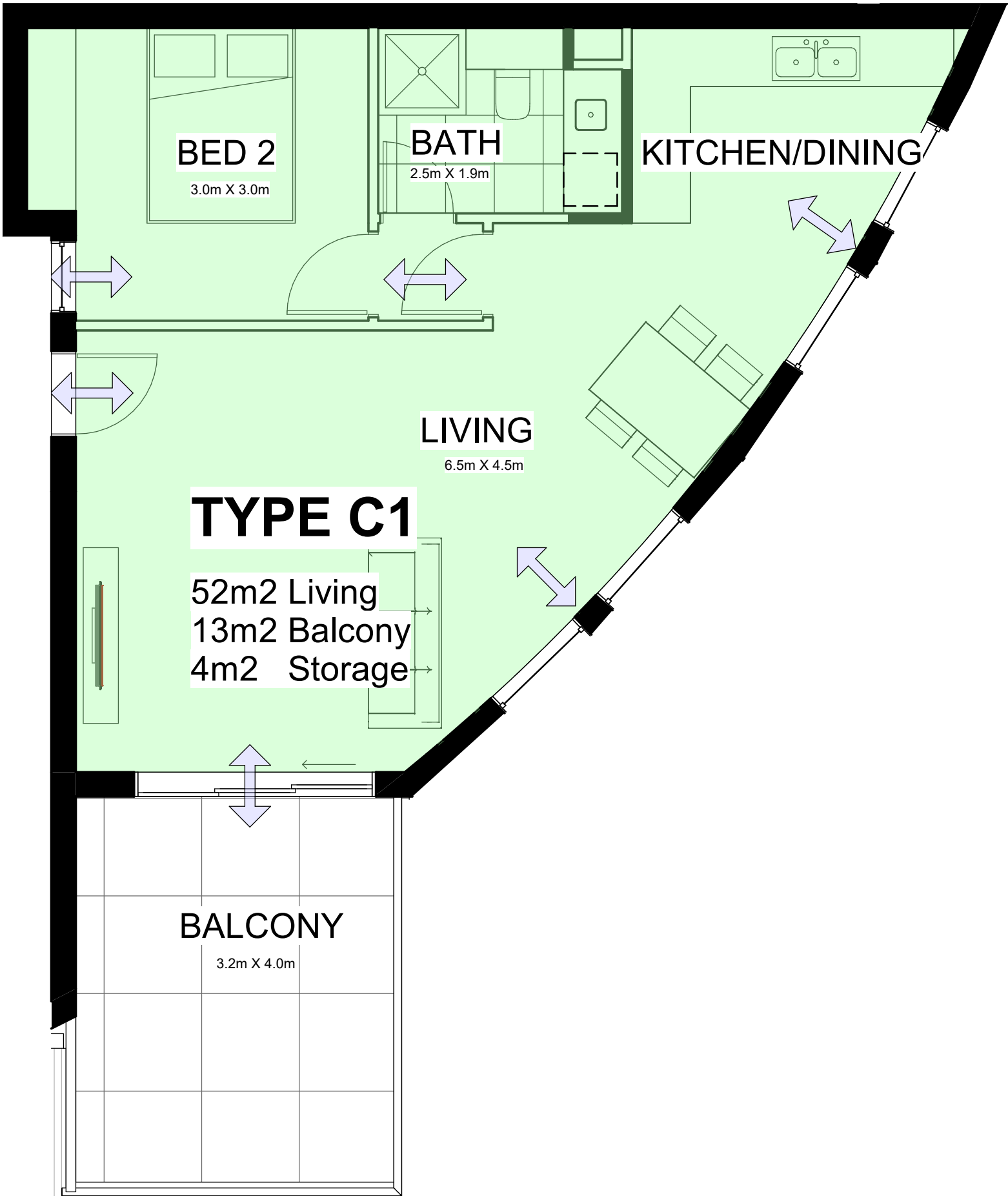


1 TYPE C
1 : 50

APARTMENT AREA SUMMARY

	LIVING AREA	BALCONY	STORE	TOTAL
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TYPE B	80m2	13m2	4m2	4
TYPE B1	84m2	13m2	4m2	4
TYPE C	70m2	11m2	4m2	3
TYPE C1	52m2	11m2	4m2	1
TYPE D	79m2	18m2	4m2	2
TYPE D1	77m2	18m2	4m2	1
RESIDENTIAL AMENITIES	53m2	47m2		TOTAL 18

AREA SUMMARY
1 : 50

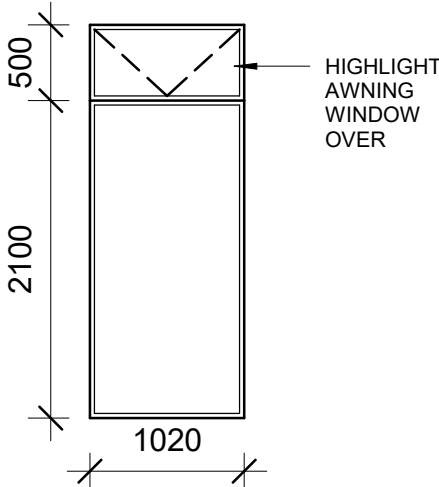


2 TYPE C1
1 : 50

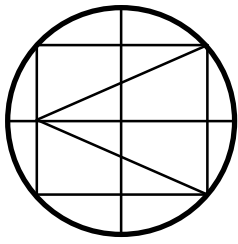
OPENINGS KEY

HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

FRONT DOORS TYPICAL



OPENINGS KEY
1 : 50



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Michael Dryka Architects

A15

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Date	5.1.24
Scale	1 : 50
Checked by	Checker
Drawn by	Author

Project number	2022.45
	19 TWFOORD PL INNALOO

Address
Project

PRIVACY SCREEN

BALCONY

2.9m X 5.0m

BED 2

3.5m X 3.0m

BATH

3.4m X 1.8m

LIVING

4.0m X 4.5m

TYPE D

79m2 Living
18m2 Balcony
4m2 Storage

KITCHEN/DINING

3.6m X 5.2m

ENS

1.7m X 1.7m

BED 1

3.0m X 3.5m

BALCONY

1

TYPE D

1 : 50

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APARTMENT AREA SUMMARY

	LIVING AREA	BALCONY	STORE	TOTAL
TYPE A	67m2	10m2	4m2	3
TYPE B	80m2	13m2	4m2	4
TYPE B1	84m2	13m2	4m2	4
TYPE C	70m2	11m2	4m2	3
TYPE C1	52m2	11m2	4m2	1
TYPE D	79m2	18m2	4m2	2
TYPE D1	77m2	18m2	4m2	1
				TOTAL 18
RESIDENTIAL AMENITIES	53m2	47m2		

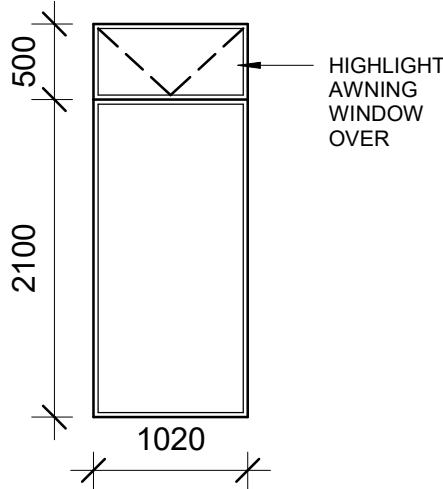
AREA SUMMARY

1 : 50

OPENINGS KEY

HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

FRONT DOORS TYPICAL



OPENINGS KEY

1 : 50

BED 2

3.5m X 3.0m

BATH

3.4m X 1.8m

LIVING

4.0m X 4.5m

TYPE D1

84m2 Living
28m2 Courtyard
4m2 Storage

KITCHEN/DINING

3.6m X 5.2m

ENS

1.7m X 1.7m

WIR

BED 1

3.0m X 3.2m

COURTYARD

5.5m x 4.5m

2

TYPE D1

1 : 50

Attachment 2 – Aerial Location Plan



Attachment 3 – Metropolitan Regional Scheme Zoning Map



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



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Application for Development Approval

17 Multiple Dwellings

Lot 98 (No. 19) Twyford Place
Innaloo

Document Control

Reference	0260
Location	Perth
Client	Conquest Capital
Document Title	Application for Development Approval
Document File Name	Document3
Document Date	1 September 2023
Document Version	V1.0
Author	Daniel Hollingworth

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1.0 Introduction

Lateral Planning acts for Conquest Capital, the owner of Lot 110 (No. 19) Twyford Place, Innaloo (**Site**) in respect of the attached Application for Development Approval (**Application**).

This Town Planning Statement has been prepared in support of the Application, which proposes to construct a Multiple Dwelling development comprising 17 dwellings, vehicle access and manoeuvring area and communal open space.

As development has an estimated cost of construction of \$4.5 million, the Application is an 'opt-in' application for determination by the Metro Inner-North Development Assessment Panel (DAP). It is noted that the Site is in an area defined under cl 32 of the Metropolitan Region Scheme.

2.0 Site Description

2.1 Overview

The table below sets out the relevant high-level summary of the Site, including locational and cadastral considerations.

Local Authority	City of Stirling
Address	19 Twyford Place, Innaloo
Cadastral Information	Lot 110 on Plan 12478
Certificate of Title	Volume 1507 Folio 545
Registered Proprietor	Conquest Capital Pty Ltd
Site Area	954m ²

2.2 Site Location

Twyford Place is a cul-de-sac extending east off Oswald Street, terminating immediately south of the Site. Open Space reservations are located to the immediate north and east of the Site. The open space reservations comprise two freehold lots owned by the State of Western Australia. A single storey dwelling is located immediately west.



Figure 1: Site Plan

Immediately south of the Site is the Aegis Shawford Aged Care facility, providing 102 low, high and dementia care beds. Forty resident / visitor vehicle parking bays and a port cochere are positioned within the setback area and are accessed via Twyford Place.

As above, existing residential development is located to the west of the Site, only. Open space is position to the north and east, with commercial (aged care) development located south.

2.3 Locality

The wider locality comprises a mix of land uses and built form typologies. Allotments abutting the northern alignment of Twyford Place comprise single dwellings constructed in the 1980's. Dwellings fronting Twyford Place are set back from the street approximately 6m and present a reasonably poor public realm interface.

The Innaloo Megacentre is located approximately 150m south of the Site, offering large format retail shopping. Westfield Innaloo Shopping Centre is immediately south of the Innaloo Megacentre, approximately 300m south. A mixed-use development precinct is located immediately north of the Site, on the northern alignment of Ellen Stirling Boulevard, including:

- IKEA Perth, being 27,000m² of retail, showroom, office, warehouse and childcare floor area;
- Stirling Cross development precinct, comprising:
 - 154 multiple dwellings over 10 storeys;
 - 80 serviced apartments;
 - Ground level retail (i.e. tavern, gym, restaurants);
 - 37,500m² of floor area.
- Two storey retail and commercial development on Sunray Drive;

The Site is shown below in the wider context of the Stirling City Centre area.



Figure 2: Location Plan

Activity within the wider locality is primarily concentrated along Ellen Stirling Boulevard, forming an extension of the activity corridor originating from the Stirling Railway Station. Development in proximity to Ellen Stirling Boulevard generally comprises multi-storey residential or commercial uses.

3.0 Description of Proposed Development

The Application proposes the construction of a 5-storey residential multiple dwelling at the Site. The development incorporates:

- 17 multiple dwellings, comprising:
 - 4 single bedroom dwellings; and
 - 13 two bedroom dwellings.
- 17 residential parking bays and 3 visitor parking bays at ground level;
- Ground and first level communal facilities;
- Centralised vertical circulation core, connecting to landscaped resident lobbies at each level; and
- Landscaping to common areas.

The development at the Site is oriented toward the adjoining public realm in a view to increase activation of the wider locality. The Site is bordered by three active frontages, principally the eastern Public Open Space. Considerable effort has been made to activate the adjoining public realm through the positioning of major openings and balconies. Noting that building mass has been located to the east to manage building bulk for the western landowner, the curved façade design works to manage and mitigate overall building bulk.

4.0 Town Planning Considerations

4.1 Regional Planning Framework

4.1.1 Metropolitan Region Scheme

Pursuant to the provision of the Metropolitan Region Scheme (**MRS**), the Site is included within the Central City Area zone. Land to all sides is similarly included in the Central City Area zone.

The Site is subject to a resolution under cl 32 of the MRS which requires that the City of Stirling (**City**) refer all applications proposing 5 or more dwellings to the Western Australian Planning Commission (**WAPC**) for determination. Accordingly, this Application is to be considered by the Development Assessment Panel under a dual reporting process, whereby the City and WAPC are to submit independent reports to the JDAP for determination.

4.1.2 State Planning Policy 7.0

State Planning Policy 7.0 – Design of the Built Environment (SPP7.0) sets out the objectives, measures, principles and processes which apply to the design and assessment of built form proposal throughout the State.

Consideration for the Design Principles of SPP 7.0 has been had at each stage of design development, particularly with respect to the early Design Review Panel engagement facilitated by the City.

We have set out below an assessment of the proposal against the 10 design principles of 'good design', demonstrating the high level of architectural and urban design quality.

CONTEXT AND CHARACTER



The locality comprises a wide variety of development typologies and scale. The immediately locality presently comprises single and double storey residential dwellings, however, is identified through the draft Structure Plan and LDP for residential development up to 5 storeys.

The wider locality includes high-density residential, commercial, and retail development, to a height of over 10 storeys. Development within the general precinct is focused on the Stirling Railway Station, with development scale reducing beyond the walkable catchment.

Attention has been given to the interaction between the Site and the public realm spaces which adjoin to three sides. Active edges are provided to the north, east and south, while respecting the western adjoin residential uses.

LANDSCAPE QUALITY



Landscape design within the development prioritises the user experience through considered design of the lobby and communal open spaces. Design of the communal space incorporates hard and soft landscaping which are integrated into the overall architectural design philosophy to provide engaging spaces.

There is no existing vegetation present on the Site.

BUILT FOR AND SCALE



The Site is in a highly visible position, having three active frontage and a direct interface with Stirling Cross / IKEA to the north. Twyford Place forms the transition from high density development north to lower density, mixed use development to the south.

Overall development scale is appropriate having regard to proximity to public transport options, retail and commercial development, adjacent development scale, and the sensitive interaction with adjoining residential development.

Development orientation has been optimised for user internal amenity, particularly regarding cross-ventilation and solar penetration. Primarily orientation to the active edges of the site has the positive impact of reducing overlooking to adjoining residential properties.

Built form and scale of the proposal is broadly consistent with the development provisions of the draft Structure Plan and LDP, both of which intend for the locality to facilitate medium density residential redevelopment. Design development has ensured that the western adjoining residential property is not negatively impacted by the development.

FUNCTIONALITY AND BUILD QUALITY



Internal amenity has been maximised through orientation and cross ventilation, increasing the functional internal environment of dwellings and the communal area.

Materiality selection will be undertaken following determination of the application in conjunction with the City. Preliminary external design has prioritised durable, sympathetic materiality to minimise ongoing maintenance.

SUSTAINABILITY



A Sustainability Design Strategy has been attached to this report which sets out the sustainability initiatives which are intended to be incorporated into the development.

Landscape design incorporates water-sensitive planting species, positioned throughout the Site to maximise longevity and establishment. Development orientation maximises the positive impact of cross-ventilation and sunlight penetration.

AMENITY



Internal amenity for residents and activation of the adjoining open space has been central to the design response. A variety of dwelling typologies have been incorporated into the proposal which are intended to accommodate a wide demographic.

Open, landscaped pedestrian entrance spaces at all floors foster a sense of place and community.

LEGIBILITY



Pedestrian entrance sequences into and within the development are emphasised through clear architectural wayfinding.

Wayfinding into the development is logical and intuitive, at an appropriate scale to the overall development.

- d) *A car free zone on the developed landfill site.*
- e) *Mixed use civic, cultural and community buildings with residential creating the civic hub of Stirling around the existing civic centre.*
- f) *Being the focal point and interchange for local and regional public transport (buses, trains and light rail system).*
- g) *Seamless connection and integration of land uses across the freeway on 'land bridges' will provide a safe and appealing pedestrian environment.*
- h) *Built form reducing in height as development moves away from the train station to existing areas.*
- i) *The opportunity to incorporate a shopping district within the precinct.*
- j) *A linear park/surface stream that links Herdsman Lake to the City's Central Park.*
- k) *The current amount of developed active open space being maintained although reconfigured.*

Development of the Site as contemplated builds on accessibility to the Stirling Railway Station, providing a residential built form outcome within the walkable catchment. It is intended that development of the Site will promote an active urban edge to the precinct at a scale which suitably responds to likely future and existing development. The Site is ideally located to reduce usage of private vehicles, being positioned between the railway station and nearby retail and employment locations.

Section 5.2.3.4 of the draft Structure Plan provides guidance on the contemplated built form, being 3-5 storeys within 400m of the railway station and adjacent to residential areas. Note that the draft Structure Plan contemplates development to a height of 5-10 storeys near the Site.

It is our view that the proposed development is consistent with the land use and built form outcomes contemplated by the draft Structure Plan.

4.2.3 Station Precinct Local Development Plan

The LDP was adopted by the Council of the City on 18 September 2018. The LDP is to be read in conjunction with LPS3 and the draft Structure Plan.

Specific development provisions are provided for each 'sub-precinct'. Sub-precinct specific development provisions essentially form the primary controls applicable to the Site and proposed development. The Site is located within Sub-Precinct C. The Character Statement for Sub-Precinct C is as follows:

Residential buildings (3-5 storeys) in a landscaped setting with rear boundary setbacks creating space for tree planting between buildings. A transition zone, between the commercial nature of Ellen Stirling Boulevard and medium-rise residences towards the west.

The 5-storey development outcome proposed for the Site will serve as a suitable built form transition between the larger-scale mixed-use development immediately north and smaller scale development south. Façade design frame the precinct through active edges which address the

SAFETY



Architectural massing and design ensures that each public realm interface is activated to maximise passive surveillance. This is particularly relevant for the adjoining open space area as all area of communal and private open space are oriented north, east and south.

Overall design ensures that there is a clear delineation between public and private realms, while allowing passive surveillance of open spaces.

COMMUNITY



The development concept incorporates active edges to all public space, improving the actual and perceived surveillance of the public realm. Ground level spaces are well-lit with a clearly defined pedestrian entrance point. Pedestrian entrance is via a centralised lobby with clear sightlines to ensure there is no opportunity for concealment.

AESTHETICS



Materiality and colour palette has been selected in consideration of the locality and intended end user. More detailed consideration of the aesthetic selections are to be provided by the project architect.

4.2 Local Planning Framework

4.2.1 City of Stirling Local Planning Scheme No. 3

4.2.1.1 Zoning

The Site is included within the Development zone of the City's Local Planning Scheme No. 3 (LPS3). Land to all sides is similarly included within the Development zone.

An extract of the LPS3 map is shown below.



Figure 3: LPS3 Zoning

Clause 4.2.3 of LPS3 states that the objectives of the Development zone are to:

- *Provide for coordinated development through the application of a comprehensive structure plan to guide subdivision and development.*
- *Avoid the development of land for purposes likely to compromise its future development for purposes, or in a manner likely to detract from the amenity or integrity of the area.*

An assessment against the applicable planning framework has been included throughout this report. For the reasons set out within this report, it is evident that the proposed development is consistent with the framework prepared to guide development within the Stirling Station Precinct. The development outcome proposed is consistent with the desired future development outcome for the locality and works to implement the City's vision for the precinct.

In this regard, the development proposal is compatible with the Objectives of the Development zone.

4.2.1.2 Land Use Permissibility

Table 1 of LPS3 sets out the permissibility of defined land uses within the relevant zones. As noted in Table 1, the City is to have due regard to any approved Local Structure Plan or Local Development Plan applicable to the Site in determining the appropriateness of the land use(s) proposed.

4.2.1.3 Stirling City Centre Special Control Area

The Site is included in the Stirling City Centre Special Control Area (**SCA**). Relevant development provisions applicable to the SCA are included at cl 6.11 of LPS3. The SCA is divided into six (6) precincts. The Site is included in the Station Precinct, which includes the City's offices, commercial development along Cedric Street, Stirling Railway Station, Stirling Cross, IKEA and land north of Twyford Place.

Clauses 6.11.3 – 6.11.5 of LPS 3 have the effect of requiring:

- the preparation of an Activity Centre Plan and Local Development Plan for the SCA; and
- development proposals to have due regard to a WAPC approved Activity Centre Plan, approved Local Development Plan and Local Planning Policy.

In this context, the draft Stirling City Centre Structure Plan (**draft Structure Plan**) was adopted by the Council of the City in 2014, however, has not been approved by the WAPC. It is our understanding that the WAPC has advised that City that it does not intend to approve the draft Structure Plan, pending a more comprehensive scheme review. The Station Precinct Local Development Plan (**LDP**) was adopted by the Council of the City in 2018 and is to be given due regard.

Clause 6.11.6 of LPS3 states that the Residential Design Codes apply to residential development only where an Activity Centre Plan allocates a residential density code. In this regard, it is noted that the draft Structure Plan has not been approved, nor does it allocate a residential density code. Per cl 6.11.6, the Residential Design Codes do not apply to the proposed development. It is expected, however, that the Residential Design Codes will form the basis of the assessment of the proposed development particularly with respect to the qualitative criteria contained in Volume 2.

Land Use Permissibility

Land use permissibility within the SCA is set out at cl 6.11 of LPS3. Determination of the permissibility of land uses is by way of a complex consideration of cls 6.11.9 and 6.11.10 of LPS3, Tables 6.11.9 and 6.11.10 of LPS3, cl 3.3.2 of the LDP, and clarification provided by way of cl 6.11.3 (c) of LPS3. The effect of land use permissibility consideration is as follows:

- The Site is included within the Suburban Residential Land Use Category;
- The Multiple Dwelling Use Class is a Permitted (P) use at the Site;
- The Multiple Dwelling Use Class is Supported (S) at the upper floors.

4.2.2 Draft Stirling City Centre Structure Plan

The Site is included within the Station Precinct of the draft Structure Plan. The draft Structure Plan provides the mechanism for the preparation of a Local Development Plan for each precinct. The structure plan map is included at Figure 4 of the draft Structure Plan; the Site is included within the City Centre Sector.



Figure 4: Draft Stirling City Centre Structure Plan

The objectives of the City Centre Sector are as follows:

- a) *To provide for a variety of land uses and activities which contribute to a vibrant and active street front;*
- b) *To provide a high-density, multi-storey built form outcome with vertical integration of land uses;*
- c) *To facilitate the creation of employment within the area so as to reduce the demand for travel and enhance the level of self sufficiency; and*
- d) *To ensure a high standard of design that negates issues such as noise, smell and vibration that are related to mixed use developments.*

The Application proposes a multi-storey built form outcome, which facilitates an increased residential density. The Site is located adjacent active residential, mixed use and commercial land uses which will complement the proposed development outcome, together increasing vibrancy of the precinct and streetscape activation. Design development has been informed by early engagement with the City and the Design Review Panel to ensure a high design standard is achieved.

Minimum dwelling targets are set out at section 2.5 of the draft Structure Plan. Calculation of the minimum dwelling target is determined with reference to the LDP. With reference to the draft Structure Plan and LDP, the minimum residential dwelling target for the Site is 6 (rounded). In our view, the dwelling target does not align with State Government infill targets and does not appropriately respond to the location of the Site or surrounding development. A more aspirational dwelling target would be appropriate given the strategic location of the Site and critical need for infill development.

Regardless, the proposed development satisfies the dwelling target contained within the draft Structure Plan.

The draft Structure Plan area is divided into 5 'character zones'. Each character zone is named based on the '*common understanding of the places*'. The Site is contained within the City Centre Heart zone. It is understood that the desired development outcome for the City Centre Heart zone is multiple storey residential and mixed-use development outcomes.

The draft Structure Plan area is further divided into 6 precincts. Division of the draft Structure Plan area into precincts is intended to provide more detailed development provisions which are aligned to the desired qualities and characteristics of the precinct. The Site is included within the Station Precinct. Included below is the Character Statement for the Station Precinct:

- a) *Mixed use residential development with an emphasis on office uses which serve as a major regional business centre around the train station.*
- b) *Excellent accessibility to the train station/public transport hub.*
- c) *High-quality, pedestrian-friendly links to the city core, main retail area and associated activities.*

public realm areas to the north, east and south, while presenting a sympathetic interaction to existing development to the west.

Generic development standards are set out at cl 3.3.2 of the LDP. Site specific development standards are set out at Figure 28 of the LDP, which is reproduced below.



Figure 5: Site Specific Development Standards (Figure 28 of LDP)

With reference to cl 3.3.2 and Figure 28 of the LDP, below in an assessment summary table which identifies any variations proposed to provisions of the LDP.

ELEMENT	LDP PROVISION		DEVELOPMENT PROPOSAL
Building Height	3 Storeys (plus Terrace)		5 Storeys
Boundary Setbacks	Front	3.0m – 22.6m	4.2m averaged
	Side and Rear	3.0m to west	0.0m – 6.8m
		6.0m to north	0.0m – 13.6m.
		0.0m – 9.2m to east	0.0m – 11.7m
Land Uses	Suburban Residential		Suburban Residential

As above, the proposed development requests discretion is applied in respect of setbacks and building height. Consideration of these elements is set out below.

Building Height

An overall building height of 5 storeys is proposed. The LDP contemplates development at the Site of 3 storeys, with the addition of a roof terrace to a total building height of 14m. Below is an extract of Figure 29 of the LDP showing the contemplated building height and form of development at the Site.

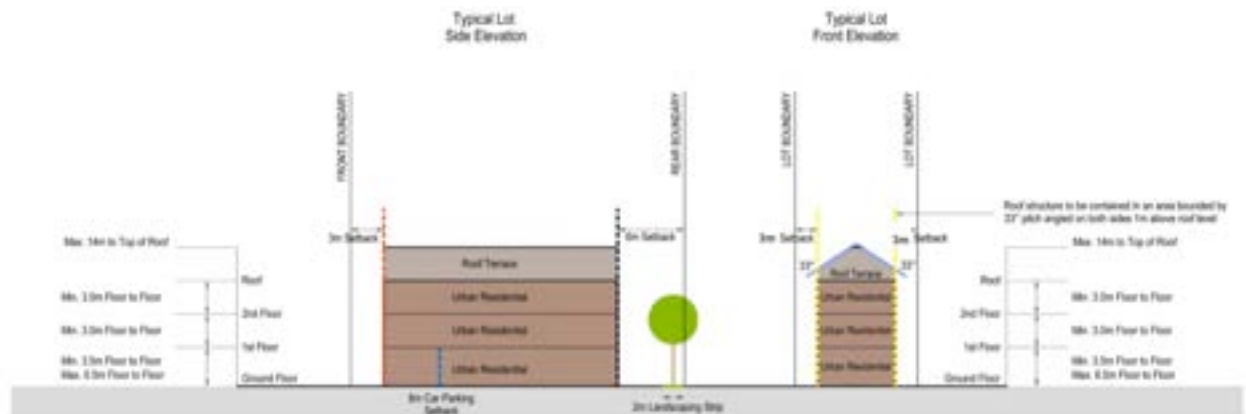


Figure 6: Contemplated Building Height (Figure 29 of LDP)

It is noted that the proposed development has a total building height of 15.6m, measured from the natural ground level of the Site. Accordingly, the total building height variation proposed totals 1.6m. In consideration of the appropriateness of the additional 1.6m, it is necessary to consider the planned future context of the locality contemplated through the draft Structure Plan. As set out above, the draft Structure Plan contemplates built form between 3 and 10 storeys. The building heights contemplated through the draft Structure Plan are in recognition of the proximity of the Stirling Railway Station and surrounding entertainment and employment nodes.

While the Application proposes a building height of 5 storeys, the overall building height is generally consistent with the permissible overall building height of 14m. The additional 1.6m of height proposed facilitates an increase in residential density (specifically contemplated by the draft Structure Plan and LDP) without negatively impacting building bulk, scale, or overshadowing. It is our view, the consideration of building height in storeys, independent of the actual height in metres, is an over simplified approach which doesn't appropriately consider the nuance of internal planning. Rather, considering building height in metres has a more accurate regard to bulk and scale and overshadowing.

Overall bulk has been managed through averaging of the northern, eastern and southern setbacks, which allows the implementation of the curved façade design. The overall curved façade works to activate each public domain interface while reducing building mass through a fluid design concept.

Noting a total building height variation of 1.6m, the building height proposed does not negatively impact adjoining properties or the adjacent streetscape. As shown on the

development plans, the additional height sought does not impact sunlight penetration into the western adjoining property or active public realm. Sunlight penetration into the northern and eastern active open space areas is not negatively impacted by the development, however, is positively impacted by passive surveillance.

Setbacks

Site specific side and rear setbacks are set out at Figure 28 of the LDP, which are summarised in the table above. Given the irregular lot configuration, layered with the setback associated with the adjacent sewer pump station, variations are proposed to the northern, southern and western lot boundaries. Consideration for each setback proposed is set out below.

- Northern boundary:
 - The LDP requires a 6m setback to the northern lot boundary. The northern boundary abuts a publicly accessible reserve generally associated with Ellen Stirling Boulevard. Given the curved façade, development has a nil to 13.6m setback to the northern boundary. Note that the portion of the built form which has a nil setback corresponds with the 'point' of the curved façade. The average northern boundary set back is 3.38m.
 - The siting of the development relative to the northern boundary works to provide a transition between higher density development north and southern land uses. Consideration is also to be given to the beneficial impact the development will have on the activation of the underutilised Site, which manages three public realm interfaces. Upper level built form has been managed to maximise activation through private open space and minimise bulk through articulated façade design.
- Southern boundary (Twyford Place):
 - A 3m setback is required to Twyford Place, increasing to 22.6m adjacent the eastern lot boundary. An average setback of 4.2m is provided, primarily as a result of the curved façade design. Averaging of the front setback has the benefit of pulling mass away from the eastern extent of the cul-de-sac reducing perceived bulk. A curved façade also provides a considered response to the odour setback, again reducing bulk and scale without sacrificing logical floorplate design.
 - The front setback area is provided with a good landscaping design, which maximises soft landscaping, the provision of trees and minimises impervious surfaces.
- Western boundary:
 - A 3m setback is provided through the LDP. Built form setbacks range from nil to 6.8m at ground level. Upper-level setbacks increase for each level in a view to manage bulk and scale, while maintaining overall floorplan efficiency and expected development outcomes.

- Setbacks proposed to the western boundary maintain access to natural sunlight for the western property and does not impact natural ventilation or overshadowing. The approach taken to upper-level articulation of the western façade manages scale and works to move built form mass away from the common boundary.

The approach taken to boundary setbacks minimises perceived bulk to Twyford Place and Ellen Stirling Boulevard through the averaging associated with the curved façade, while managing the interface with the western lot. The western façade is articulated through setbacks, openings and finishes which work to manage the interface. Importantly, the development activates each public interface, particularly with respect to the adjacent Public Open Space.

4.2.4 Residential Design Codes

As set out at cl 5.2.2 of LPS3, the Residential Design Codes (**R-Codes**) are to be read as part of the LPS3 scheme text. We have attached a full R-Code assessment of the proposed development against the relevant provisions of Volume 2 of the R-Codes.

4.2.5 Local Planning Policies

Consideration has been given to the relevant provisions of the City's applicable Local Planning Policies, including:

- Local Planning Policy 6.3 Bin Storage Areas;
- Local Planning Policy 6.6 Landscaping;
- Local Planning Policy 6.7 Parking and Access;
- Local Planning Policy 6.11 Trees and Development; and
- Local Planning Policy 6.12 Public Art on Private Land.

We are of the view that the development outcome provides an enhanced streetscape amenity through improved residential activation and landscaping, establishing much-needed infill in an identified activity centre.

We have included at the below table an assessment of the proposed development against the Local Planning Policy framework.

POLICY PROVISION	DEVELOPMENT ASSESSMENT AND RESPONSE
Local Planning Policy 6.3 Bin Storage Areas;	
Bin Storage Areas	The area allocated to the bin storage area has been designed in conjunction with the City. Enclosed is a Waste Management Plan which demonstrates that the area allocated to the bin store is suitable for the development, and appropriately responds to the bin storage requirements for the anticipated residential occupation.
Location of Bin Storage Area	The bin store is located behind the average of the front setback line. The location has been selected to ensure safe and efficient manoeuvring of bins to the proposed bin pad location. The external elevation of the bin store is

POLICY PROVISION	DEVELOPMENT ASSESSMENT AND RESPONSE
	designed to screen the view of bins from the adjoining street, and incorporate the store into the overall architectural design strategy.
Design of Bin Storage Area	A solid wall design is provided to the bin store to ensure that it is not visible from the adjoining public realm areas. Overall materiality of the store is consistent with the balance of the development to ensure a consistent design outcome. The store incorporates a substantial bin wash station which is sealed and drained to allow frequent cleaning and maintenance.
Local Planning Policy 6.6 Landscaping;	
Minimum Dimensions	All landscaping areas are of a dimension which is suitable to ensure landscaping to establish and mature. Landscaping at the ground level is allocated significant space to allow the implementation of the enclosed landscaping strategy.
Plant Numbers and Types	Please refer to the enclosed Landscape Plan which shows the planting rate and species proposed. Species selection has been chosen by a Landscape Architect, and is responsive to the climate.
Street Trees	No street trees are present within the Twyford Place road reserve. We would welcome a condition of approval which requires the instillation of a verge tree.
Parking Areas	External parking areas are provided with extensive verge landscaping. Given the site planning direction taken by the architect, visitor parking is divided into two separate parking areas. Landscaping is provided to each location.
Local Planning Policy 6.7 Parking and Access;	
Residential Parking per SPP7.3	The rate of residential parking bays is consistent with the requirements of section 3.9 of SPP 7.3 V2. Each dwelling is provided with 1 car bay given the Site location relative to the Stirling Railway Station. A total of 3.625 visitor bays are required. The development proposes 3 visitor bays. Given the proximity to rail and bus transit options, combined with the highly walkable locality, the visitor parking provided is considered appropriate for the location.
Parking Design	Internal circulation and parking design is consistent with SPP 7.3 and relevant Australian Standards.
Local Planning Policy 6.11 Trees and Development;	
Trees on Development Sites	Table 1 of LPP 6.11 requires the planting of two advanced trees. Please refer to the Landscape Plan include in this report.
Street Trees	A street tree is shown within the Twyford Place road reservation on the Landscape Plan. We would support a condition of approval guiding its instillation.
Local Planning Policy 6.12 Public Art on Private Land	
Public Art	As the estimated cost of development exceeds \$2 million but not \$50 million, a public art contribution of 1% will be provided. At this stage, it is

POLICY PROVISION	DEVELOPMENT ASSESSMENT AND RESPONSE
	intended that the public art contribution will be provided on-site, consistent with a condition of approval.

Noting the above, we are of the view the Application satisfies the Local Planning Policy framework.

4.3 Planning and Development (Local Planning Scheme) Regulations 2015

Deemed Provision 67 of LPS3 sets out a range of matters that a decision-maker is required to consider in determining this Application. The table below explains how the Application addresses each of the matters in Deemed Provision 67.

DEEMED PROVISION 67		RESPONSE
(a)	Local Planning Scheme	The Application satisfies the relevant provisions of, and is capable of approval under LPS3
(b)	Orderly and proper planning	The development has been designed having close consideration to the applicable planning framework, while also having regard to the strategic location of the Site and intended future development within the locality.
(c)	State Planning Policies	State Planning Policy 3.7 – Residential Design Codes Volume 1. State Planning Policy 4.3 – Activity Centres for Perth and Peel.
(d)	Environmental Protection Policies	None applicable.
(e)	Any policy of the WAPC	None applicable.
(f)	Any policy of the State	None applicable.
(g)	Local Planning Policies	LPP 6.3 – Bin Storage Areas LPP 6.6 – Landscaping LPP 6.7 – Parking and Access LPP 6.11 – Trees and Development LPP 6.12 – Public Art on Private Land
(h)	Structure Plans, Centre Plans and Local Development Plans	Draft Stirling City Centre Structure Plan Stirling City Centre Local Development Plan Stirling City Centre Station Precinct Local Development Plan
(i)	Review of Local Planning Scheme	Not applicable
(j)	Reserved land	Not applicable
(k)	Built heritage conservation of any place of cultural significance	Not applicable

DEEMED PROVISION 67		RESPONSE
(l)	Cultural heritage significance	The development does not have any effect on the cultural heritage significance of the area. The site is not within a place of Aboriginal heritage significance.
(m)	Compatibility with setting	The locality comprises a diverse mix of retail, commercial and residential land uses. The scale of development is similarly varied, comprising 10 storeys residential apartments, multi-storey commercial development, single and double storey single and grouped dwellings. The scale of development proposed is reflective of the surrounding context and the applicable planning framework. As demonstrated within the architectural submission, offsite amenity impacts are minimised.
(n)	Amenity of the locality:	
	(i) Environmental impacts	The proposal will not have any adverse impact on the environment.
	(ii) Character of locality	As above, the character of the locality is varied, comprising diverse land uses and development scale. The proposed development proposes a residential use within a residential precinct, at a scale which appropriately addresses the surrounding public realm and provides a transition in scale.
	(iii) Social impacts	The development will significantly improve activation and passive surveillance of the adjoining public spaces, reducing the likelihood of antisocial behaviour. Consideration should also be given to the positive way in which the development responds to pre-existing site constraints (e.g. Water Corp buffer), while promoting comprehensive streetscape engagement.
(o)	Effect on natural environment	The development will not have an adverse effect on the natural environment.
(p)	Landscaping and tree retention	Landscaping has been incorporated throughout the development. The landscaping strategy allows for mature vegetation within the front setback and central courtyard, while on-structure planting to each level and communal area facilitates a softening of the building appearance.
(q)	Environmental risks	None
(r)	Risk to human health or safety	None.
(s)	Access and parking	Resident vehicle parking is provided for each dwelling consistent with the R-Codes. Visitor parking has been provided close to the pedestrian entrance.
(t)	Traffic impacts	The traffic generated by the development will not have an adverse effect on traffic flow and safety.
(u)	Availability and adequacy of:	
	(i) public transport	The site is approximately 80m from two bus stops servicing Bus Routes No.'s 412, 413 and 998. The site is also approximately 450m south west of the Stirling Railway Station.

DEEMED PROVISION 67		RESPONSE
	(ii) public utilities	All utilities required to service the development are available, including water, sewer, and power.
	(iii) waste management	A central bin store is provided which is suitable for the scale of development. A Waste Management Plan has been submitted as part of this Application.
	(iv) pedestrian & cyclist access	Resident bicycle parking is provided within the dedicated storage rooms.
	(v) elderly & disability access	Visitor parking is provided within the front setback area, and is positioned adjacent the pedestrian entrance.
(v)	Loss of community benefit or service	Not applicable. The proposed development will facilitate significantly improved streetscape engagement and activation of the adjoining open space areas.
(w)	History of the site	No relevant site history.
(x)	Impact on the community	The proposal will serve as the catalyst for further high-quality development in the locality, consistent with the development vision established through the Draft Structure Plan.
(y)	Submissions on the proposal	To be determined
(za)	Comments from agencies	To be determined
(zb)	Other planning considerations	None

5.0 Conclusion

This Town Planning Statement has been prepared in support of an Application for Development Approval for 17 Multiple Dwellings with central communal open space at the Site.

The development has been designed having regard to all relevant town planning considerations and satisfies the relevant standards and requirements of the framework.

The Application proposes the activation of a constrained and underutilised property on a prominent corner within the Stirling Activity Centre. The overall design direction has been taken to activate all public realm interfaces, while managing bulk and scale through a curved façade design.

Careful consideration has been given to the layered planning framework, which collectively works to reinforce the intensification of residential development in a high-quality manner. In this regard, the development will enhance the streetscape and built form of the locality while providing considerable activity adjacent the Public Open Space. .

The proposed development satisfies the relevant considerations listed in Deemed Provision 67 of LPS3, is consistent with the principles of orderly and proper planning and will not have any detrimental impact on the amenity of the locality.

We are therefore of the view that the development as proposed is capable of support and represents a high-quality development outcome for the locality.

Colour and Materials Schedule

Apartments: 19 Twyford Place, Inaloo

	Colour	Material / Profile	Make
Roofing			
Roof Cover	Zincalume	Spandek	Stratco
Fascias / Rafters	Greenland Ice	Zincalume	Various
Gutters	-	Internal Box Gutters	Various
Exterior Walls			
Masonry /Conc Block	-	Maxi Brick/ Conc Block	Various
Render	Greenland Ice	Rendered	-
Columns & Piers	Greenland Ice	Maxi Brick/ Conc Block	Various
Windows Frames			
			Various
Doors Frame			
			Various
Paving / Driveway			
Main area	Deep Grey	Bitumen	Various
Borders	Grey	In-situ Conc Boarder	Various
Front Fence			
Piers	Nil	-	-
Fence Infill	Nil	-	-
Balustrades			
	Silver	S. Steel polished	Various

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Suite 8, 9 Cleaver Street, West Perth, WA 6005. Tel: 0439 882268



Attachment 2 – Aerial Location Plan



12 January 2024

Chief Executive Officer
City of Stirling
25 Cedric Street
STIRLING WA 6021

Dear Mr Dean Williams,

**Response to Request for Additional Information – 18 Multiple Dwellings
Lot 110 (No. 19) Twyford Place, Innaloo**

Lateral Planning acts for the landowner of Lot 110 (No. 19) Twyford Place, Innaloo ('Site') with respect to the Application for Development Approval which proposes 18 multiple dwellings at the Site (DA Ref: DAP/23/02581).

We refer to the Request for Additional Information ('RFI') provided to Lateral Planning which summarised the outcomes of the City's town planning assessment, internal and external referrals, and public advertising. This correspondence provides a consolidated response to the RFI under corresponding headings for ease of reference.

To assist the City's consideration and assessment of the Application, we also enclose the following:

- Updated Development Application Plans;
- Updated Landscaping Plans; and
- Manufacturer specifications for the proposed bike racks.

Built Form and Design

Clause 2.1.4.1 – Street Setbacks

The updated Development Application Plans depict the area of the development forward of the 3.0m front setback area, as well as the compensating area behind the 3.0m setback area. In this regard, an average setback of 4.2m is provided across the primary street setback, primarily as a result of the curved façade design. As outlined within the Town Planning Report, averaging of the front setback area has the benefit of pulling mass away from the eastern extent of the cul-de-sac reducing perceived bulk.

The portion of the development protruding forward of the 3.0m setback line is minor and contributes to the character of the proposal, also providing a considered response to the site constraints (i.e. odour zone setback). It is therefore considered that the intrusion forward of the front setback line is minor and contributes to the design of the proposed development.

Clause 2.1.4.2 – Side/Rear Setbacks

The Development Application plans have been amended to provide obscure glazing to a height of 1.6m to Type D – Bedroom 2 on Level 2 and 3 to mitigate any potential for overlooking to the adjoining neighbour.

Clause 2.1.5.3 – Communal Open Space

In response to the City's assessment and the comments received from DRP, the residential amenities area has been repositioned to the northern portion of the Site. The repositioning of the communal open space allows for improved solar access and cross ventilation substantially improving the quality of the residential amenities area. Additional roofed area has also been provided (>10%) in accordance with the requirements of Clause 2.1.5.3 to maximise the usability of the space.

Clause 2.1.7.4 – Essential Facilities

The Development Application Plans have been amended to provide storerooms that meet the minimum requirements for Units 14 – 18.

Clause 2.2.2.6 – Street Fences

The Site Plan indicates a 1.2m high masonry fence within the primary street setback area.

Internal Referrals

The table below provide a summary of the response to the comments received as part of the internal referrals to the City of Stirling Business Units.

City of Stirling Assessment	Applicant Response
Development Services Engineer	
Crossovers must align for access purposes and at right angles to the roadside kerb.	Amended plans have been provided indicating only one (1) crossover will be provided at a right-angle to the kerb.
Parking aisle to be 6.1m wide.	As outlined within the Traffic Impact Statement, the parking aisle is provided with a width of 6.0m exceeding the minimum required in AS2890.1.
Internal columns to be 0.75m from the aisle.	Amended plans have been provided.
Bicycle Racks spaced at 0.5m – 0.7m.	Refer to enclosed manufacturer specifications.
Bicycle Racks to have 1.2m setback to aisle.	Amended plans have been provided.
Verge Control Business Unit	
Crossovers to be provided at right angles.	Refer above.
Crossovers to be reduced to 3m and 6m accordingly.	3.0m crossover removed and proposed crossover amended to be 6.0m wide.
Submission of a verge treatment application to be submitted prior to any works.	Noted.

Environmental Health Business Unit	
Environmental Acoustic Assessment	A Transportation Noise Assessment was submitted as part of the supporting documentation to assess the impact of noise from the nearby transport network and external noise sources. As summarised within the report, subject to the construction recommendations being implemented, the noise levels are calculated to comply with the indoor noise target of SPP 5.4. Any noise generated by the proposed development is required to comply with <i>Environmental Protection (Noise) Regulations 1997 (as amended)</i> . Notwithstanding, should the City require an Environmental Acoustic Report, a condition on planning approval could be provided to ensure that any sound attenuation measures are incorporated prior to commencement of construction.
Parks and Sustainability	
Updated Landscaping Plans.	Refer to updated Landscaping Plans.

External Referrals

The table below provide a summary of the response to the comments received as part of the external referrals.

External Referral Comment	Applicant Response
Department of Health	
A Public Health Assessment, that includes consultation of key neighbouring stakeholders to be conducted to address potential odour issues and impacts from unauthorised tipping on the block is required.	A 20m odour zone is provided under the City's Local Planning Scheme No. 3 and is considered to provide an adequate odour buffer. The development is appropriately setback from the 20m odour buffer.
Consultation with DWER regarding investigation and remediation of the site if there is any evidence of contamination is required.	A review of DWER's Contaminated Sites database indicates that the site and all properties within a 500m radius are not contaminated. A visual inspection of the Site also indicates that there are no contaminated materials onsite.
Water Corporation	
No objection with comments provided in terms of relevant works approval requirements.	The Water Corporation's response is noted.

Public Consultation

Two (2) submissions were lodged during the public advertising period. One (1) submission supported the proposal and one (1) submission objected to the proposed development due to the design.

It is acknowledged that the Site is a highly visible position having three (3) active frontages and a direct interface with Stirling Cross / IKEA to the north. The eastern portion of the Site is also

affected by the 20m odour zone buffer from the pump station. In this regard, the development responds to the site characteristics and constraints and is a well-considered design that will enhance the amenity of the locality.

The development scale and design are appropriate having regard to proximity to public transport options, retail and commercial development, the future intended scale of development in the locality and the interaction with the existing residential development.

Design Review Panel Response

The Application was reviewed by the City's Design Review Panel ('DRP') for a second occasion on Thursday, 9 November 2023. A response to the items raised within the DRP Report is provided below.

Principle	Applicant Response
Context and Character	- The southern and eastern façades have been amended to provide multiple openings that provide visual aspect to the primary street and adjoining public open space. - The ground floor apartment has been re-introduced, as well as the removal of the secondary crossover to improve the overall streetscape amenity. The re-introduction of the ground floor apartment provides activation of the development at the street-level. - The bin store and storerooms have been reconfigured to accommodate the re-introduction of the ground floor apartment. - Additional materiality has been incorporated to soften the built form, create additional character, and provide an overall "palette" for the development. - The visitor bays in the primary setback area are proposed to remain as part of the development. In accordance with the R-Codes visitor bays are required to be provided for the development. It is considered that the location of the proposed visitor bays is the most accessible and legible, avoiding the need for intercom controls (or similar).
Landscape Quality	- Refer to updated landscape plans. - The communal open space has been relocated to the northern portion of the Site to provide access to the northern aspect.
Built Form and Scale	- The eastern car park wall has been amended to provide multiple openings that provide an aspect out to the public open space. It is also notionally proposed that the public art contribution is incorporated into the eastern façade (i.e. graffiti installation) to minimise the extent of a blank wall and improve the visual aesthetic from the adjoining POS. - The plans have been amended removing the blade wall on the front façade to reinforce the curved façade.
Functionality and Build Quality	- The plans have been amended to provide apartment planning to ensure that the layout and floor plates are functional for future residents. - Other internal amendments have been made to the design of the apartments to improve functionality and internal amenity.

	• A void has been provided adjacent to the openings for Bedroom 1 in Unit Type B and B1 to provide a physical separation to the corridor and improve internal amenity. • Additional openings from the car park to the lobby have been provided to improve the visual and physical connection between the lobby and car park. • Toilet and other communal facilities (i.e. BBQ) have been incorporated into the communal open space area for improved amenity and functionality.
Sustainability	• EV Charging Ready locations shown on the amended plans. • Cross ventilation achieved in apartments. • Solar PV Cells shown on amended plans.
Amenity	• Communal open space area relocated to provide access to northern light. • Additional openings to car park provided to allow access to natural light.
Legibility	• The front façade and streetscape interface has been significantly improved through the removal of the secondary crossover and reintroduction of the ground floor dwelling.
Safety	• Additional entry to the lobby and lift area has been provided to improve the visual connectivity between the lobby and car park.
Community	• The communal open space area has been amended to improve the overall amenity offering to the future residents.
Aesthetics	• Additional materiality has been incorporated into the development to improve the material palette providing visual interest.

Conclusion

We trust the information contained within this correspondence addresses the submissions received during public advertising, the internal / external referrals and the City's assessment to enable a favourable recommendation to the Joint Development Assessment Panel.

Should you require any further information or clarification in relation to this matter, please contact Daniel Hollingworth or Adrian Dhue on 0400 411 114.

Yours faithfully,



Adrian Dhue
Lateral Planning



Transport Impact Statement

Project:	Proposed Residential Development 19 Twyford Place, Innaloo
Client:	Michael Dryka Architects
Author:	Paul Nguyen
Date:	8 th February 2024
Shawmac Document #:	2307006-TIS-001

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Attachment 6.b. Amended Transport Impact Statement Prepared by SHAWMAC received
08 February 2024 - 19 Twyford Place, Innaloo

AMENDED PLAN



AMENDED PLAN

Document Status: Client Review

Version	Prepared By	Reviewed By	Approved By	Date
A	P. Nguyen	L. De. Leon	P. Nguyen	08/08/2023
B	P. Nguyen	-	P. Nguyen	08/02/2024

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File Reference: Y:\Jobs Active 2023\T&T - Traffic & Parking\Michael Dryka_19 Twyford Pl, Innaloo_TIS_2307006\3. Documents\3.2 Reports\Michael Dryka_19 Twyford Place, Innaloo_TIS_Rev B.docx



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1. Introduction

1.1. Proponent

Shawmac Pty Ltd has been engaged by Michael Dryka Architects to prepare a Transport Impact Statement (TIS) for a proposed residential development in Innaloo.

This TIS has been prepared in accordance with the Western Australian Planning Commission (WAPC) *Transport Impact Assessment Guidelines Volume 4 – Individual Developments*. The assessment considers the following key matters:

- Details of the proposed development.
- Vehicle access and parking.
- Provision for service vehicles.
- Hours of operation.
- Daily traffic volumes and vehicle types.
- Traffic management on frontage streets.
- Public transport access.
- Pedestrian access.
- Cycle access and end of trip facilities.
- Site specific and safety issues.

1.2. Site Location

The site address is 19 Twyford Place in Innaloo. The local authority is the City of Stirling.

The site is currently located within the Stirling City Centre as shown in **Figure 1**. An aerial view of the existing site is shown in **Figure 2**.

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Figure 1: Stirling City Centre Structure Plan Area



Figure 2: Aerial View (November 2023)

Within the Stirling City Centre, the site is located within the Station Precinct as shown in **Figure 3**.



Figure 3: Innaloo Precinct Area Plan

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2. Proposed Development

2.1. Land Use

The site is currently vacant and undeveloped. The proposed residential development is a multi-storey building with 18 apartments and car parking on the ground floor. The ground floor layout is shown in **Figure 4**.



Figure 4: Ground Floor Layout

3. Traffic Management on Frontage Streets

3.1. Road Network Layout and Hierarchy

The layout and hierarchy of the existing local road network according to the Main Roads WA *Road Information Mapping System* is shown in **Figure 5**.

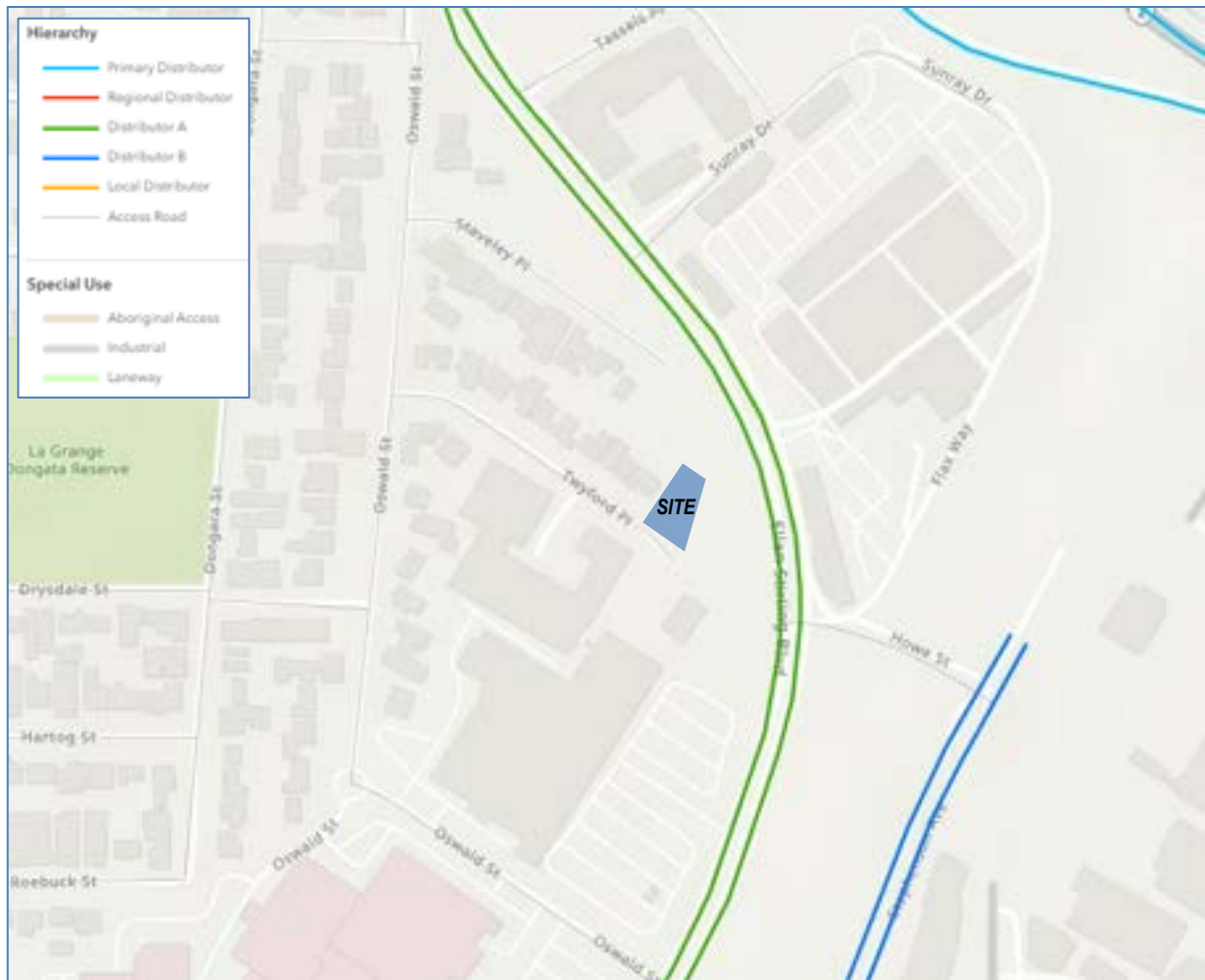


Figure 5: Existing Road Network Hierarchy

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4. Vehicle Access and Parking

4.1. Vehicle Access

Vehicle access is proposed from a new crossover on Twyford Place as shown in **Figure 7**.



Figure 7: Proposed Vehicle Access

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4.2. Vehicle Sight Distance

Sight distance requirements from vehicle exit points are defined in Figure 3.2 of Australian Standard AS2890.1-2004 *Parking facilities Part 1: Off street car parking* (AS2890.1) which are based on the Austroads Stopping Sight Distance shown in **Figure 8**.

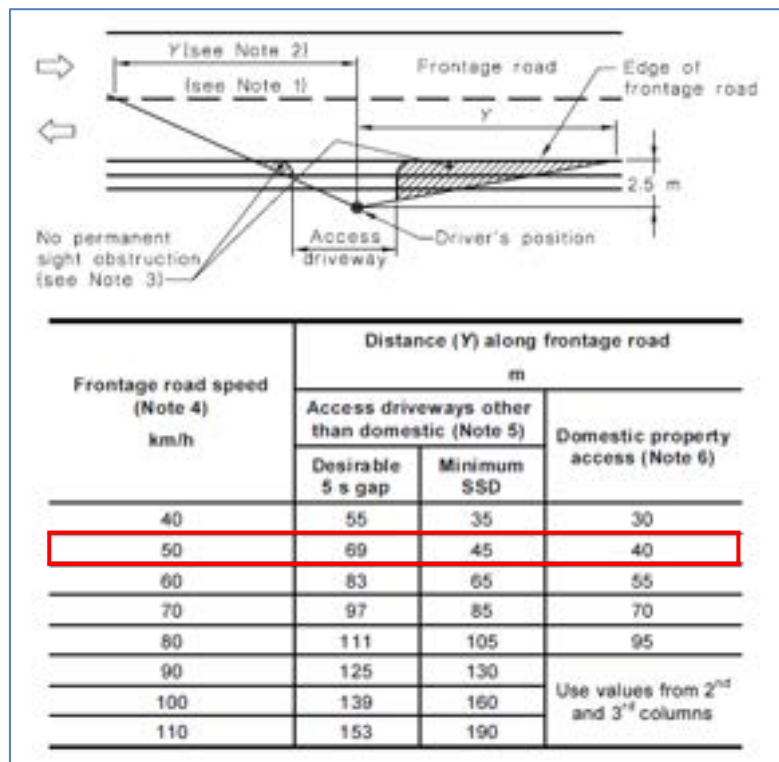


Figure 8: AS2890.1 Sight Distance Requirements

Based on the 50km/h speed limit along Twyford Place, the minimum required sight distance is 45m. As shown in **Figure 9**, the minimum required sight distance is achieved. As the access is close to the end of the cul-de-sac, approaching vehicles will be travelling well below the speed limit and so the actual sight distance requirement will be much lower.

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Figure 9: Sight Distance Check



4.3. Access Width

According to Stirling City Centre – Station Precinct Local Development Plan, driveways serving developments of more than 15 dwellings shall have a maximum width of 6.0m.

The proposed driveway is approximately 6.3m wide which is wider than the maximum allowance. It is therefore recommended to reduce the crossover to 6.0m or narrower.

4.4. Car Parking

The car parking requirements for apartment residential developments are to be in accordance with the Residential Design Codes Volume 2 (RDC2) as outlined in **Table 1**. As the site is located within a defined activity centre, the Location A requirements have been applied.

Table 1: RDC2 Car Parking Requirements – Location A

Land Use	Unit	Requirement	Quantum	Required Bays
Apartment	1-bedroom dwellings	0.75 bay per dwelling	4	3
	2+ bedroom dwellings	1 bay per dwelling	14	14
	Visitor	1 bay per 4 dwellings up to 12 dwellings	12	3
		1 bay per 8 dwellings for the 13 th dwelling and above	6	1
Total Required				17 resident bays 4 visitor bays

As above, the development requires a minimum of 17 resident bays and 4 visitor bays. The proposed 17 resident bays satisfies the calculated requirements but the proposed 2 visitor bays is 2 bays short.

Design Guidance DG3.9.3 of the RDC2 notes that visitor parking may be reduced where there is adequate on-street parking in the near vicinity of the development. The City's Local Planning Policy 5.8 *Stirling City Centre Parking* (LPP58) also notes that residential visitor bays may be provided on-street.

Kerbside parking is currently permitted along both sides of Twyford Place with a 2 hour restriction between 8am and 5pm on weekdays. The shortfall of 2 visitor bay is adequately compensated by the available street parking along the road frontage.

4.5. Motorcycle / Scooter Parking

As the development proposes less than 20 dwellings, no motorcycle / scooter parking is required as outlined in the RDC2 and the City's Local Planning Policy 5.8 *Stirling City Centre Parking* (LPP5.8).



4.6. Parking Layout

The layout and dimensions of the car parking areas have been assessed for compliance with AS2890.1 as detailed in **Table 2**. The resident bays are considered to be User Class 1 or 1A as all bays are for long-term parking and the visitor bays are considered to be User Class 2 for medium-term parking.

Table 2: AS2890.1 Car Parking Compliance

Dimension	Requirement	Provided
90-degree parking – Class 1A – Residential, domestic parking		
Car Bay Width	2.4m	2.55m minimum
Car Bay Length	5.4m	5.65m minimum
Parking Aisle Width	5.8m	6.0m
Blind Aisle Extension	1.0m	1.0m
90-degree parking – Class 2 – Medium-term Parking		
Car Bay Width	2.5m	2.7m minimum
Car Bay Length	5.4m	5.65m minimum
Parking Aisle Width	5.8m	6.0m
Blind Aisle Extension	1.0m	1.0m

As shown, the parking layout is compliant with AS2890.1. The two bays at the end of the aisle will be marked as small car bays as these bays are slightly impacted by proposed columns and one of the end bays is 5.2m long.

4.7. Provision for Service Vehicles

It is assumed that waste will be collected via kerbside collection along the verge. Waste from the development will be stored in the bin store area on the ground level.

The City has advised that the parking restrictions on the kerbside will be amended to ensure that the verge is clear on bin collection days. The additional restrictions will be enforced with appropriate signage.

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5. Traffic Generation

The volume of traffic generated by the proposed development has been estimated using trip generation rates from the NSW Roads and Maritime Services (RMS) *Guide to Traffic Generating Developments* as detailed in **Table 3**.

The peak hour trip rates are based on the peak hour of the adjacent road network typically occurring between 7 to 9am and between 4 to 6pm.

Table 3: Proposed Development Vehicle Trip Generation

Land Use	Units	Quantity	Generation Rate			Number of Trips		
			Daily	AM Peak	PM Peak	Daily	AM Peak	PM Peak
Medium Density Residential Flat Buildings	Dwellings	18	5	0.5	0.5	90	9	9

As shown, the proposed development is predicted to generate approximately 90 vehicle trips per day including 9 trips during the morning peak hour and 9 during the afternoon peak hour.

According to the WAPC TIA guidelines, an increase of between 10 to 100 peak hour vehicles is considered to have a low to moderate impact and is generally deemed acceptable without requiring detailed capacity analysis.

The estimated 9 vehicles per hour is below this range and so the development traffic is considered to have a very low impact and can be accommodated within the existing capacity of the road network.

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6. Pedestrian and Cyclist Access

6.1. Accessibility

There is no existing path along Twyford Place. As Twyford Place is a short cul-de-sac road, pedestrians would currently be accommodated on the road which may be deemed acceptable based on the low traffic volumes and speeds. On this basis, provision of a path is not warranted by the development.

In the broader area, most of the roads in the surrounding area have at least one footpath. The external path network is well established and considered to be adequate for pedestrians and cyclists to safely travel between the site and surrounding areas.

6.2. Bicycle Parking

According to LPP5.8, the bicycle parking requirements for residential developments are 0.5 resident spaces per dwelling and 1 visitor space per 10 dwellings.

Based on 18 apartments, 9 resident bicycle spaces and 2 visitor bicycle spaces are required. 12 bicycle racks are proposed on the ground floor which satisfies the minimum requirements.

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7. Public Transport Access

The following public transport services currently operate within reasonable walking distance of the site:

- Transperth Bus Route 410 which operates between Stirling Station and Scarborough Beach Bus Station.
- Transperth Bus Route 412 which operates between Stirling Station and Scarborough Beach Bus Station via Woodlands.
- Transperth Bus Route 413 which operates between Stirling Station and Glendalough Station.
- Transperth Bus CircleRoute 998 and 999 which operate around the Perth Metropolitan Area in both directions.
- Transperth Bus Route 421 and 422 which operates between Stirling Station and Scarborough Beach Bus station via Sackville Terrace and Karrinyup Bus Station.
- Transperth Bus Route 423 which operates between Stirling Station and Warwick Station.

The closest stops for Routes 412, 413, 998 and 999 are on Ellen Stirling Boulevard, approximately 500m walking distance from the site. The closest stops for Routes 410, 421, 422 and 423 are on Cedric Street, approximately 700m walking distance from the site.

The site is also approximately 950m walking distance from Stirling Station which accesses the Joondalup Train Line and other bus routes.

The existing available services are adequate to meet the likely demand.

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8. Site Specific Issues and Safety Issues

8.1. Crash History

The crash history of Twyford Place has been obtained from the MRWA Reporting Centre. Two crashes have been recorded over the 5-year period from January 2018 to December 2022 as shown in **Figure 10**.

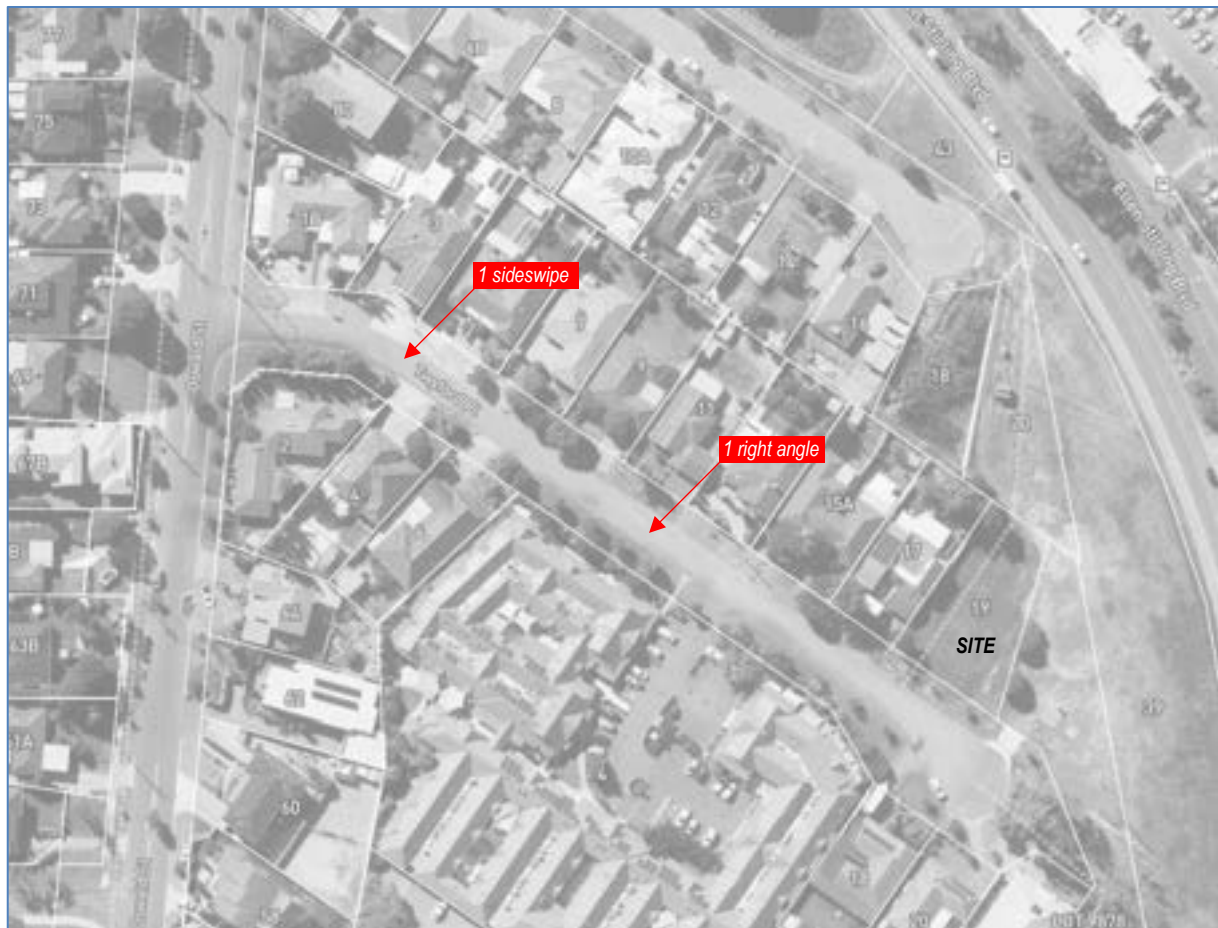


Figure 10: Crash History – 2018-2022

The number of crashes is relatively low and does appear to indicate any major safety issues on the road network. The proposed development will generate a low volume of traffic and there is no indication that the development would increase the risk of crashes to unacceptable levels.

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9. Conclusion

This Transport Impact Statement for the proposed residential development at 19 Twyford Place in Innaloo concluded the following:

- The proposed development is estimated to generate 90 vehicles per day, including 9 vehicles during the morning and afternoon peak hours.
- The existing road network will have sufficient capacity to accommodate the traffic generated by the development and no modifications are required.
- The provision of 18 residential parking bays and 2 visitor parking bays satisfies the minimum parking requirements of the Residential Design Codes Volume 2, with the exception of the shortfall of 2 visitor bay.
- In accordance with RDC DG3.9.3, visitor parking may be reduced if there is adequate on street parking in the near vicinity of the development. The City's Local Planning Policy 5.8 *Stirling City Centre Parking* (LPP58) also notes that residential visitor bays may be provided on-street.
- In this instance, the shortfall in visitor parking is compensated by the available street parking along both sides of Twyford Place.
- The proposed development has 12 bicycle parking spaces which complies with the LPP5.8 requirements.
- A review of the parking layout concludes that the layout complies with Australian Standards.
- The crash history does not indicate any issues with the road network. The traffic generated by the site will be low and is unlikely to increase the risk of crashes to unacceptable levels.
- The existing external path network is considered to be adequate.
- The existing public transport services are considered to be adequate.

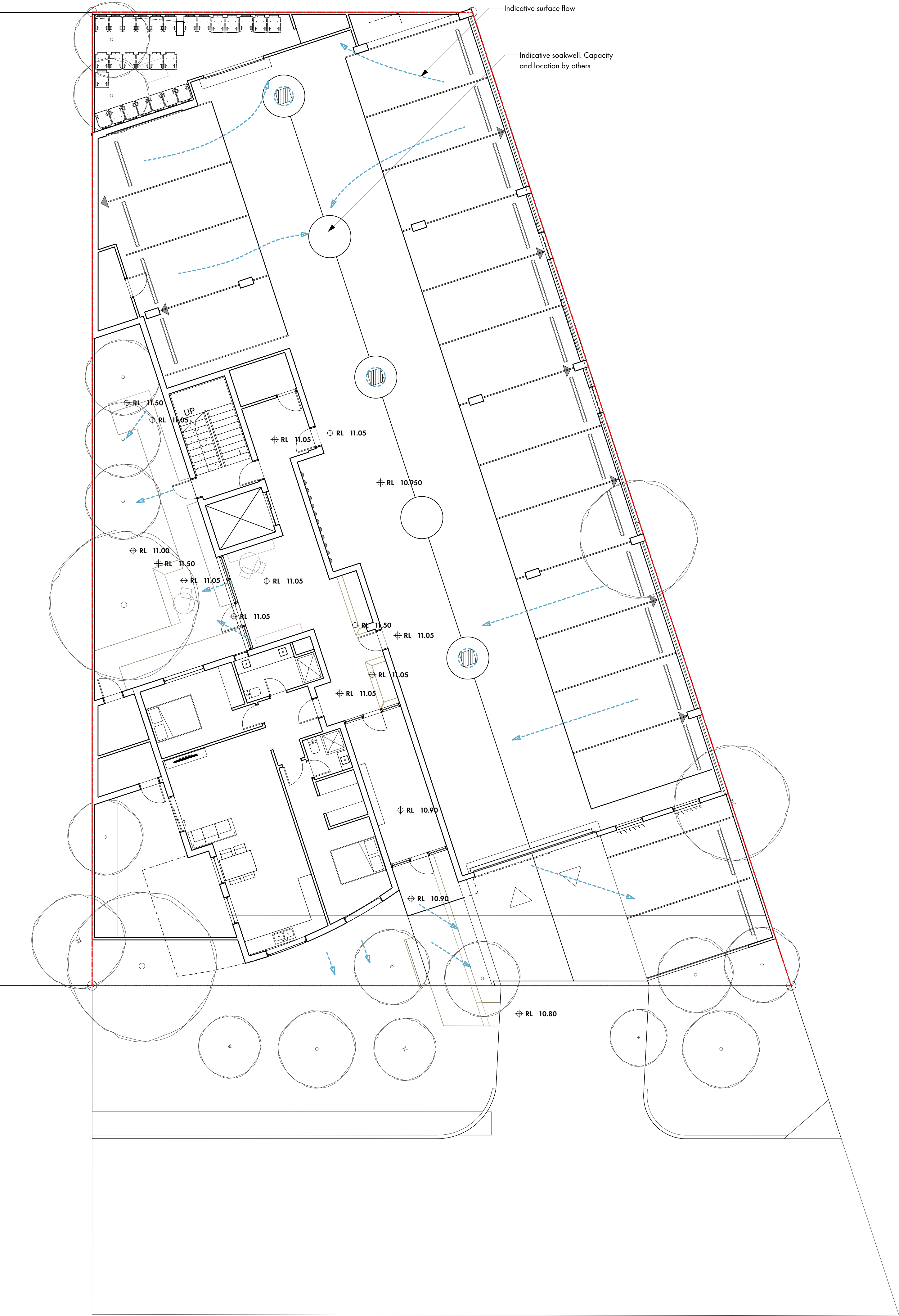
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AMENDED PLAN		Conquest Capital Pty Ltd.
		address 19 Twyford Place, Innaloo 6018

Indicative Plant Schedule					
Area Name	Plant ID	Botanical Name	Common Name	Size	Qty
Native Planting 1	KuRe	<i>Kunzea recurva</i>	Purple kunzea	120mm	9
	HaPr	<i>Hakea prostrata</i>	Harsh hakea	120mm	9
	LeBr	<i>Leucophyta brownii</i>	Silver cushion bush	Tube	9
	PaOc	<i>Patersonia occidentalis</i>	Purple flag	Tube	9
	BaNi	<i>Banksia nivea</i>	Honeypot dryandra	120mm	9
	CoCa	<i>Conostylis candicans</i>	Grey Cottonheads	120mm	9
	ErGl	<i>Eremophila glabra</i>	Kalbarri Carpet	120mm	9
	LoLo	<i>Lamandra longifolia</i>	Mat rush	120mm	9
	HePu	<i>Hemiandra pungens</i>	Snake Bush	120mm	9
					0
Native Planting 2	KuRe	<i>Kunzea recurva</i>	Purple kunzea	120mm	24
	HaPr	<i>Hakea prostrata</i>	Harsh hakea	120mm	24
	PaOc	<i>Patersonia occidentalis</i>	Purple flag	Tube	24
	LeBr	<i>Leucophyta brownii</i>	Silver cushion bush	Tube	24
	BaNi	<i>Banksia nivea</i>	Honeypot dryandra	120mm	24
	ErGl	<i>Eremophila glabra</i>	Kalbarri Carpet	120mm	24
	CoCa	<i>Conostylis candicans</i>	Grey Cottonheads	120mm	24
	LoLo	<i>Lamandra longifolia</i>	Mat rush	120mm	24
	HePu	<i>Hemiandra pungens</i>	Snake Bush	120mm	24
					0
Native Planting 3	BaNi	<i>Banksia nivea</i>	Honeypot dryandra	120mm	3
	HaPr	<i>Hakea prostrata</i>	Harsh hakea	120mm	3
	HePu	<i>Hemiandra pungens</i>	Snake Bush	120mm	3
	LoLo	<i>Lamandra longifolia</i>	Mat rush	120mm	3
	KuRe	<i>Kunzea recurva</i>	Purple kunzea	120mm	3
	ErGl	<i>Eremophila glabra</i>	Kalbarri Carpet	120mm	3
	CoCa	<i>Conostylis candicans</i>	Grey Cottonheads	120mm	3
	LeBr	<i>Leucophyta brownii</i>	Silver cushion bush	Tube	3
	PaOc	<i>Patersonia occidentalis</i>	Purple flag	Tube	3
					0
Native Planting 4	CoCa	<i>Conostylis candicans</i>	Grey Cottonheads	120mm	16
	PaOc	<i>Patersonia occidentalis</i>	Purple flag	Tube	16
	LeBr	<i>Leucophyta brownii</i>	Silver cushion bush	Tube	16
	KuRe	<i>Kunzea recurva</i>	Purple kunzea	120mm	16
	BaNi	<i>Banksia nivea</i>	Honeypot dryandra	120mm	16
	HaPr	<i>Hakea prostrata</i>	Harsh hakea	120mm	16
	LoLo	<i>Lamandra longifolia</i>	Mat rush	120mm	16
	ErGl	<i>Eremophila glabra</i>	Kalbarri Carpet	120mm	16
	HePu	<i>Hemiandra pungens</i>	Snake Bush	120mm	16
					0
Native Planting 5	HePu	<i>Hemiandra pungens</i>	Snake Bush	120mm	49
	LoLo	<i>Lamandra longifolia</i>	Mat rush	120mm	49
	CoCa	<i>Conostylis candicans</i>	Grey Cottonheads	120mm	49
	ErGl	<i>Eremophila glabra</i>	Kalbarri Carpet	120mm	49
	BaNi	<i>Banksia nivea</i>	Honeypot dryandra	120mm	49
	PaOc	<i>Patersonia occidentalis</i>	Purple flag	Tube	49
	LeBr	<i>Leucophyta brownii</i>	Silver cushion bush	Tube	49
	HaPr	<i>Hakea prostrata</i>	Harsh hakea	120mm	49
	KuRe	<i>Kunzea recurva</i>	Purple kunzea	120mm	49
					0
Native Planting 6	LoLo	<i>Lamandra longifolia</i>	Mat rush	120mm	3
	BaNi	<i>Banksia nivea</i>	Honeypot dryandra	120mm	3
	LeBr	<i>Leucophyta brownii</i>	Silver cushion bush	Tube	3
	PaOc	<i>Patersonia occidentalis</i>	Purple flag	Tube	3
	HaPr	<i>Hakea prostrata</i>	Harsh hakea	120mm	3
	KuRe	<i>Kunzea recurva</i>	Purple kunzea	120mm	3
	HePu	<i>Hemiandra pungens</i>	Snake Bush	120mm	3
	CoCa	<i>Conostylis candicans</i>	Grey Cottonheads	120mm	3
	ErGl	<i>Eremophila glabra</i>	Kalbarri Carpet	120mm	3
					0
Native Planting 7	ErGl	<i>Eremophila glabra</i>	Kalbarri Carpet	120mm	2
	HaPr	<i>Hakea prostrata</i>	Harsh hakea	120mm	2
	CoCa	<i>Conostylis candicans</i>	Grey Cottonheads	120mm	2
	AnHu	<i>Anigozanthos humilis</i>	Cats paw	120mm	2
	BaNi	<i>Banksia nivea</i>	Honeypot dryandra	120mm	2
	HePu	<i>Hemiandra pungens</i>	Snake Bush	120mm	2
	MyPa	<i>Myoporum parvifolium</i>	Carpet Spreading Myoporum	Tube	2
	PaOc	<i>Patersonia occidentalis</i>	Purple flag	Tube	2
	VeDi	<i>Verlicordia densiflora</i>	Compacted featherflower	120mm	2
	KuRe	<i>Kunzea recurva</i>	Purple kunzea	120mm	2
Native Planting 8	LeBr	<i>Leucophyta brownii</i>	Silver cushion bush	Tube	2
	LoLo	<i>Lamandra longifolia</i>	Mat rush	120mm	2
					0
	ErGl	<i>Eremophila glabra</i>	Kalbarri Carpet	120mm	9
	HaPr	<i>Hakea prostrata</i>	Harsh hakea	120mm	9
	CoCa	<i>Conostylis candicans</i>	Grey Cottonheads	120mm	9
	AnHu	<i>Anigozanthos humilis</i>	Cats paw	120mm	9
	BaNi	<i>Banksia nivea</i>	Honeypot dryandra	120mm	9
	HePu	<i>Hemiandra pungens</i>	Snake Bush	120mm	9
	MyPa	<i>Myoporum parvifolium</i>	Carpet Spreading Myoporum	Tube	9
Native Planting 9	PaOc	<i>Patersonia occidentalis</i>	Purple flag	Tube	9
	VeDi	<i>Verlicordia densiflora</i>	Compacted featherflower	120mm	9
	KuRe	<i>Kunzea recurva</i>	Purple kunzea	120mm	9
	LeBr	<i>Leucophyta brownii</i>	Silver cushion bush	Tube	9
	LoLo	<i>Lamandra longifolia</i>	Mat rush	120mm	9
					0
	LoLo	<i>Lamandra longifolia</i>	Mat rush	120mm	1
	LeBr	<i>Leucophyta brownii</i>	Silver cushion bush	Tube	1
	KuRe	<i>Kunzea recurva</i>	Purple kunzea	120mm	1
	VeDi	<i>Verlicordia densiflora</i>	Compacted featherflower	120mm	1
Shade Planting 1	PaOc	<i>Patersonia occidentalis</i>	Purple flag	Tube	1
	MyPa	<i>Myoporum parvifolium</i>	Carpet Spreading Myoporum	Tube	1
	HePu	<i>Hemiandra pungens</i>	Snake Bush	120mm	1
	BaNi	<i>Banksia nivea</i>	Honeypot dryandra	120mm	1
	AnHu	<i>Anigozanthos humilis</i>	Cats paw	120mm	1
	CoCa	<i>Conostylis candicans</i>	Grey Cottonheads	120mm	1
	HaPr	<i>Hakea prostrata</i>	Harsh hakea	120mm	1
	ErGl	<i>Eremophila glabra</i>	Kalbarri Carpet	120mm	1
					0
	AsEl-1	<i>Aspidistra elatior</i>	Cast iron plant	140mm	1
Shade Planting 2	AdFr	<i>Adiantum frangrans</i>	Maidenhair fern	140mm	1
	BeMa	<i>Begonia maculata</i>	Polka dot begonia	120mm	1
	ScAr	<i>Schefflera arborescens</i>	Dwarf umbrella tree	120mm	1
	DrFrBu	<i>Dracaena fragrans 'Burley'</i>	Happy plant	120mm	1
	ChEl	<i>Chamaedorea elegans</i>	Parlour palm	120mm	1
					0
	AsEl-1	<i>Aspidistra elatior</i>	Cast iron plant	140mm	1
	AdFr	<i>Adiantum frangrans</i>	Maidenhair fern	140mm	1
	BeMa	<i>Begonia maculata</i>	Polka dot begonia	120mm	1
	DrFrBu	<i>Dracaena fragrans 'Burley'</i>	Happy plant	120mm	1
Shade Planting 3	ScAr	<i>Schefflera arborescens</i>	Dwarf umbrella tree	120mm	1
	ChEl	<i>Chamaedorea elegans</i>	Parlour palm	120mm	1
	AdFr	<i>Adiantum frangrans</i>	Maidenhair fern	140mm	1
	AsEl-1	<i>Aspidistra elatior</i>	Cast iron plant	140mm	1
	BeMa	<i>Begonia maculata</i>	Polka dot begonia	120mm	1
					0
	MyPa	<i>Myoporum parvifolium</i>	Carpet Spreading Myoporum	Tube	4
	VeDi	<i>Verlicordia densiflora</i>	Compacted featherflower	120mm	4
	LoLo	<i>Lamandra longifolia</i>	Mat rush	120mm	4
	AnHu	<i>Anigozanthos humilis</i>	Cats paw	120mm	4
Shade Planting 4	CoCa	<i>Conostylis candicans</i>	Grey Cottonheads	120mm	4
					0
					0
					0
					0
					0
					0
					0
					0
					0



AMENDED PLAN



AMENDED PLAN



AMENDED PLAN

Deep Soil Area			
Tag	Planted area (m2)	Perm. paving contribution of up to 20% of adjacent planting (m2)	DSA (m2)
DSA 1	9.150	1.830	10.980
DSA 2	5.531		5.531
DSA 3	3.899		3.899
DSA 4	25.401		25.401
DSA 5	5.829		5.829
DSA 6	5.640	1.128	6.768
DSA 7	32.779	6.5558	39.3348
Total	88.229	9.514	97.7428
Site area (m2)	954		
DSA (% of site)	10.25%		

Twyford Place

for: Conquest Capital Pty Ltd.

address: 19 Twyford Place, Innaloo 6018

rev.	issue	date
A	approval	11/1/24

scale: **1:100**

DSA DIAGRAM
L104

Waste Management Plan



Prepared by Instant Waste Management
19 Twyford Place, Innaloo WA - Waste Management Plan Rev: A – July 2023

Waste Management Plan



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Introduction

1. Introduction

1.1. Executive Summary, findings, assumptions & recommendations

This Waste Management planning of a residential block requires many considerations. First of which was the diversion of waste from landfill, as per council bylaws & state government waste strategy targets. Followed by building occupants' amenities & their ease of use of the system by guests, occupants, the facility team members, caretakers and visiting contractors.

Based on the three options & the new design / yield schedule, the bin storeroom has enough size to allow for the buildings' bins and unit configuration with presentation space for bulk and wheelie bins on the front verge and boundary lines.

Signage (in text and pictures) for better diversion rates and reduced contamination of waste streams are recommended within all these areas. Clear space away from trees for the temporary placement of bulk verge waste, that is to be removed by either private appointed waste contractor or a 3m³ front lift bulk verge bin as provided under the City of Stirling.

Collections have to occur between 6am – 5pm, weekly. During the initial consultation with the design team and City of Stirling, we requested that the landscape be designed to allow for the council's appointed contractors' side lifting compacting trucks, to travel along the kerb... for a longer period in a straighter line to maximize bin presentation placement & decrease the risk of passing traffic. Consideration of placement has been given with regard to the turning curve blub at the cul-de-sack end of the road where this building is placed.

This City of Stirling design change for verge presentation was suggested at the June emails. The latest landscape design now shows that the kerb alignment has been changed to allow for the curving change in the direction for the side lift waste truck in travel. It also allows for all the car parking bays to be occupied from within the boundary line, rather than on it, which could have restricted a waste collection service.

All wheelie bins are presented from the bin store on the ground floor onto the verge as required by the city of Stirling by the strata caretaker and then returned to the bin store when empty.

All other typical recommendations regarding bin store designs and drainage considerations are detailed in the Appendixes & drawings attached.

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1.2. Purpose

This Waste Management Plan outlines the correct approach for the management of waste during the initial design, application for local government building approval & the end user / tenant waste generator's processes once the building is complete.

All construction, post design approval and the commissioning phases of the building are covered in a separate waste management plan or a facilities hand over pack.

1.3. Scope of Plan

This plan details the waste management strategy for the buildings' end users, and includes:

- Environmental protection from contamination by waste, debris or discharges;
- Management of solid environmental contaminants, waste reduction strategies, waste stream segregation (if required) and recycling.
- Allocates adequate space for bin storage & waste management for general & recycled waste.

1.4. Precedence

Where ambiguity is detected between the procedures and requirements in this plan and the design documentation, then the procedures nominated in this Waste Management Plan will take precedence.

1.5. Interface with other Project Plans and Procedures

This plan forms part of an integrated set of environmental documents and should only be read in conjunction with all other project documentation provided by DDC Group at Development Approval stage.

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Introduction

1.6. Project Description

A detailed project scope and description is provided by Michael Dryka and partners and then options for consideration by council's waste department in an informal consultation prior to design review panel. Occupancy figures were generated from the yield schedule via drawings & emails.

- 18 Units are treated as double bed units as per City of Stirling waste generation recommendations.
- Yield schedule shows all bins fit in the bin store for a week's general waste collection and a fortnightly recycling collection.

General Waste (11x Red lid 240 Litre wheelie bins)

Figures taken from the City of Perth & WALGA waste generation rates would be lower.

Figures provided by City of Stirling in meeting is 140 Litre (L) per unit. X 18 units = 2,520L per week.

Recycled Waste (12x Yellow lid 360L wheelie bins)

Figures taken from the City of Perth & WALGA waste generation rates would be lower.

Figures provided by City of Stirling in meeting is 240L per unit x 18 units = 4,320L per fortnight.

Landscape (Lime Green waste N/A)

If private landscape contractors are engaged they will be required to remove all waste generated (ie. organic and inorganic matter from site.

Bulk Hard Waste (3m3 front lift bin)

By local government contractors or by private contractor under tenant or strata agreement.

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1.7. Document Control

Amendments to this Waste Management Plan are approved by Instant Waste Management & Michael Dryka & Partners and distributed to all holders of controlled copies by the Architect and design team.

Controlled Copy No.	Date	Name of Recipient	Organisation
WMP Instant Waste Rev: B	6 th February 2024	Michael Dryka	Michael Dryka & Partners

Uncontrolled copies of this plan may be distributed to the Main Contractor, the project team & maintenance personnel.

These copies are not subject to automatic amendment and the receiver should verify currency of the document.

Revisions to this Plan will be made as required to reflect the current system requirements.

Current Revision Record:

Document Reference	Date	Revision	Description	Pages	Reviewed By	Approved By
WMP – Instant Waste Rev: A	14 th July 2023	Rev: A	Issued for DA	1 - 15	Jake Hickey	Michael Dryka
WMP – Instant Waste Rev: B	6 th Feb 2024	Rev: B	Issued for DA	1 - 15	John Miniello Instant Wst Mgt	Michael Dryka

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Waste Management

2. Waste management plan

2.1. Introduction

Waste can affect different aspects of the environment and may cause contamination, impacts on visual amenity and health effects. Waste materials that may be produced on the Project site include:

- Litter including food and drink packaging;
- General Waste from tenants
- Recyclable waste from tenants
- Maintenance works waste
- Office equipment paper, cardboards, etc.; and
- Wastewater – generated by flood events

It is important that all litter and waste generated by maintenance activities is constrained within the project area, using designated bins and waste management procedures. At no time should surrounding premises or environments be impacted by waste from maintenance.

2.2. Recycling

The guiding principle of waste management is to minimise the impact of waste on the environment and the public wherever practicable. The hierarchy of waste management applied is:

- a) Avoid – making the waste in the first place – alternative designs & lean procurement systems.
- b) Reduce – via prevention or elimination of waste products;
- c) Reuse – find a secondary use for the waste product; and
- d) Recycle – alternative use for waste product which may include reprocessing of product.
- e) Recovery – divert materials away from landfill that can be processed into feedstock for the waste to energy sector.
- f) Landfill – control the destination of waste to its' relevant class of landfill site.

Waste products shall be eliminated, prevented and reduced wherever practicable. This shall be achieved through rationalising the number of products onsite, finding alternative products which assist in volume reduction and are recyclable. Other methods to help minimise the generation of waste include:

- Storing maintenance materials safely to avoid damage and loss.
- Regular orders in an "as needed" basis rather than large stock levels of consumables.
- Keeping materials in their packaging for as long as possible to protect them from damage.
- Reuse of materials until no longer fit for purpose.
- Reuse of materials for alternative purposes,
- Finally the product can be transported offsite for further processing and recycling by the licensed waste contractor.

Waste Management

2.3. Aspects requiring management

Maintenance processes & large occupied buildings have the potential to produce a large amount of solid waste; Therefore it is important to properly design & manage the waste flow. Potential aspects of waste management include:

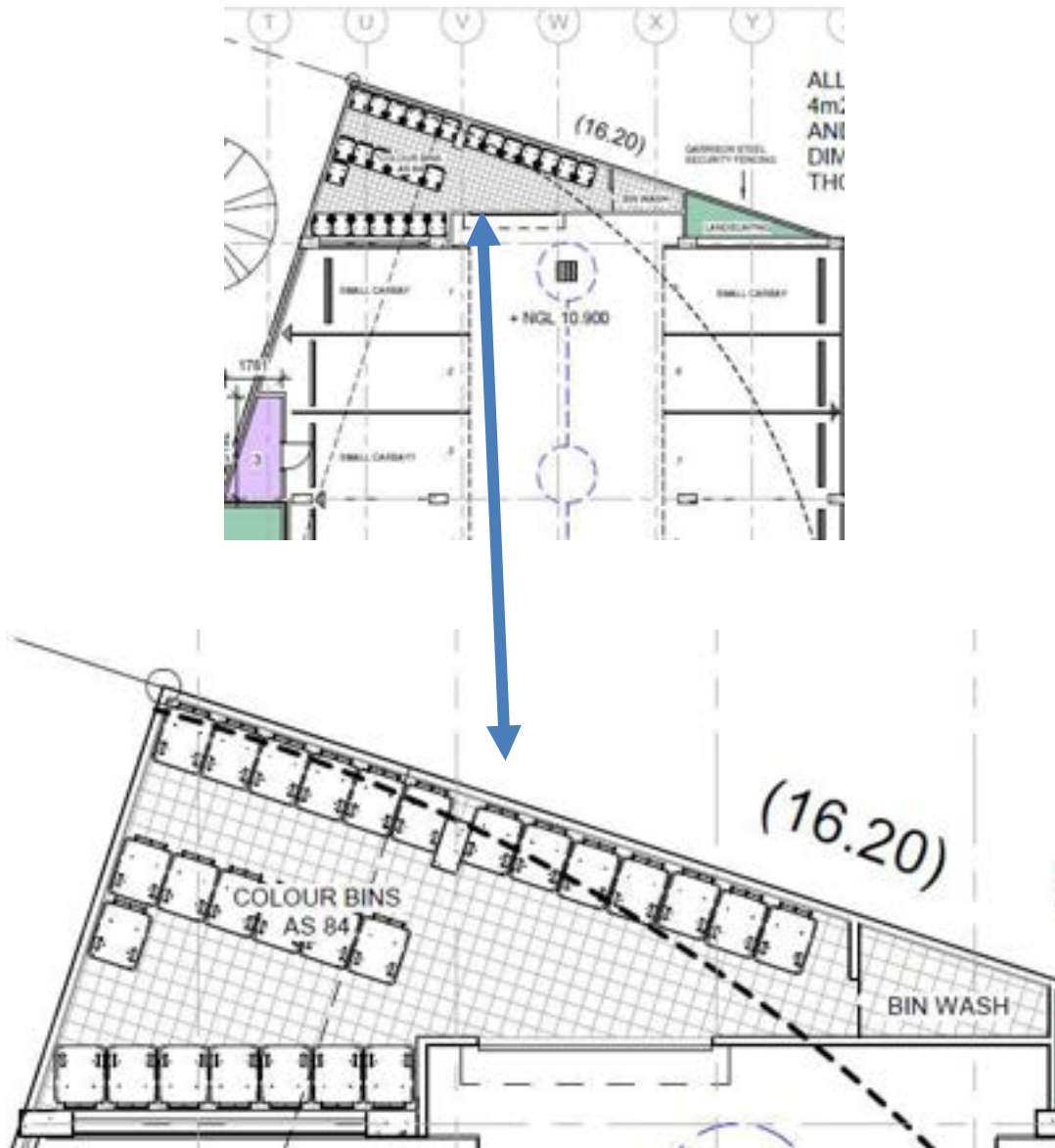
- Generation of solid wastes, such as plastics, paper and aluminium cans, by tenant may impact the surrounding environment if they are not contained and properly managed;
- Waste not properly contained may attract unwanted feral animals & odours;
- Bin storage designs, their maintenance, access & locations.
 - Volume of waste & recyclables
 - Access to bin storage & transferal to collection point;
 - Frequency of collection
 - Safety of waste operatives & members of the public
 - Truck access to roads & site. (turning curves & bin sizes)
 - Amenity (plant machine noise and waste odours)
 - Local Government requirements
 - General waste, generated in the apartments is transferred to the bin store via the Care Taker under strata agreement.
 - Recycled commingled waste & general waste is deposited in the bins on the each floor by the tenants in clearly marked bins.

Figure: Google Maps image of site



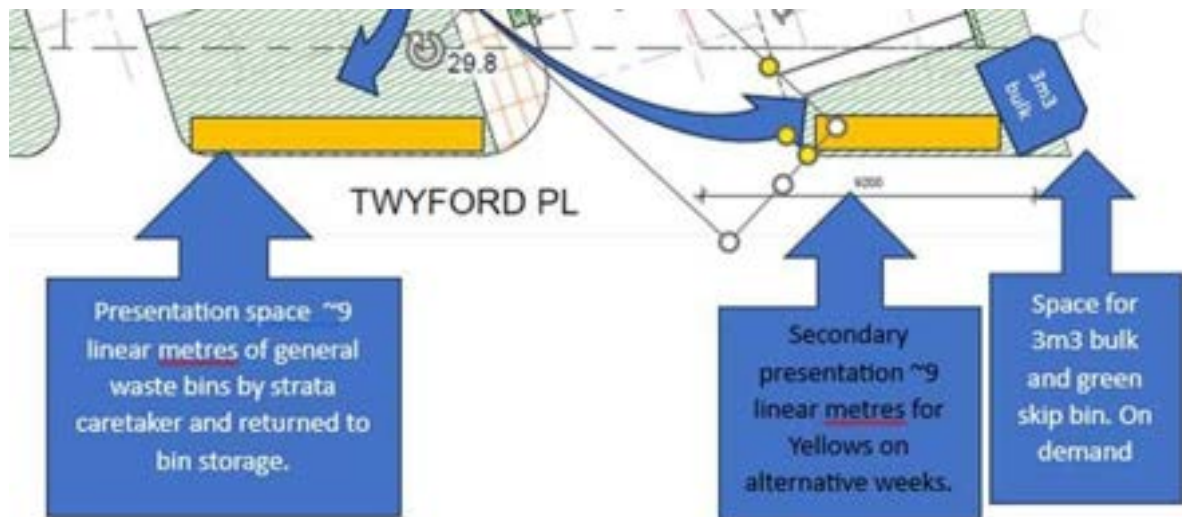
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Ground floor layout of bin store with presentation zoomed in image below:



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Ground Floor presentation for general waste; commingled recycling bins & bulk hard verge waste.



2.4. Objectives, Targets & KPI's

Objective	Target	Key Performance Indicator
Solid and liquid waste to be disposed of as per regulatory requirements.	All waste to be disposed of by a licensed waste contractor. (Private or Council)	Onsite waste disposal facilities kept clean & odour free. Any moving parts separated from public.
Client aim to maximise landfill diversion	Recycle commingled waste bins used	Commingled bins not contaminated
No waste to affect nearby premises or tenants	Limited complaints relating to waste	No. of complaints relating to waste

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2.5. Building Management Actions

Parameter	Action	Timing	Responsibility
Induction	During inductions all maintenance personnel shall be made aware of individual responsibilities in regards to waste management, including the understanding that all personal rubbish and maintenance rubbish generated is to be properly disposed of in designated disposal facilities	Establishment of a permit to work or similar maintenance systems.	All contractors & sub contractors, Building Supervisor
Waste Management Plan	Maintenance subcontractors will be required to comply with the Waste Management Plan for their Scope of Work. Detailing the type of waste generated, waste avoidance / reduction / reuse / recycling strategies if required.	Establishment of landscape contract	Maintenance & landscaping contractors. Building Supervisor
Waste Disposal	Secure appropriate waste disposal facilities (wheelie bins) shall be provided in strategic locations onsite. Waste bins shall be located such that they do not affect the community and not too close to surrounding premises. Separation of waste for recycling will be enforced and monitored at Car Park recycling points.	Occupancy	Building Supervisor
Waste Disposal: Storage & transfer of waste to a collection point	Waste disposal facilities shall be regularly collected or emptied by a licensed waste collector in accordance with Local Council Health Laws.	Occupancy	Building Supervisor
Storage Area design	Where possible a secure storage area allocated for the collection & recycling of waste will be established.	Design	Designer & or Architect
Waste Contractors	Licensed contractors shall be engaged to remove waste.	Handover from construction project team to maintenance team	Project Team & Maintenance team
Putrescibles Waste (Organic only bins)	All putrescibles waste to be placed in a lidded bin and removed separately if it becomes a condition of local government.	Occupancy	Building Supervisor
Recycling / Waste Reduction	Recycling initiatives will be investigated and implemented on site if required.	Occupancy	Building Supervisor
Site Maintenance office or Building Supervisors' stores	The site supervisors' office shall implement office waste minimisation techniques: • Reuse methods where possible. • Using electronic documents to reduce use of paper • Purchasing products in bulk to reduce packaging	Establishment	Building Supervisor
Continued next page			

Parameter	Action	Timing	Responsibility
Hazardous Waste	Hazardous waste will be managed and disposed of as per the Material Safety Data Sheet requirements and Environmental Protection (Controlled Waste)	End of Defect works (Construction), Maintenance teams & Building Supervisor	Sub Contractors & Building Supervisor
Servicing & cleaning of Carousel & bin store	Where practicable bin storage plant will be serviced by licenced contractors to reduce the risk of waste onsite and potential for chemicals spills.	Maintenance	Building Supervisor

2.6. Monitoring the Actions of Building users

Type of Monitoring / Reporting	Timing	Responsibility	Record
Measure the diversion from landfill of recycled waste streams	Monthly	Building Supervisor	Internal record keeping
Measure the amount of General waste	Monthly	Building Supervisor	Internal record keeping
On site segregated waste (if required). Appropriate, secure waste placement	Daily	Building Supervisor	Internal record keeping

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Appendix I

Apartment waste management:

Separation of waste at point of generation: Recommend that two separate bins to be incorporated into the design of the kitchens should be sufficient to store waste & recyclables generated.

Double Bed Units:

= 1 x 18 litre bin for general waste & 1 x 18 L bin for commingled recycling.

Bin store & recycling collection point design considerations:

Size: The size of the area set aside for the management of waste is sufficient to accommodate the number of bins required (based on the compaction ratio and the collection regime provided).

Ventilation and odour: The design of the bin store will provide for adequate natural ventilation through ventilated doors which will be permanent, unobstructed natural ventilation openings direct to the external air, not less than one-twentieth i.e. 5% of the floor area.

Lighting: Artificial light controlled by switches will be located both outside and inside the room.

Noise: Waste and recyclables will be collected from the waste collection point on the ground level which is not adjacent to ground floor residential dwellings. Apart from commingled recycled waste which can be gathered for collection on each floor and transferred by the Site Supervisor to the bin store as required.

Signage: Clear and easy to read "NO STANDING" signs and "DANGER" warning signs for children will be fixed to the external face of each waste and recycling room where appropriate and signage designating the storage of RECYCLABLES will be fixed to the internal wall(s).

Aesthetics: The bin store has been designed within the development and as such will be consistent with the overall aesthetics. The waste collection point is located away from the front or main entrances to the building and avoids setting bins out along the external walls of the building.

Protection from Fire, theft and vandalism: The bin store is located on the ground level and access will be restricted to only the Site Supervisor and the approved building user & maintenance staff.

Vermin: On the ground floor self-closing double or leaf & a half doors to eliminate access to vermin will be installed. Washing bins and waste storage area: The bin store will have bin-washing facilities including an adequate supply of hot and cold water mixed through a centralised mixing valve with hose cock and have floor drainage installed. The site supervisor will be responsible for washing bins (or contracting the waste and recycling service provider to wash bins) and for maintenance of the bin store. The walls, floors and ceilings of the waste room(s), recycling room(s) and service compartment(s) will be finished with a light colour

Distance from service area & truck access: Reasonably level ground, with flat trafficable (wheelie bin width) access paths from the bin store to the presentation point are required. The verge collection point needs enough free standing space for all bins in a single line and should be as close by to the building as possible to shield empty bins from heavy winds, if the bins are to be left outside overnight.

Appendix II

Bin Vehicle Specifications Provided for reference only, as site will be serviced by side lift truck

See attachment provided by City of Stirling in Appendix III

Bin Specifications

Capacity	240L	360L
Depth	0.74m	0.85m
Width	0.58m	0.68m
Height	1.07m	1.10m

Further bin type sizes and truck turning curves can be provided on request.

A full Traffic Management plan is to be provided by others if needed.

It is the intension that the side lift truck drive up to the site on Twyford Place & collect the waste from the waste bin presentation area near the entrance to the car park.

The Building Supervisor should work with local government contractors to place all of the same waste streams for collection together. They would then relocate the recycling & general waste bins from the presentation point to the ground floor bin store, prior to their collection from the verge.

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Appendix III

Supporting documents:

- New drawings changing alignment & size of bin store following consultation with City of Stirling in June and July 2023
- Drawings of Bin Storage area & bin presentation points provided to City June 2023
- Specification of internal bins & bin transfer areas to private managed bin store, to be developed by the design team at later stage.
- Typical truck data flyers & bin sizes available on website & provided by City of Stirling for side lifting truck.
- City of Stirling website link for waste management
<https://www.stirling.wa.gov.au/waste-and-environment/waste-and-recycling>
- If you see illegal dumping report it to 9205 8555 (the City of Stirling).
- Guidelines for planning see overleaf.

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6.3 BIN STORAGE AREAS

Objectives

- To provide sufficient space for the storage of bulk refuse bins; and
- To ensure that bin areas are screened from the street and are in harmony with the materials and finishes of the building.

Applications Subject of this Policy

This Policy applies to Grouped, Multiple Residential Development applications containing 13 or more dwelling units and all non-residential development.

Development Provisions

Bin Storage Area Size

Residential Zones

- Bin storage areas for bulk bins in residential zones shall have the following minimum sizes:
 - width: 3.5m per bulk bin; and
 - depth 2.5m

Non Residential Zones

- Bin storage areas in non-residential zones shall have the following minimum sizes:
 - Size 10m²; and
 - Width 3.5m.

Note: *A larger area may be required for the turning of a refuse truck.

Location of Bin Storage Area

- shall be located behind the building setback line; and
- shall ensure that adequate space is available for the bulk refuse truck to access the bin area and manoeuvre.

Design of Bin Storage Area

- shall be screened from view to a minimum height of 1.8m so that it is not be visible from the street;
- materials shall match with the building;
- shall be sealed and regularly cleaned and maintained; and
- stormwater and effluent drainage facilities shall be contained within this area.

Bulk Bin Sizes

- For residential developments containing 13 or more dwelling units provision is required to be made for a bulk refuse bin of 1.53m², plus 0.38m² per three dwellings in excess of 13. *

Note: *Alternative arrangements may be made for the use of MGB's (Green Bins) in consultation with the City's Sanitation Unit.

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Disclaimer:

The information contained in this entire Waste Management Plan & the attached documents are provided by Instant Waste Management in good faith. The company believes the information to be accurate and current at the date of publication (June / July 2018). The company does not guarantee or warrant the accuracy, completeness or currency of the information provided. All care and no responsibility has been taken by Instant Waste Management in the creation of this Waste Management Plan. No Professional liability can be passed onto the author.

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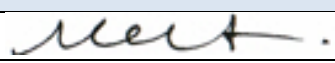
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Sustainable Design Assessment – DA Stage

Date: 1 September 2023
Our Reference: 23-15545

Project Address: Lot 110 (#19) Twyford Place, Innaloo
BCA Climate Zone: 5
Building Class: 2

Report Commissioned By: Michael Dryka Architects

Report Details		
Report Author: Nathan Peart	GBCA Acc. No.: 49264	Signature: 
Revision Date: -	Reason for Revision	



Phone: 08 9555 9444 **FAX:** 08 9200 5654 **Email:** rate@s-wa.com.au **Web:** www.s-wa.com.au

Your energy efficiency partners

ABN: 84 132 000054



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1 Project Information

This report has been commissioned to detail the sustainability commitment for the proposal at Lot 110 (#19) Twyford Place, Innaloo as detailed section 2. The proposal is on a vacant site with a land area of 954m². The proposed development contains 17 apartments and associated parking and storage areas over 5 levels.



Figure 1: Site Location

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2 Sustainability overview

The property is within the City of Stirling. No specific sustainability criteria have been identified within the planning policies or schemes for this location or project. Therefore, the following criteria have been considered within this report.

2.1 Construction And Building Management

A commitment to cap construction waste going to landfill at 15 kg per m² of GFA.

2.2 Indoor Environment Quality

Outdoor pollutants are mitigated; the ventilation system will be designed for ease of maintenance and cleaning; and the system will be cleaned prior to occupation and use.

Sufficient outdoor air to ensure levels of indoor pollutants are maintained at acceptable levels. Pollutants, such as those arising from printing equipment, cooking processes and equipment, and vehicle exhaust, will be limited by either removing the source of pollutants from the nominated area, or exhausting the pollutants directly to the outside

Commitment to ensure at least 95% of all internally applied paints, adhesives, sealants and carpets meet stipulated 'Total VOC Limits'. At least 95% of all engineered wood products used meet stipulated formaldehyde limits as per limits in Appendix A, B, and C.

2.3 Energy Efficiency

Increased energy efficiency has been achieved through the following commitments:

- Increase star rating of 5.5 star minimum and 6.5-star average.



2.4 Passive Solar Design

The following passive solar design principles have been incorporated into the development.

2.4.1 Solar and Daylight Access

The development has been designed to optimise solar and daylight access for dwellings by:

- All areas have significant windows allowing daylight access.
- Windows are visible from the majority of a habitable room and minimising the amount of obscure glazing.
- Glazing to the corridor.

2.4.2 Natural Ventilation

The optimisation of natural ventilation has been addressed in the development by:

- The use of openings to assist the capture and use of prevailing breezes
- Providing a combination of louvre, casement and awning windows as well as sliding windows for improved breeze control.

2.4.3 Shading

Effective shading from the summer sun has been achieved in the development through the:

- Provision of balconies over significant glazing.
- Additional fixed external shading devices on the west orientation (to be implemented)

2.4.4 Thermal Mass

The use of thermal mass for passive heating and cooling has been included in the development through the use of:

- Concrete floors



2.5 Renewable Energy

An on-site Photo Voltaic system will be installed that reduces the peak electricity demand by at least 15%.

2.6 Water Efficiency

The following water efficient initiatives that exceed current minimum practice have been committed to in the development:

- All fixtures are within one star of the following WELS rating:
 - Taps: 6 Star
 - Urinals: 6 Star
 - Toilet: 5 Star
 - Showers: 3 Star (> 4.5 but <= 6.0)
 - Clothes Washing Machines: 5 Star
 - Dishwashers: 6 Star
- The landscaping and associated irrigation systems will be designed to reduce the consumption of potable water required for irrigation through the installation of subsoil drip irrigation and moisture sensor controls.

3 Conclusion

In summary, the sustainability measures detailed in this report allow Lot 110 (#19) Twyford Place, Innaloo to surpass 'business as usual' energy efficiency benchmarks and minimum requirements of the National Construction Code. The design not only responds to the surrounding environment but also ensures a high standard of sustainability and energy efficiency, leading to a building with a positive environmental footprint.

We are confident that these measures will contribute to a greener and more sustainable future for the proposal and set a commendable example for future developments in the area.



4 Appendices

Appendix A: Table 13.1.1: Maximum TVOC Limits for Paints, Adhesives and Sealants

Product Category	Max TVOC content in grams per litre (g/L) of ready to use product.
General purpose adhesives 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

Appendix B: Carpet Test Standards and TVOC Emissions Limits

Compliance option	Test Protocol	Limit
ASTM D5116	ASTM D5116 - Total VOC limit*	0.5mg/m2 per hour
	ASTM D5116 - 4-PC (4-Phenylcyclohexene)*	0.5mg/m2 per hour
ISO 16000 / EN 13419	ISO 16000 / EN 13419 - TVOC at three days	0.5mg/m2 per hour
ISO 10580 / ISO/TC 219 (Document N238)	ISO 10580 / ISO/TC 219 (Document N238) - TVOC at 24 hours	0.5mg/m2 per hour

*Both limits should be met when testing against ASTM D5116

Appendix C: Table 13.2B: Formaldehyde Emission Limit Values for Engineered Wood Products



Address:
71 Allnutt Street Mandurah WA 6210
Postal:
PO Box 4160 Mandurah North WA 6210



Test Protocol	Emission Limit/Unit of Measurement
AS/NZS 2269:2004, testing procedure AS/NZS 2098.11:2005 method 10 for Plywood	$\leq 1\text{mg/L}$
AS/NZS 1859.1:2004 - Particle Board, with use of testing procedure AS/NZS 4266.16:2004 method 16	$\leq 1.5\text{ mg/L}$
AS/NZS 1859.2:2004 - MDF, with use of testing procedure AS/NZS 4266.16:2004 method 16	$\leq 1\text{mg/L}$
AS/NZS 4357.4 - Laminated Veneer Lumber (LVL)	$\leq 1\text{mg/L}$
Japanese Agricultural Standard MAFF Notification No.701 Appendix Clause 3 (11) - LVL	$\leq 1\text{mg/L}$
JIS A 5908:2003- Particle Board and Plywood, with use of testing procedure JIS A 1460	$\leq 1\text{mg/L}$
JIS A 5905:2003 - MDF, with use of testing procedure JIS A 1460	$\leq 1\text{mg/L}$
JIS A1901 (not applicable to Plywood, applicable to high pressure laminates and compact laminates)	$\leq 0.1\text{ mg/m}^2\text{hr}$
ASTM D5116 (applicable to high pressure laminates and compact laminates)	$\leq 0.1\text{ mg/m}^2\text{hr}$
ISO 16000 part 9, 10 and 11 (also known as EN 13419), applicable to high pressure laminates and compact laminates	$\leq 0.1\text{ mg/m}^2\text{hr}$ (at 3 days)
ASTM D6007	$\leq 0.12\text{mg/m}^3^{**}$
ASTM E1333	$\leq 0.12\text{mg/m}^3^{***}$
EN 717-1 (also known as DIN EN 717-1)	$\leq 0.12\text{mg/m}^3$
EN 717-1 (also known as DIN EN 717-2)	$\leq 0.12\text{mg/m}^3$

* $\text{mg/m}^2\text{hr}$ may also be represented as $\text{mg/m}^2/\text{hr}$.

**The test report must confirm that the conditions of Table 3 comply for the particular wood product type, the final results must be presented in EN 717-1 equivalent (as presented in the table) using the correlation ratio of 0.98.

***The final results must be presented in EN 717-1 equivalent (as presented in the table), using the correlation ratio of 0.98.

Pressure and Low Pressure Showers as per Table 3.1 and Table 3.2 respectively of the AS NZS 6400-2016 Water Efficient Products standard. For showers, within one star of this Category F WELS rating means showers must be either 3 star (6.0 but ≤ 7.5), 3 Star (> 4.5 but ≤ 6.0), 4 Star (> 6.0 but ≤ 7.5) or 4 Star (> 4.5 but ≤ 6.0).

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Attachment 6.f. Original Transport Noise Assessment received 08 September 2023 - 19 Twyford Place, Innaloo

Transportation Noise Assessment

Lot 110 (#19) Twyford Place, Innaloo

Reference: 23068200-01

Prepared for:
Dryka & Partners

Reference: 23068200-01

Lloyd George Acoustics Pty Ltd

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This report has been prepared in accordance with the scope of services described in the contract or agreement between Lloyd George Acoustics Pty Ltd and the Client. The report relies upon data, surveys, measurements and results taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client, and Lloyd George Acoustics Pty Ltd accepts no responsibility for its use by other parties.

Date	Rev	Description	Author	Verified
23-Aug-23	0	Issued to Client	Hao Tran	Terry George

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1. INTRODUCTION

Dryka & Partners is proposing to construct a five (5) storey building comprising seventeen (17) residential units at Lot 110 (#19) Twyford Place, Innaloo - refer *Figure 1-1*. Plans of the proposed development are provided in *Appendix A*.



Figure 1-1: Subject Site Location (Source: DPLH PlanWA)

The proposed development is approximately 35 metres from Ellen Stirling Boulevard. This road is considered an 'Other Significant Freight / Traffic Route' as shown on the PlanWA Maps and the subject site is within the trigger distance (refer *Table 1-1* and *Figure 1-2*), such that a noise assessment is required in accordance with *State Planning Policy No. 5.4 Road and Rail Noise*, being the subject of this report.

Table 1-1: Transport Corridor Classification and Trigger Distances

Transport Road Classification	Trigger Distance	Distance Measured From
Strategic Freight and Major Traffic Routes Roads as defined by Perth and Peel Planning Frameworks and/or roads with either 500 or more Class 7 to 12 Austroads vehicles per day, and/or 50,000 per day traffic volume	300 metres	Road carriageway edge
Other Significant Freight/Traffic Routes These are generally any State administered road and/or local government road identified as being a future State administered road (red road) and other roads that meets the criteria of either ≥ 100 Class 7 to 12 Austroads vehicles daily or $\geq 23,000$ daily traffic count (averaged equivalent to 25,000 vehicles passenger car units under region schemes)	200 metres	Road carriageway edge

**Figure 1-2: Subject Site Locality in Relation to Road (Source: DPLH PlanWA)**

Appendix B contains a description of some of the terminology used throughout this report.

2. CRITERIA

The criteria relevant to this project is provided in *State Planning Policy No. 5.4 Road and Rail Noise* (hereafter referred to as SPP 5.4) produced by the Western Australian Planning Commission (WAPC). SPP 5.4 is supported by the *Road and Rail Noise Guidelines* (the Guidelines) and the Department of Planning, Lands and Heritage mapping. The objectives of SPP 5.4 are to:

- Protect the community from unreasonable levels of transport noise;
- Protect strategic and other significant freight transport corridors from incompatible urban encroachment;
- Ensure transport infrastructure and land-use can mutually exist within urban corridors;
- Ensure that noise impacts are addressed as early as possible in the planning process; and
- Encourage best practice noise mitigation design and construction standards.

Table 2-1 sets out noise targets that are to be achieved by proposals under which SPP 5.4 applies. Where the targets are exceeded, an assessment is required to determine the likely level of transport noise and management/mitigation required.

Table 2-1: Noise Targets for Noise Sensitive Land-Use

Scenario	Outdoor Noise Target		Indoor Noise Target	
Noise-sensitive land-use and/or development	55 dB $L_{Aeq}(\text{Day})$	50 dB $L_{Aeq}(\text{Night})$	40 dB $L_{Aeq}(\text{Day})$ (Living and Work Areas)	35 dB $L_{Aeq}(\text{Night})$ (Bedrooms)

Notes:

- Day period is from 6am to 10pm and night period from 10pm to 6am.
- The outdoor noise target is to be measured at 1-metre from the most exposed, habitable¹ facade of a noise sensitive building.
- For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonably drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 *Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors* (as amended) for each relevant time period.
- Outdoor targets are to be met at all outdoor areas as far as is reasonable and practicable to do so using the various noise mitigation measures outlined in the Guidelines.

The application of SPP 5.4 is to consider anticipated traffic volumes for the next 20 years from when the noise assessment has been undertaken.

In the application of the noise targets, the objective is to achieve:

- Indoor noise levels as specified in Table 2-1 in noise-sensitive areas (e.g. bedrooms and living rooms of houses); and
- A reasonable degree of acoustic amenity for outdoor living areas on each residential lot.

¹ A habitable room is defined in State Planning Policy 3.1 as a room used for normal domestic activities that includes a bedroom, living room, lounge room, music room, sitting room, television room, kitchen, dining room, sewing room, study, playroom, sunroom, gymnasium, fully enclosed swimming pool or patio.

3. METHODOLOGY

Noise measurements and modelling have been undertaken in accordance with the requirements of SPP 5.4 and associated Guidelines, as described in Section 3.1 and Section 3.2.

3.1. Site Measurements

Noise monitoring was undertaken on site using a Brüel & Kjær 2250 (S/N: 3011946) sound level meter (refer Figure 3-1). This meter complies with the instrumentation requirements of *Australian Standard 2702-1984 Acoustics – Methods for the Measurement of Road Traffic Noise*. The meter was field calibrated before and after the measurement session and found to be accurate to within ± 1 dB. Lloyd George Acoustics holds a current laboratory calibration certificate for the meter.

The microphone was approximately 1.4 metres above existing ground level and approximately 35 metres from the edge of Ellen Stirling Boulevard main carriageway. The measurements were recorded on 24 July 2023, between 10.00am – 11.00am.



Figure 3-1: Photograph of Sound Level Meter on Site

From the one-hour measurement, a relationship between noise levels and the hourly traffic volumes can then be derived to determine the existing $L_{Aeq(Day)}$ and $L_{Aeq(Night)}$ at the measurement location.

3.2. Noise Modelling

The computer program *SoundPLAN 8.2* was utilised incorporating the *Calculation of Road Traffic Noise* (CoRTN) algorithms, modified to reflect Australian conditions. The modifications included the following:

- Vehicles were separated into heavy (Austroads Class 3 upwards) and non-heavy (Austroads Class 1 and 2) with non-heavy vehicles having a source height of 0.5 metres above road level and heavy vehicles having two source heights at 1.5 metres and 3.6 metres above road level;
- A -0.8 dB correction has been applied to the lower level heavy vehicle noise source and -8.0 dB to the higher level noise source based on the *Transportation Noise Reference Book*; Paul Nelson (1987), so as to provide consistent results with the CoRTN algorithms.

Predictions are made at heights of 1.4 metres above floor level and at 1-metre from various rooms of the proposed dwelling, resulting in a + 2.5 dB correction due to reflected noise.

Various input data are included in the modelling and these are discussed in *Section 3.2.1* to *Section 3.2.5*.

3.2.1. Ground Topography

Topographical data was taken from publicly available sources (e.g. *Google*) in the form of spot heights. This was combined with the proposed building and existing neighbouring dwellings to create a 3D noise model.

3.2.2. Road Surface

The corrections applied for different road surface finishes are provided in *Table 3-1*.

Table 3-1: Noise Relationship Between Different Road Surfaces

Chip Seal				Asphalt			
14mm	10mm	5mm	Slurry	Dense Graded	Novachip	Stone Mastic	Open Graded
+3.5 dB	+2.5 dB	+1.5 dB	+1.0 dB	0.0 dB	-0.2 dB	-1.5 dB	-2.5 dB

The existing road surface is dense graded asphalt and assumed to remain unchanged into the future.

3.2.3. Vehicle Speed

The existing posted speed is 60 km/hr and assumed to remain unchanged into the future.

3.2.4. Traffic Volumes

Existing traffic volumes were obtained from Main Roads WA Traffic Map. A modelled Validation Plot and Forecast 2041 traffic volumes were obtained from Main Roads WA (Thomas Ng, Traffic Modelling Analyst, Reference: #41422). The validation plot allows the forecast volumes to be calibrated with *Table 3-2* providing the traffic volumes used in the noise modelling. Note that the percentage heavy vehicles are assumed to be the same in the future as existing.

Table 3-2: Traffic Information Used in Noise Modelling

Parameter	Scenario			
	Existing – 2017/18		Future – 2041	
	Northbound	Southbound	Northbound	Southbound
24-hour Volume	13,556	14,377	22,900	24,000
% Heavy	6	6	6	6

3.2.5. Ground Attenuation

The ground attenuation has been assumed to be 0.0 (0%) for the roads and 0.5 (50%) outside of the roads, noting that 0.0 represents hard reflective surfaces such as water and 1.0 represents absorptive surfaces such as grass.

4. RESULTS

4.1. Noise Monitoring

The results of the hourly noise level measurements, in free-field conditions, were:

- 24 July 2023: 10.00am – 11.00am – 59.7 dB $L_{Aeq,1hour}$.

Combining the measured noise level with the corresponding hourly traffic volume, as shown in *Figure 4-1*, results in 59.4 $L_{Aeq(Day)}$ and 50.4 $L_{Aeq(Night)}$. Based on these results, the $L_{Aeq(Day)}$ is more critical than the $L_{Aeq(Night)}$ since their difference is greater than 5 dB (refer *Section 2*).

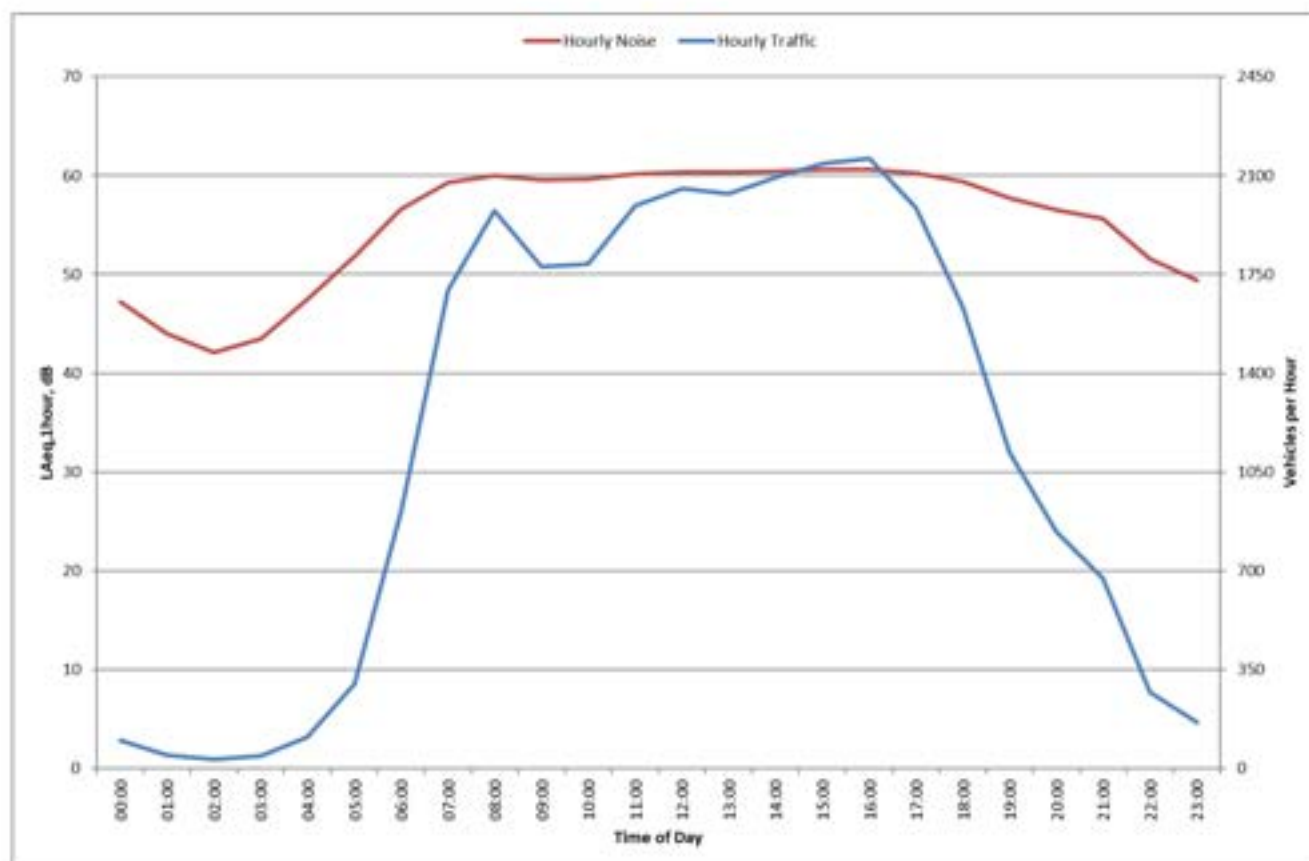


Figure 4-1: Noise Level Relationship to Hourly Traffic Volumes

4.2. Noise Modelling

The noise model was initially set-up for existing conditions and calibrated to the noise measurement location. The model is then updated to include the proposed building and future traffic volumes, maintaining the same model calibration. Table 4-1 provides the predicted outdoor $L_{Aeq}(Day)$ noise levels to the façade of each habitable room.

Table 4-1: Predicted Future (2041) $L_{Aeq}(Day)$ Outdoor Noise Levels

Unit No.	Room	$L_{Aeq}(Day)$, dB
Level 1 - Unit 1	Bed 1	60
	Living	64-65
	Kitchen	65
	Entry	41
Level 1 - Unit 2	Bed 1	41
	Bed 2	64-65
	Living	64
	Entry	41

Unit No.	Room	L _{Aeq} (Day), dB
Level 1 - Unit 3	Bed 1	51
	Bed 2	61-64
	Living	62
	Entry	52
Level 1 - Unit 4	Bed 1	52
	Bed 2	55
	Living	54
	Kitchen	52-55
	Entry	45
Level 2 - Unit 5	Bed 1	61
	Living	66
	Kitchen	65-66
	Entry	43
Level 2 - Unit 6	Bed 1	43
	Bed 2	65
	Living	65
	Entry	44
Level 2 - Unit 7	Bed 1	53
	Bed 2	62-65
	Living	62
	Entry	54
Level 2 - Unit 8	Bed 1	60
	Bed 2	55
	Living	61-62
	Kitchen	63
	Entry	54

Unit No.	Room	L _{Aeq} (Day), dB
Level 2 - Unit 9	Bed 1	54
	Bed 2	57
	Living	57
	Kitchen	57
	Entry	49
Level 3 - Unit 10	Bed 1	62
	Living	66
	Kitchen	66
	Entry	46
Level 3 - Unit 11	Bed 1	65-66
	Bed 2	46
	Living	66
	Entry	46
Level 3 - Unit 12	Bed 1	62-65
	Bed 2	54
	Living	63
	Entry	54
Level 3 - Unit 13	Bed 1	60
	Living	61-63
	Kitchen	63
	Entry	55
Level 4 - Unit 14	Bed 1	62
	Living	66
	Kitchen	66
	Entry	51

Unit No.	Room	L _{Aeq} (Day), dB
Level 4 - Unit 15	Bed 1	66
	Bed 2	52
	Living	66
	Entry	51
Level 4 - Unit 16	Bed 1	63-66
	Bed 2	55
	Living	63
	Entry	55
Level 4 - Unit 17	Bed 1	61
	Living	61-63
	Kitchen	64
	Entry	55

5. ASSESSMENT

Where the outdoor noise targets of *Table 2-1* are achieved, no further controls are necessary. As such, *Table 5-1* provides the minimum construction recommended for those areas requiring upgrades.

Table 5-1: Minimum Construction Requirements

Element	Unit No.	Room	Minimum Construction
External Glazing	Unit 1	Bed 1	Window approximately 17% of floor area, thereby requiring $R_w + C_{tr} \geq 25$, likely achievable using 5mm thick glass in fixed/awning style frame with acoustic seals.
		Living/Dining	Glazing is approximately 38% of floor area, thereby requiring $R_w + C_{tr} \geq 30$, likely achievable with 6.5mm thick VLam Hush glass in fixed/awning style window frame and same glass in sliding door, both with acoustic seals.
		Kitchen	Window approximately 22% of floor area, thereby requiring $R_w + C_{tr} \geq 27$, likely achievable using 6mm thick glass in fixed/awning style frame with acoustic seals.
	Unit 2 & 6	Bed 2	Window approximately 16% of floor area, thereby requiring $R_w + C_{tr} \geq 29$, likely achievable using 6.5mm thick VLam Hush glass in fixed/awning style frame with acoustic seals.
		Living	Sliding door approximately 24% of floor area, thereby requiring $R_w + C_{tr} \geq 28$, likely achievable using 6.38mm thick laminated glass with acoustic seals.
	Unit 3	Bed 2	Window approximately 27% of floor area, thereby requiring $R_w + C_{tr} \geq 31$, likely achievable using 10.38mm thick laminated glass in fixed/awning style frame with acoustic seals. Consider reducing glazing area to 3.6 m ² so that performance requirement reduces to $R_w + C_{tr} \geq 30$, achievable using 6.5mm thick VLam Hush glass in fixed/awning style frame with acoustic seals.
		Living	Sliding door approximately 24% of floor area, thereby requiring $R_w + C_{tr} \geq 26$, likely achievable using 6mm thick glass with acoustic seals.
	Unit 5, 10 & 14	Bed 1	Window approximately 17% of floor area, thereby requiring $R_w + C_{tr} \geq 26$, likely achievable using 6mm thick glass in fixed/awning style frame with acoustic seals.
		Living	Glazing is approximately 38% of floor area, thereby requiring $R_w + C_{tr} \geq 31$, likely achievable with 10.38mm thick laminated glass in fixed/awning style window frame and same glass in sliding door, both with acoustic seals. Consider reducing glazing area to 9 m ² so that performance requirement reduces to $R_w + C_{tr} \geq 30$, achievable using 6.5mm thick VLam Hush glass in fixed/awning style frame with acoustic seals.
		Kitchen	Window approximately 22% of floor area, thereby requiring $R_w + C_{tr} \geq 28$, likely achievable using 6.38mm thick laminated glass in fixed/awning style frame with acoustic seals.

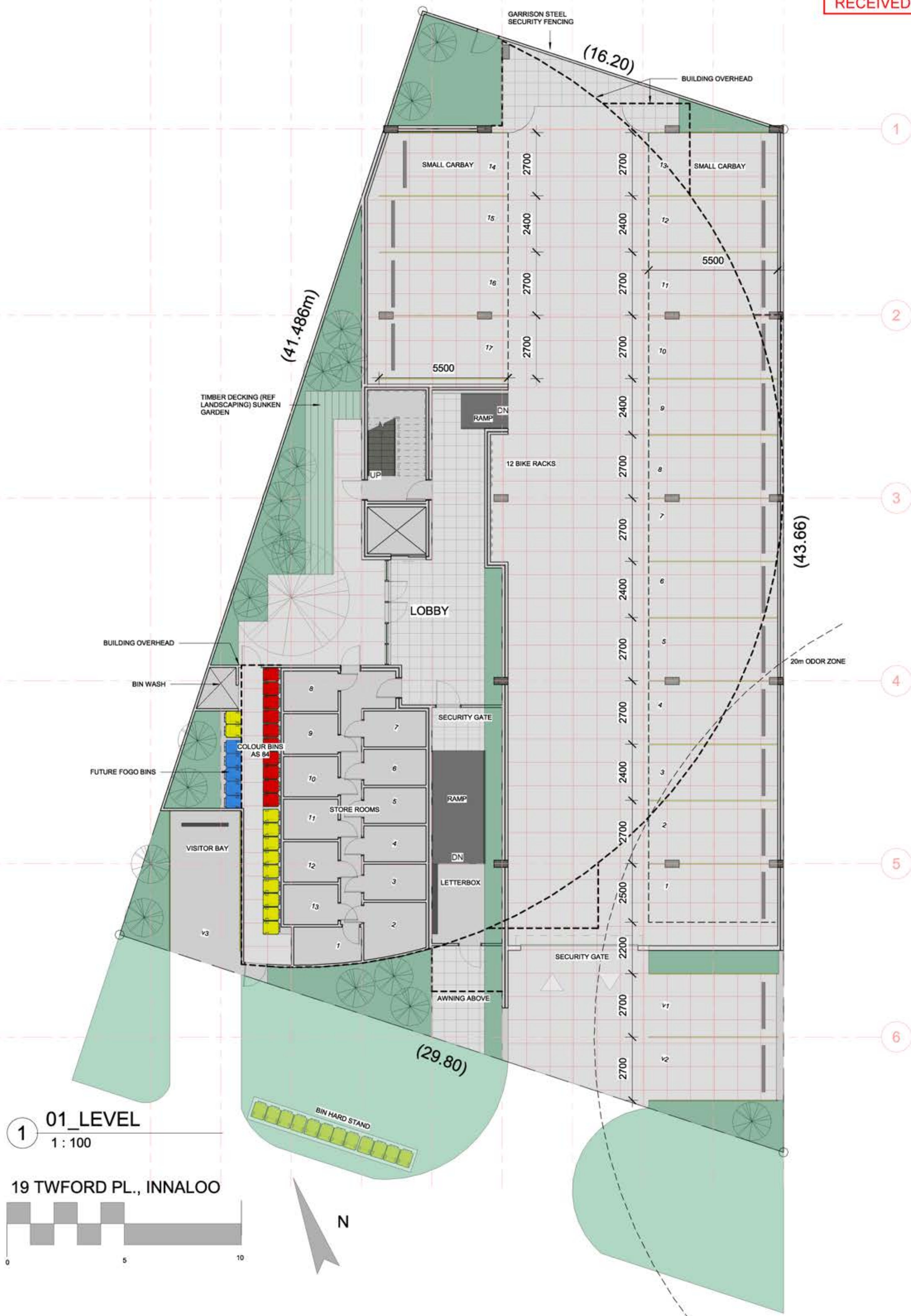
Element	Unit No.	Room	Minimum Construction
	Unit 7	Bed 2	Windows are approximately 33% of floor area, thereby requiring $R_w + C_{tr} \geq 32$, likely achievable using 10.38mm thick laminated glass in fixed/awning style frame with acoustic seals. Consider reducing window size to 2.5 m ² so that performance requirement reduces to $R_w + C_{tr} \geq 30$, achievable using 6.5mm thick VLam Hush glass in fixed/awning style frame with acoustic seals.
		Living	Sliding door approximately 24% of floor area, thereby requiring $R_w + C_{tr} \geq 26$, likely achievable using 6mm thick glass with acoustic seals.
	Unit 8	Bed 1	Sliding door approximately 28% of floor area, thereby requiring $R_w + C_{tr} \geq 27$, likely achievable using 6mm thick glass with acoustic seals.
		Living	Glazing is approximately 37% of floor area, thereby requiring $R_w + C_{tr} \geq 27$, likely achievable with 6mm thick glass in fixed/awning style window frame and same glass in sliding door, both with acoustic seals.
		Kitchen	Windows are approximately 36% of floor area, thereby requiring $R_w + C_{tr} \geq 28$, likely achievable using 6.38mm thick laminated glass in fixed/awning style frame with acoustic seals.
	Unit 9	Bed 2	Windows are approximately 31% of floor area, thereby requiring $R_w + C_{tr} \geq 24$, likely achievable using 4mm thick glass in fixed/awning style frame with acoustic seals or 6.5mm thick VLam Hush glass in sliding frame with acoustic seals.
		Living	Window approximately 12% of floor area, thereby requiring $R_w + C_{tr} \geq 17$, such that standard glazing permissible.
		Kitchen	Sliding door approximately 34% of floor area, thereby requiring $R_w + C_{tr} \geq 23$, likely achievable using 5mm thick glass with acoustic seals.
	Unit 11 & 15	Bed 1	Window approximately 16% of floor area, thereby requiring $R_w + C_{tr} \geq 29$, likely achievable using 6.5mm thick VLam Hush glass in fixed/awning style frame with acoustic seals.
		Living	Sliding door approximately 24% of floor area, thereby requiring $R_w + C_{tr} \geq 28$, likely achievable using 6.38mm thick laminated glass with acoustic seals.
	Unit 12 & 16	Bed 1	Windows are approximately 33% of floor area, thereby requiring $R_w + C_{tr} \geq 32$, likely achievable using 10.38mm thick laminated glass in fixed/awning style frame with acoustic seals. Consider reducing windows size to 2.5 m ² so that performance requirement reduces to $R_w + C_{tr} \geq 30$, achievable using 6.5mm thick VLam Hush glass in fixed/awning style frame with acoustic seals.
		Living	Sliding door approximately 24% of floor area, thereby requiring $R_w + C_{tr} \geq 26$, likely achievable using 6mm thick glass with acoustic seals.

Element	Unit No.	Room	Minimum Construction
	Unit 13 & 17	Bed 1	Sliding door approximately 28% of floor area, thereby requiring $R_w + C_{tr} \geq 27$, likely achievable using 6mm thick glass with acoustic seals.
		Living	Glazing is approximately 37% of floor area, thereby requiring $R_w + C_{tr} \geq 27$, likely achievable with 6mm thick glass in fixed/awning style window frame and same glass in sliding door, both with acoustic seals.
		Kitchen	Windows are approximately 36% of floor area, thereby requiring $R_w + C_{tr} \geq 28$, likely achievable using 6.38mm thick laminated glass in fixed/awning style frame with acoustic seals
External Doors	All	Entry	Standard construction is acceptable.
External Walls	All	All	Walls to be precast concrete at least 150mm thick.
Roof / Ceiling	Where Roof Above	Where Roof Above	Metal roof with <i>Anticon 60</i> . Ceiling to be 10mm thick plasterboard with R3 fibrous insulation where roof above.
Outdoor Living		Terrace	Noise levels are above noise target. Alternative areas are available on the property that are below the outdoor noise target and therefore considered compliant.
Ventilation		Rooms Requiring Upgraded Glazing	Fresh air requirements to be satisfied on the basis of windows closed to affected rooms when occupied. Builder to confirm how this will be achieved. Any ducted fresh air intakes are to be on the side of the house opposite the corridor.
Notification		Lot	As per SPP 5.4 requirements.

By implementing the *Table 5-1* construction recommendations, noise levels are calculated to comply with the indoor noise target of SPP 5.4. Alternative constructions can be accepted provided these are supported by a laboratory certificate.

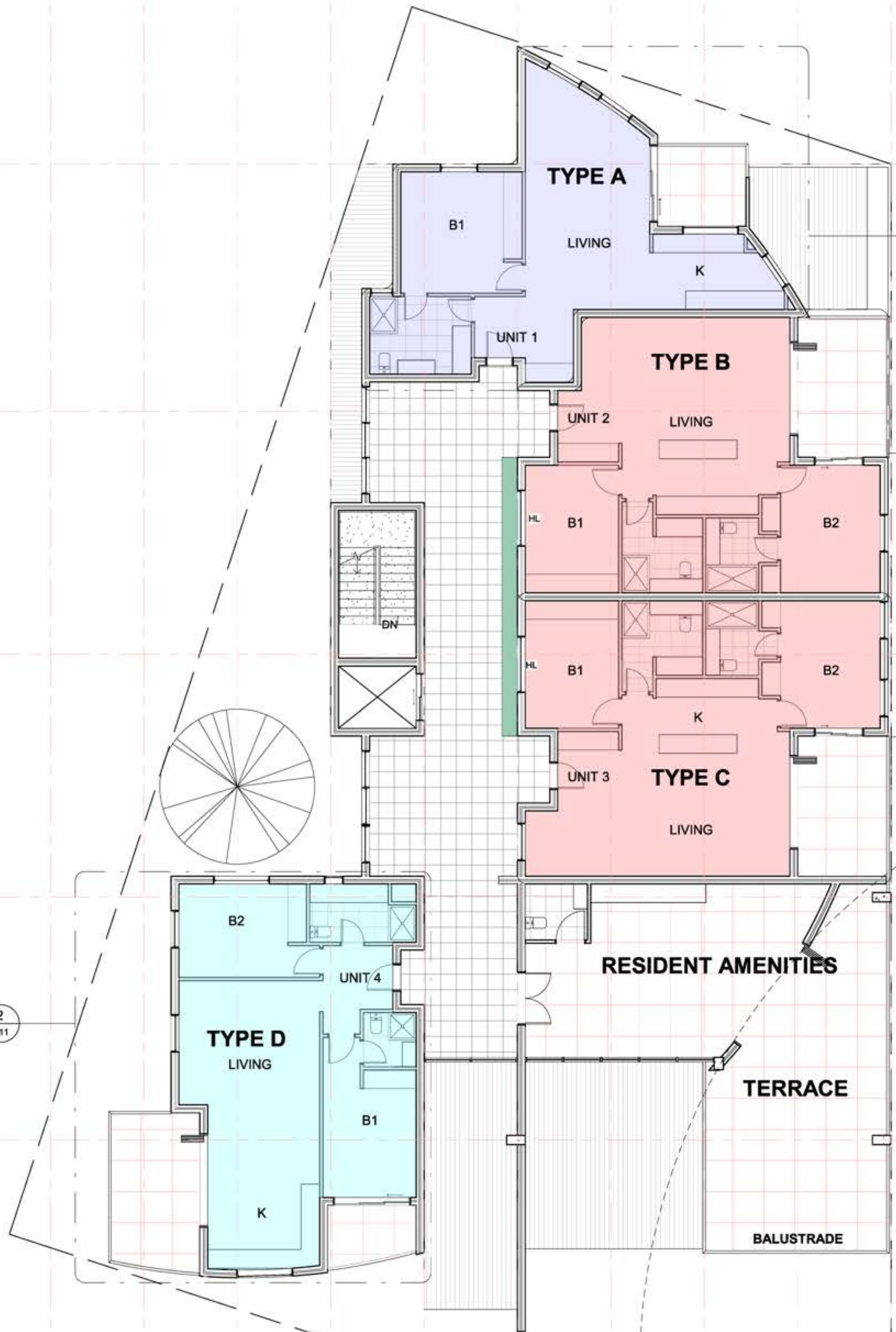
It should be noted that the recommendations are to comply with the minimum standard of SPP 5.4. Compliance with the indoor noise target does not result in all residents considering the noise level as acceptable, since this is a subjective response. Where a resident is particularly sensitive to noise, they may wish to consider additional upgrades.

Appendix A – Proposed House Plans



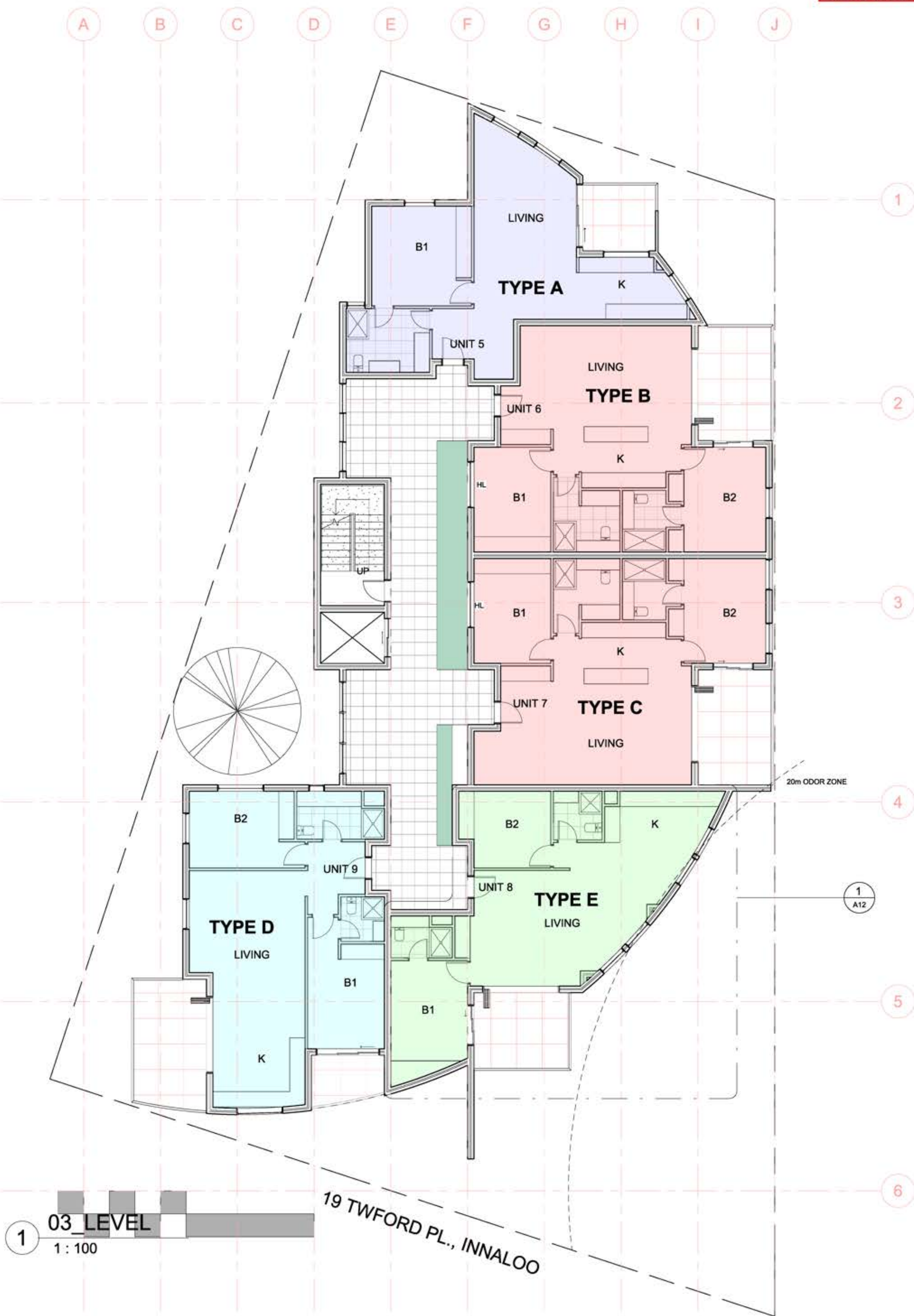
1 01_LEVEL
1 : 100
19 TWTFORD PL., INNALOO

A B C D E F G H I J

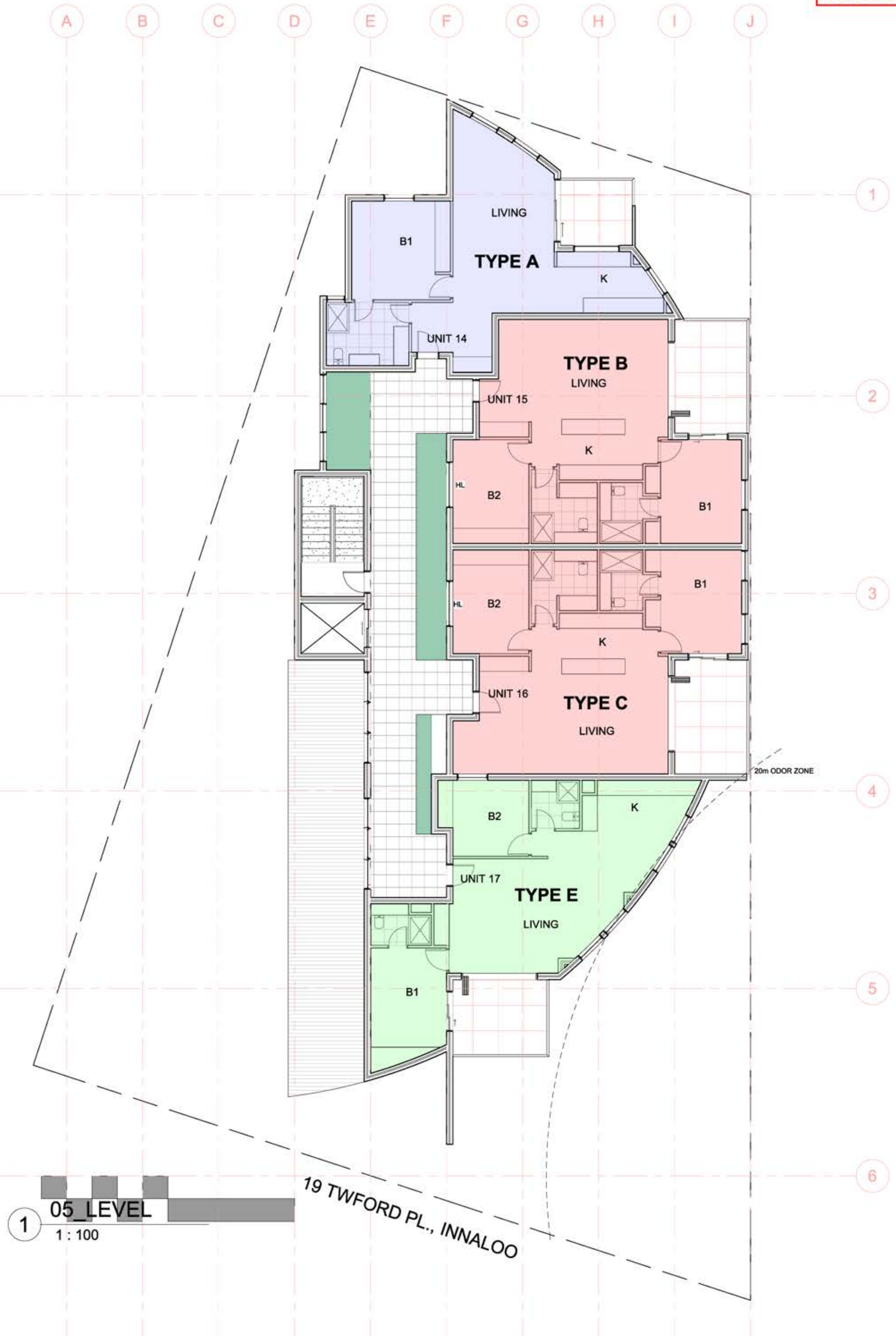


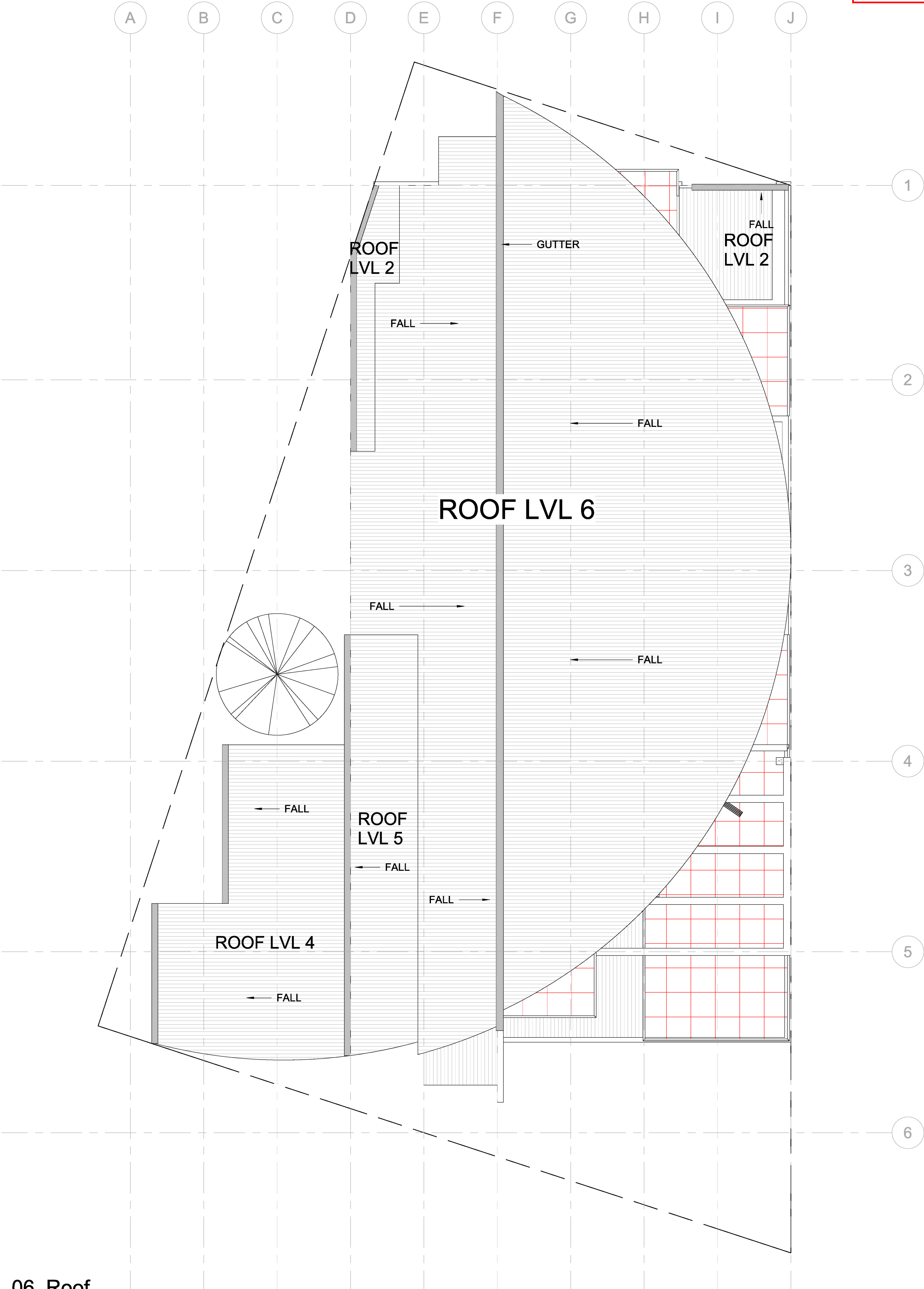
02 LEVEL
1 : 100

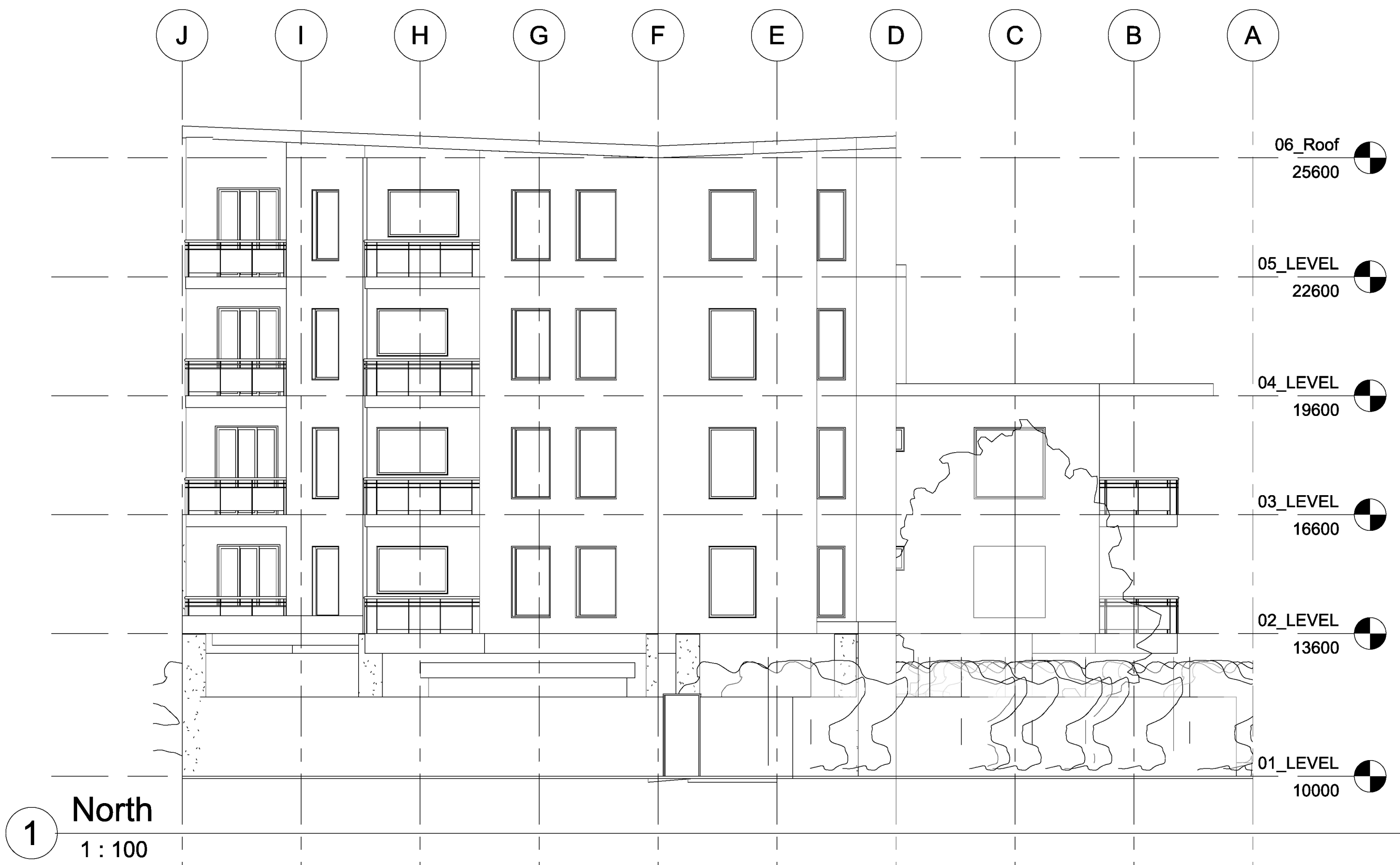
19 TWTFORD PL., INNALOO

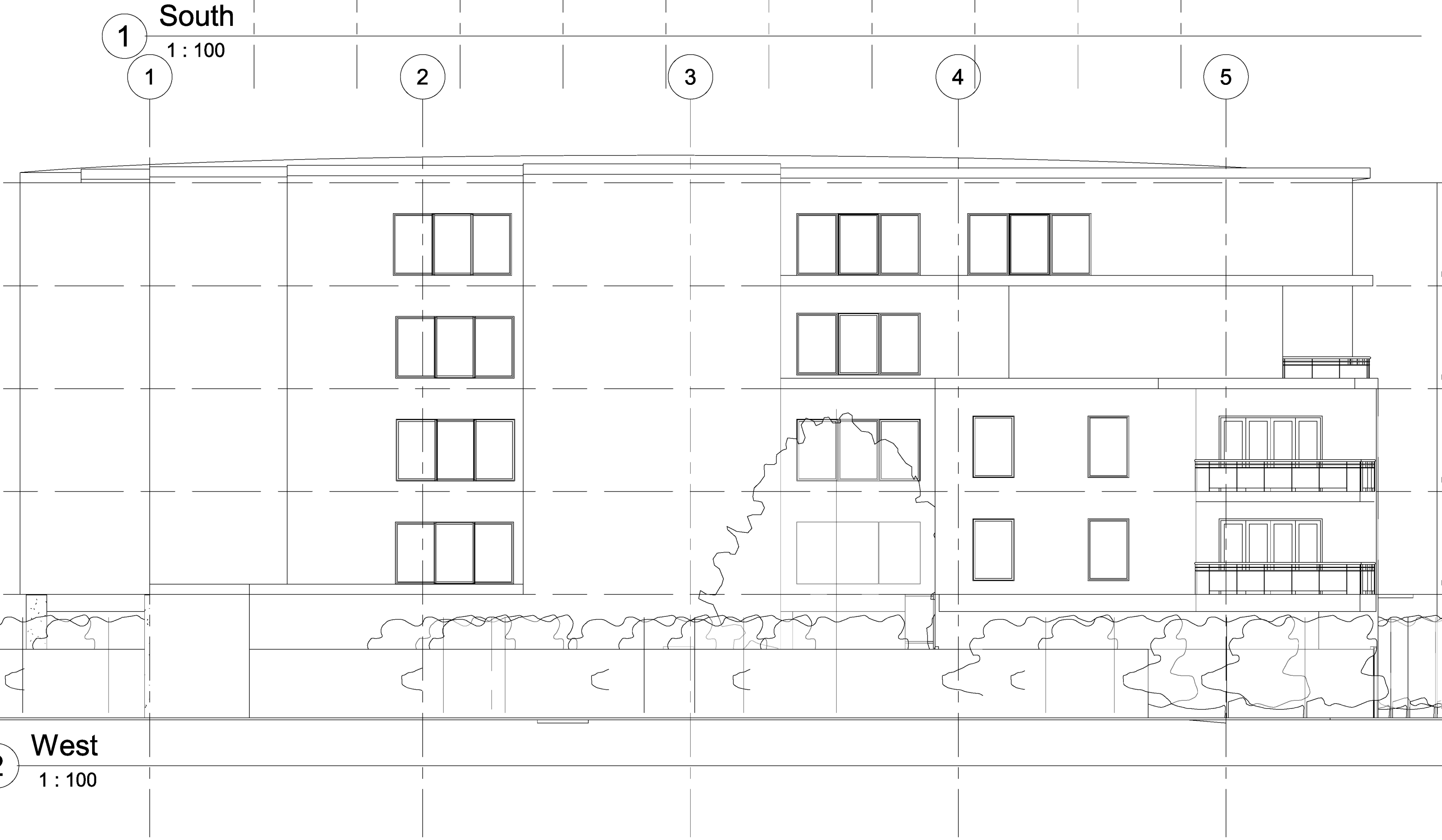
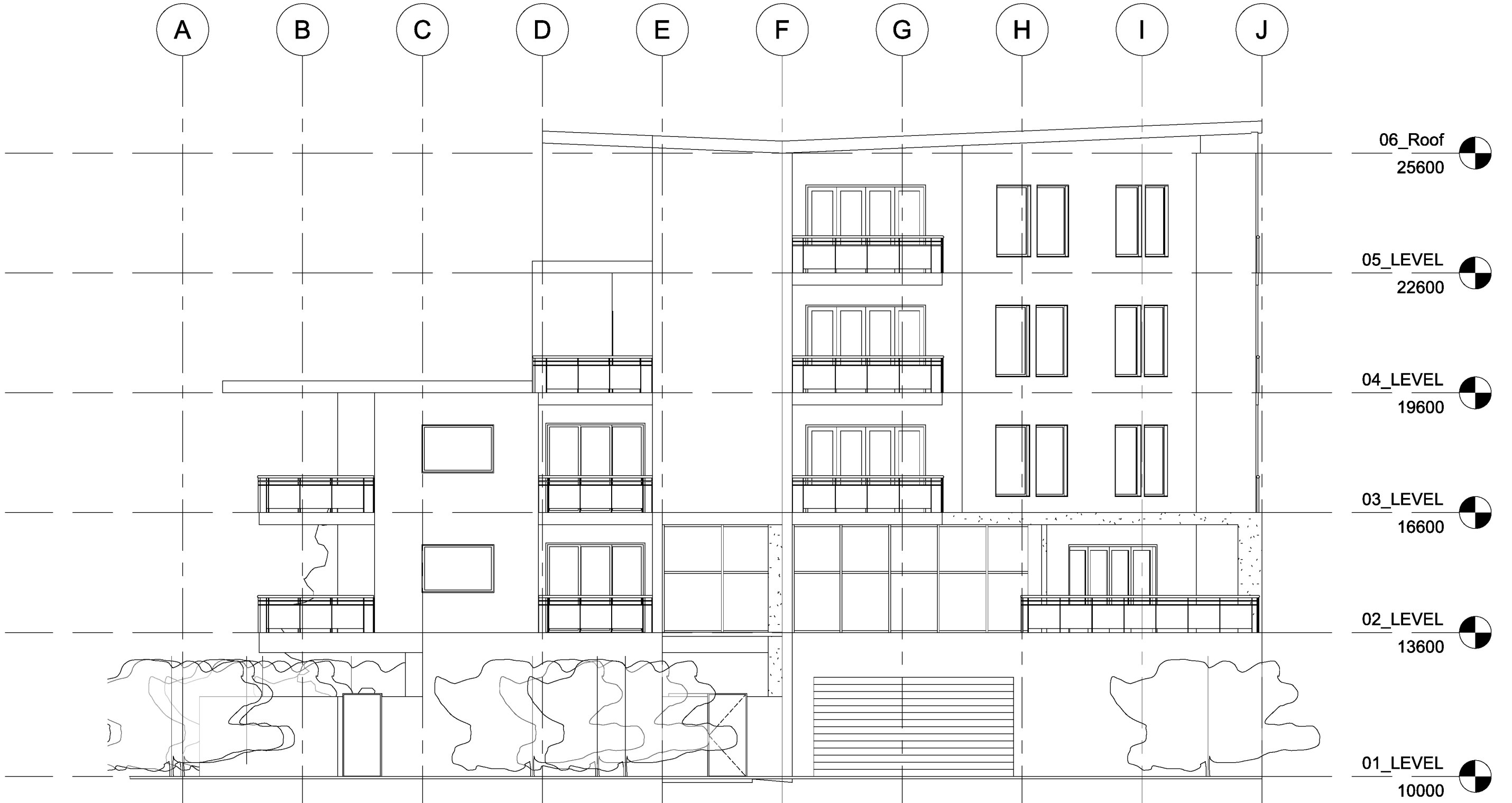












Appendix B – Terminology

The following is an explanation of the terminology used throughout this report:

- **Decibel (dB)**

The decibel is the unit that describes the sound pressure levels of a noise source. It is a logarithmic scale referenced to the threshold of hearing.

- **A-Weighting**

An A-weighted noise level has been filtered in such a way as to represent the way in which the human ear perceives sound. This weighting reflects the fact that the human ear is not as sensitive to lower frequencies as it is to higher frequencies. An A-weighted sound level is described as L_A , dB.

- **L_{eq}**

The L_{eq} level represents the average noise energy during a measurement period.

- **$L_{Aeq(Day)}$**

The $L_{Aeq(Day)}$ level is the logarithmic average of the L_{Aeq} levels from 6.00am to 10.00pm.

- **$L_{Aeq(Night)}$**

The $L_{Aeq(Night)}$ level is the logarithmic average of the L_{Aeq} levels from 10.00pm to 6.00am.

- **Noise-sensitive land use and/or development**

Land-uses or development occupied or designed for occupation or use for residential purposes (including dwellings, residential buildings or short-stay accommodation), caravan park, camping ground, educational establishment, child care premises, hospital, nursing home, corrective institution or place of worship.

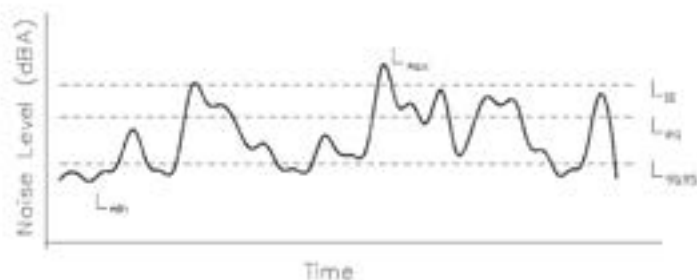
- **R_w**

This is the weighted sound reduction index. It is a single number rating determined by moving a grading curve in integral steps against the laboratory measured transmission loss until the sum of the deficiencies at each one-third-octave band, between 100 Hz and 3.15 kHz, does not exceed 32 dB. The higher the R_w value, the better the acoustic performance.

- **C_{tr}**

This is a spectrum adaptation term for airborne noise and provides a correction to the R_w value to suit source sounds with significant low frequency content such as road traffic or home theatre systems. A wall that provides a relatively high level of low frequency attenuation (i.e. masonry) may have a value in the order of – 4 dB, whilst a wall with relatively poor attenuation at low frequencies (i.e. stud wall) may have a value in the order of -12 dB.

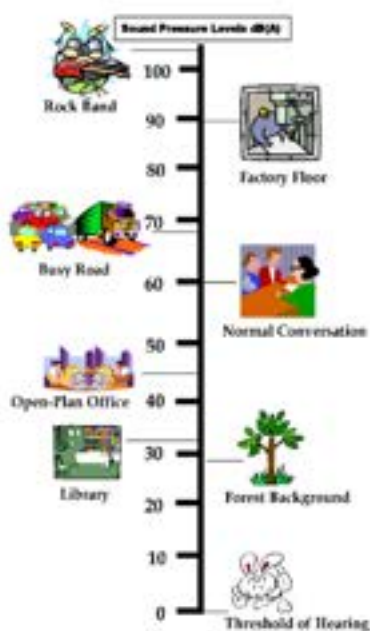
- Chart of Noise Level Descriptors



- Austrroads Vehicle Class

VEHICLE CLASSIFICATION SYSTEM AUSTRROADS		
1	Light motor vehicles Passenger cars, light trucks, mopeds, motorbikes, motor scooters	
2	Medium motor vehicles Medium trucks, medium buses	
3	Heavy motor vehicles Heavy trucks, heavy buses	
4	Articulated motor vehicles Articulated trucks, articulated buses	
5	Articulated motor vehicles Articulated trucks, articulated buses	
6	Articulated motor vehicles Articulated trucks, articulated buses	
7	Articulated motor vehicles Articulated trucks, articulated buses	
8	Articulated motor vehicles Articulated trucks, articulated buses	
9	Articulated motor vehicles Articulated trucks, articulated buses	
10	Articulated motor vehicles Articulated trucks, articulated buses	
11	Articulated motor vehicles Articulated trucks, articulated buses	
12	Articulated motor vehicles Articulated trucks, articulated buses	

- Typical Noise Levels



WESTERN



AUSTRALIA

REGISTER NUMBER	
110/P12478	
Duplicate Edition	DATE DUPLICATE ISSUED
3	23/9/2015

VOLUME
1507

FOLIO
545

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BG Roberts
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 110 ON PLAN 12478

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

CONQUEST CAPITAL PTY LTD OF 30 MARINE TERRACE SORRENTO WA 6020

(T P610174) REGISTERED 30/6/2023

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

1. *J597940 NOTIFICATION CONTAINS FACTORS AFFECTING THE WITHIN LAND. LODGED 24/1/2006.
2. *P610175 MORTGAGE TO FUNDING COMMERCIAL PTY LTD OF 50 APPEL STREET SURFERS PARADISE QLD 4217 REGISTERED 30/6/2023.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

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

STATEMENTS:

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

SKETCH OF LAND: 1507-545 (110/P12478)
PREVIOUS TITLE: 1507-534
PROPERTY STREET ADDRESS: 19 TWYFORD PL, INNALOO.
LOCAL GOVERNMENT AUTHORITY: CITY OF STIRLING

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING P610175

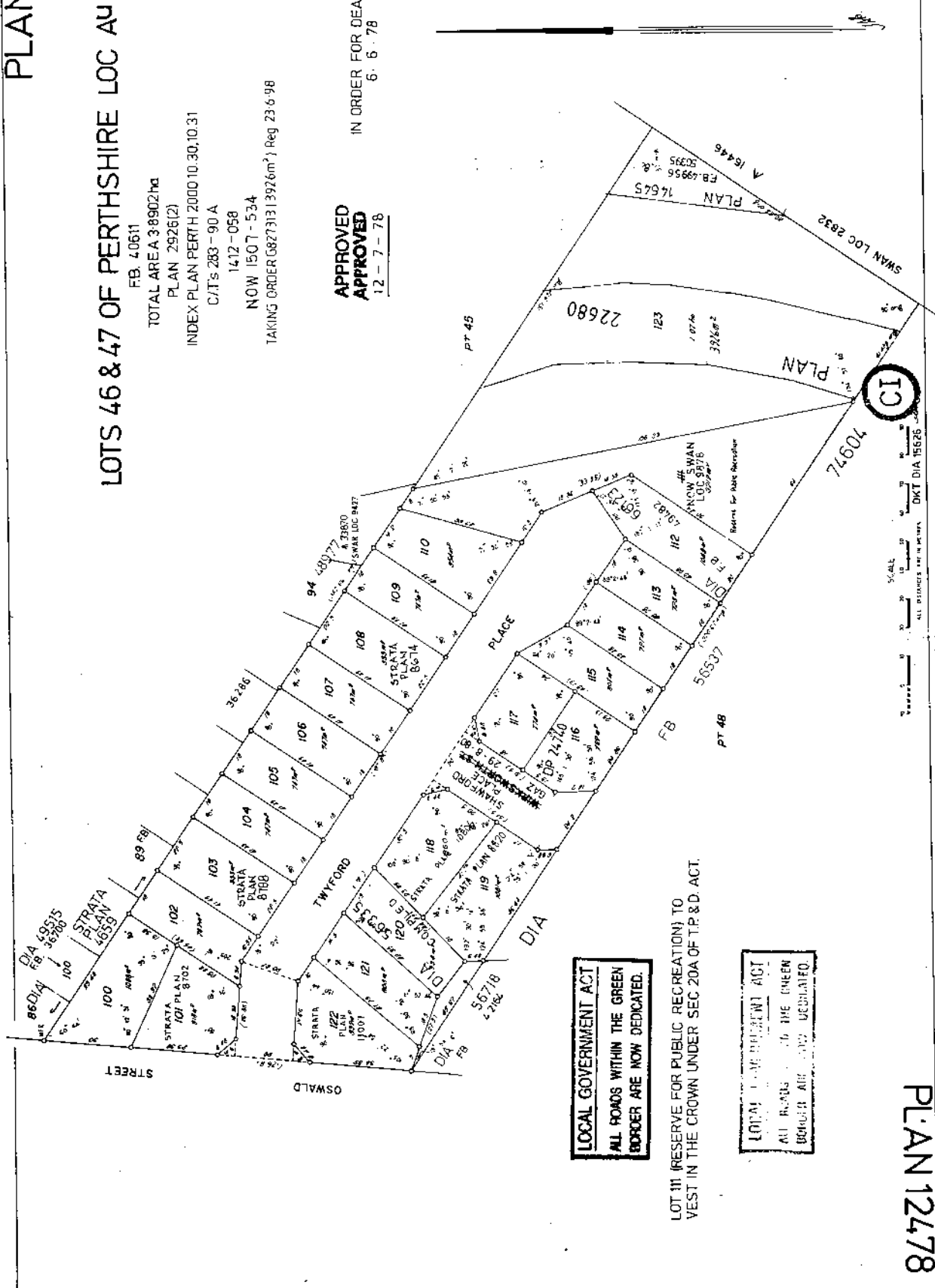
LOTS 46 & 47 OF PERTSHIRE LOC AU

FB. 40611
TOTAL AREA 38902 ha
PLAN 2926(2)
INDEX PLAN PERTH 2000 10.30, 10.31
C/T's 283 - 90 A
1412 - 058
NOW 1507 - 534
TAKING ORDER 082731313926m² Reg 23

APPROVED
APPROVED
12 - 7 - 78

APPROVED
APPROVED
12-7-78

P 012478 F 01



PL:AN 12478

INSTRUCTIONS

1. If insufficient space in any section, Additional Sheet, Form B1, should be used with appropriate headings. The boxed sections should only contain the words "see page ..."
2. Additional Sheets shall be numbered consecutively and bound to this document by staples along the left margin prior to execution by the parties.
3. No alteration should be made by erasure. The words rejected should be scored through and those substituted typed or written above them, the alteration being initialled by the persons signing this document and their witnesses.

NOTES

1. **DESCRIPTION OF LAND**
Lot and Diagram/Plan/Strata/Survey-Strata Plan number or Location name and number to be stated.
Extent - Whole, part or balance of the land comprised in the Certificate of Title to be stated.
The Volume and Folio number, to be stated.
2. **REGISTERED PROPRIETOR**
State full name and address of the Registered Proprietors as shown on the Certificate of Title and the address / addresses to which future Notices can be sent.
3. **LOCAL GOVERNMENT / PUBLIC AUTHORITY**
State the name of the Local Government or the Public Authority preparing and lodging this notification.
4. **FACTOR AFFECTING THE USE AND ENJOYMENT OF LAND**
Describe the factor affecting the use or enjoyment of land.
5. **ATTESTATION OF LOCAL GOVERNMENT / PUBLIC AUTHORITY**
To be attested in the manner prescribed by the Local Government Act or as prescribed by the Act constituting the Public Authority.
6. **REGISTERED PROPRIETOR'S EXECUTION**
A separate attestation is required for every person signing this document. Each signature should be separately witnessed by an Adult Person. The address and occupation of the witness must be stated.

EXAMINED

*checked
SP*

City of Stirling
21 Feb 2024
RECEIVED

J597940 NR

24 Jan 2006 12:21:16 Perth



REG \$ 80.00



NOTIFICATION

LODGED BY McLeods
ADDRESS 220 - 222 Stirling Highway
CLAREMONT WA 6010
PHONE No. 9383 3133
FAX No. 9383 4935
REFERENCE No. S23 13211 110
ISSUING BOX No. 346K

PREPARED BY McLeods
ADDRESS 220 - 222 Stirling Highway
CLAREMONT WA 6010
PHONE No. 9383 3133 FAX No. 9383 4935

INSTRUCT IF ANY DOCUMENTS ARE TO ISSUE TO OTHER THAN LODGING PARTY.

TITLES, LEASES, DECLARATIONS ETC. LODGED HEREWITH

1. _____
2. _____
3. _____
4. _____
5. _____
6. _____
Received Items
Nos.
Receiving Clerk

Lodged pursuant to the provisions of the TRANSFER OF LAND ACT 1893 as amended on the day and time shown above and particulars entered in the Register.



*Research
referred to*

NOTIFICATION UNDER SECTION 70A

City of Stirling
21 Feb 2024
RECEIVED

SIGNED by the said BERT EDWARD PRATT in the presence of: ✓ } B. Pratt ✓

Witness sign: ✓ 15/1/06

Witness name: MR. FLORIAN NOWAK ✓

Address: 24 BLANDFIELD WAY ✓
PARKWOOD, W.A. 6147 ✓

Occupation: COMPANY REPRESENTATIVE ✓

SIGNED by the said MARIA FRANCKE in the presence of: ✓ } M. Francke ✓

Witness sign: ✓

Witness name: MR. FLORIAN NOWAK ✓

Address: 24 BLANDFIELD WAY, ✓
PARKWOOD, W.A. 6147 ✓

Occupation: COMPANY REPRESENTATIVE.

THE COMMON SEAL of the CITY OF STIRLING was hereunto affixed by authority of a resolution of the Council in the presence of: ✓ } ✓ }



T. J. Tyzack ✓
MAYOR ✓

CHIEF EXECUTIVE OFFICER ✓
LINDSAY OWEN DELAHAUNTY ✓

City of Stirling
21 Feb 2024
RECEIVED

NOTIFICATION UNDER SECTION 70A

DESCRIPTION OF LAND (Note 1)

Lot 110 on Plan 12478

EXTENT

Whole

VOLUME

1507

FOLIO

545

REGISTERED PROPRIETOR (Note 2)

BERT EDWARD PRATT of 9 Knight Street, Wembley Downs and MARIA FRANCKE of 19 Liege Street,
Woodlands.

LOCAL GOVERNMENT / PUBLIC AUTHORITY (Note 3)

CITY OF STIRLING of Civic Place, Stirling.

FACTOR AFFECTING USE OR ENJOYMENT OF LAND (Note 4)

Registered Proprietors and prospective purchasers of the land described above (the "land") are notified that the land is subject to the City of Stirling Town Planning Scheme No. 38 Stirling City Centre Scheme (the "Scheme"). Under the Scheme various Scheme costs are payable by the owner of the land. Liability for these Scheme costs has been deferred in respect of the land for so long as the land is used for residential purposes up to a maximum density of R40. The Scheme costs together with interest will be payable by the then owner of the land if the land ceases to be used for residential purposes or is redeveloped for residential purposes beyond a density of R40. Further information may be obtained from the City of Stirling.

Dated this

20th

day of

January

Year 2006

LOCAL GOVERNMENT / PUBLIC AUTHORITY ATTESTATION (Note 5)

For Execution see Page 3

REGISTERED PROPRIETOR/S SIGN HERE (Note 6)

For Execution see Page 3



Our Ref
Your Ref

McL/S23/STIR-13211 110

9 February 2006

The Chief Executive Officer
Department of Land Information
PO Box 2222
MIDLAND WA 6936

Attention: Pita Chan

MCLEODS



**BARRISTERS &
SOLICITORS**
Local Government Law
Environmental Planning Law

Stirling Law Chambers
220-222 Stirling Highway
Claremont WA 6010
Tel (08) 9383 3133
Fax (08) 9383 4935
Email:
mcleods@mcleods.com.au

Denis McLeod (Counsel)
David Nadebaum
Geoffrey Owen
Peter Widduhn
Craig Stanka
Fiona Grigich
Elizabeth Stevenson (Associates)

BY FACSIMILE: 9273 7204

Dear Madam

DOCUMENT NO. J597940

We authorise the insertion of the names Terry John Tyzack underneath the signature of the Mayor and Lindsay Owen Delahaunty under the signature of the Chief Executive Officer in the sealing clause of the City of Stirling on document no. J597940.

Yours faithfully

City of Stirling
21 Feb 2024
RECEIVED

(13211110-06-02-09-BS-DL1.doc)



Design Review Report – Item 1

Local government:	City of Stirling	
Item no.:	Item 1 – DA23/1109 – 19 Twyford Place, Innaloo - Development Assessment Panel – Form 1 – Seventeen Multiple Dwellings	
Chairperson:	Philip Gresley	Acting Chairperson
Panel members:	Jackson Liew Tony Blackwell Lisa Shine	
Local government officers:	Dean Williams Michael Italiano Kelly Douglas Simone Palmer	Acting Coordinator Planning Acting Senior Planning Officer Client Liaison Officer DRP Support Officer
Observers		
Date:	9 November 2023	Time: 2pm
Venue:	City of Stirling – Challenger Room	

Proponent/s

Adrian Dhue	Lateral Planning (<i>Applicant</i>)
Michael Dryka	Michael Dryka Architects
Rod Del Carlo	Applicant's Client
Owners	Conquest Capital Pty Ltd

Observer/s

Briefings

Development assessment overview	Michael Italiano	Acting Senior Planning Officer
Technical issues	Michael Italiano	Acting Senior Planning Officer

Design Review

Proposed development	Item 1 – DA23/1109 – 19 Twyford Place, Innaloo - Development Assessment Panel – Form 1 – Seventeen Multiple Dwellings	
Property address	19 Twyford Place, Innaloo	
Background		
Proposal		
Applicant or applicant's representative address to the design review panel	Michael Dryka	Michael Dryka Architects
Key issues / recommendations	This is the second review of this proposal. There have been some improvements since DRP1 however the Panel is not supportive in its current form. The bulk and scale has been reduced to ameliorate the impact on the western neighbour, but has also increased in height from 4 to 5 storeys.	

	This significant increase above the allowable 3 storeys requires improvements in design quality to obtain Panel support. There are large blank walls, a lack of material diversity, and non-compliant setbacks that contribute to a design that appears over scaled. There have been some positive changes to the functional layouts of the apartments however the opportunity for improvement remains significant. The proposal will benefit from better fitting into its (future and current) context through responding and defining the character of the place. It is recommended that a streetscape character analysis, site sections, and other diagrams are used as design tools to improve the outcome. These should be included in the next Panel presentation. Currently the project also favours non-activated uses in addressing the street which is not supported. Landscaping should be reconsidered to provide higher levels of amenity and opportunity for interaction rather than be left over space. An increase in tree numbers to meet requirements should be implemented. Sustainability has not yet been suitably addressed. Refer to attached Design Quality Evaluation Report.
Chairperson signature	

Design quality evaluation
Item 1 – DA23/1109 – 19 Twyford Place, Innaloo - Pre Development Application – Multiple Dwelling
DRP Meeting – Thursday 9 November 2023

	<i>Design Principle satisfied</i>
	<i>Design Principle pending further attention</i>
	<i>Design Principle not satisfied</i>
Principle 1 Context and character	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	1a. The Panel noted that SPP 7.3 has been used in assessing whether or not the current design achieves the definition of “good design” against the 10 principles. 1b. The Panel support the approach to the site as a corner, and suggests giving consideration to each street interface including the POS interface which is currently underutilized. 1c. The Applicant was encouraged to communicate the proposal within the future planning context through diagrams and renders including the transitional impacts on neighbours. 1d. The Panel commented on the importance of the streetscape interface, noting that this has not been sufficiently communicated and discussed by the applicant. The removal of the ground floor apartment is a significant retrograde step. Reintroducing the ground-floor apartment would be beneficial while further development is still required to reduce the impact of the extent of vehicle cross overs. 1e. The panel encourages the Applicant to review and consider the relocation of some of the stores from the ground level and the carpark to a more discrete location to enable space and opportunity for enhanced street activation. 1f. The Panel suggested further connection with the form and materiality in relation to the context and character of the development. 1g. The Panel urged the Applicant to provide site sections for the entire proposal which includes the public open space. 1h. It was suggested by the Panel further street activation could be achieved by removing the parking from the front setback.
Principle 2 Landscape quality	<i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i>
	2a. The Applicant was commended on engaging the services of a landscape architect although the Panel encouraged the Applicant to work with them to create opportunity for landscape to be integrated in a meaningful and useable way which is not just left over space. 2b. The Panel commented large trees are important and there is an opportunity to assist with addressing the lack of tree canopy within the City of Stirling through the provision of deep soil areas on the ground. The panel commented that clarity around the deep soil is still required. 2c. The Panel stated that the landscape west of the stairs will be in a full shade all year round and therefore the plant species indicated in this area are required to be reviewed. 2d. The Panel commented that the planning framework requires a provision for twenty large trees on site to be included in the proposal. It was mentioned by the Panel the Applicant must provide these or provide justification around why this is not being achieved. 2e. The Panel noted providing a connection to the adjacent public open space is an important opportunity which should be pursued. 2f. Comment was made by the Panel to consider relocating the communal open space to the ground floor and provide access to the northern aspect.

Principle 3 Built form and scale	<i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>
	3a. The bulk and scale have been reduced to ameliorate the impact on the western neighbour, but has also increased in height from 4 to 5 storeys. This significant increase above the allowable 3 storeys requires improvements in design quality to obtain Panel support. There are large blank walls, a lack of material diversity, and non-compliant setbacks that contribute to a design that appears over scaled including a 5-storey element less than 1m from the western boundary. 3b. The Panel suggested the applicant could use section drawings and diagrams to better design and subsequently communicate the scale proposed in relation to the potential future developments in close proximity to the site. It would be beneficial the Applicant provide renders from the perspective of the neighbouring property to determine what is happening in the neighbour's yard. 3c. The blank wall hiding the carpark from the POS should be reconsidered including the treatment and shape of openings which should complement the overall development. 3d. The overall strength of the curved motif is lost in the current proposal with the blade wall to the entry way reducing the opportunity for it to be read more clearly in the round. The use of different materials and the refinement of articulation and intersection of forms would be highly beneficial and should be carefully reconsidered. 3e. The Panel expressed concern around the nil setbacks and stated more dialogue is required to communicate the reason for this.
Principle 4 Functionality and build quality	<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
	4a. The Panel commented on the benefit that will derive from rationalizing the plan, to improve functionality, reduce costs and improve amenity. Although there have been some improvements, several of the units could be further improved through this process. Further work is required around the apartment planning to ensure furniture and layout is functional and is further demonstrated. 4b. Comment was made by the Panel bedrooms to apartments B, C and E have both privacy issues from internal corridors and borrowed light to bedrooms which are not supported. The opportunity to externalise the corridor to improve cross ventilation with voids to reduce privacy issues should be considered. The width of the corridor also seems to be overly generous even including the provision of any Silver Standard Liveable housing requirements. 4c. It was mentioned by the Panel universal access needs to be appropriately resolved. The widths, levels and access need to be demonstrated to ensure they are functional. 4d. The Panel commented there is opportunity to create a stronger visual connection between the lobby and the carpark. 4e. The ground floor corridor might be further interrogated to provide a narrower corridor whilst providing quality amenity. 4f. Comment was made by the Panel there could be further opportunities to take advantage of northern light for living spaces through replanning of the units. 4g. The Panel commented the letterboxes are inadequate in size and there is no provision for parcel drop off or delivery. 4h. It was mentioned by the Panel the communal open space is positive although the layout and use needs to be demonstrated and tested. It was also suggested a toilet could be added to this area. 4i. Comment was made by the Panel there has been no provision for motorcycle parking included in the development.

Principle 5 Sustainability	<i>Good design optimizes the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	5a. The Applicant was encouraged by the Panel to explore options and make a greater commitment to sustainability. It was mentioned the sustainability report was disappointing and lacked detail and a commitment to sustainability. 5b. The Panel commented there is still a lot of unshaded windows facing east. The Applicant is to demonstrate a solution and reduce heat loading on these windows by providing awnings or other sun control devices for low angled sun angles on hot summer mornings. 5c. The Applicant was commended on the cross ventilation in the areas that it has been achieved in the proposal. There is more work required on the cross ventilation in the corridor on apartment levels and it was mentioned this should be demonstrated via diagrams and show a good outcome. The Panel recommended introducing additional natural ventilation. 5d. There was concern raised around the lack of shading to windows provided to the access corridors in the upper levels which will create to an uncomfortable corridor space on summer afternoons. 5e. The Panel stated photovoltaic cells are to be demonstrated on the drawings. 5f. Comment was made by the Panel around the offerings included for EV charging. It was requested the Applicant demonstrate infrastructure to enable progression for easy charging for all car bays for the future.
Principle 6 Amenity	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours providing environments that are comfortable, productive and healthy.</i>
	6a. It was mentioned by the Panel the living spaces on the first level (in particular Unit D) are directly above the bins stores which could be problematic in relation to odour. 6b. Comment was made by the Panel the communal open space could be improved by providing a northern aspect. 6c. It was stated by the Panel the generous balconies are a positive outcome and provide good amenity for residents. 6d. The high light windows and the use of borrowed light for bedrooms in units B, C and E are not supported. 6e. The Panel commented they support the air conditioning condensers being located on the roof however the low angle of the roof access is not clear. Further understanding of how visual they are going to be from a long view would be beneficial. 6f. It was stated by the Panel there is no design for the communal open space. There are currently only planters included in this space which provides only minimal amenity for the residents. 6g. Additional natural light could be provided to the carpark.
Principle 7 Legibility	<i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>
	7a. There is some clarity provided around the legibility of the proposal although there is no ground level activation. 7b. There was a discussion around the opportunity for double access doors, one being for the postman and one for secure resident access. The Panel requested the entry experience be made more welcoming. 7c. Comment was made the ground floor interface is not fully resolved and the carpark is dominant. Further development should create a clear hierarchy with the pedestrian entry being prioritised. The second vehicle crossover is not supported by the Panel and should be removed.

Principle 8 Safety	<i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>
	8a. The Panel commented on the one entry towards the north from the car park. It was stated it is a convoluted way to access the lift. There is opportunity to provide further penetration along the edge and offer some visual connection and improve the pedestrian access. Visual surveillance was encouraged in this area.
Principle 9 Community	<i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i>
	9a. Comment was made by the Panel the removal of the ground floor apartment is detrimental to the community connection and streetscape. 9b. The Panel made comment the absence of a high amenity communal open space is considered a significant downfall of the proposal. Creating a strong sense of community within the development should be pursued. 9c. Additionally, the Panel commented there is a need to demonstrate what is being given back to the broader community through the streetscape interface for the additional height discretion.
Principle 10 Aesthetics	<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
	10a. Comment was made by the Panel the colour and material palette consists of mainly of render and paint. Additional materials, including at ground level, need to be added to provide visual interest. This is a key move to enhance the formal qualities of the proposal. 10b. A boldness and strong geometry of design is supported in principle by the Panel, however the overarching design parti in this proposal requires additional consideration to give the design a more cohesive logic and hierarchy of elements. 10c. The Panel stated the Applicant needs to demonstrate how the design responds to the character of place as this is not evident at this point.

Design Review progress Item 1 – DA23/1109 and PDA23/0038 – 19 Twyford Place, Innaloo - Pre Development Application – Multiple Dwelling DRP Meeting – Thursday 9 November and 8 June 2023			
	<i>Design Principle satisfied</i>		
	<i>Design Principle pending further attention</i>		
	<i>Design Principle not satisfied</i>		
	DR1 8/6/2023	DR2 9/11/2023	DR3
Principle 1 - Context and character			
Principle 2 - Landscape quality			
Principle 3 - Built form and scale			
Principle 4 - Functionality and build quality			
Principle 5 - Sustainability			
Principle 6 - Amenity			
Principle 7 - Legibility			
Principle 8 - Safety			
Principle 9 - Community			
Principle 10 - Aesthetics			

Recommendations Summary
Item 1 – DA23/1109 and PDA23/0038 – 19 Twyford Place, Innaloo

DR1 – DRP Recommendations DRP Meeting – 8/6/2023	DR2 – Applicant Response DRP Meeting – 8/6/2023	DR2 DRP Recommendations DRP Meeting – 9/11/2023	DR2 – Applicant Response DRP Meeting – 9/11/2023
1c. Comment was made by the Panel the 4 storeys proposed would be supported by the Panel providing the Local Development Plan objectives are met by the Applicant. The Applicant was encouraged to communicate the proposal within the future planning context through diagrams and renders. 1d. The Panel also recommend an explanation of the proposal in relation to the current context to understand the transitional impacts on neighbours. 1e. It was suggested by the Panel further street activation could be achieved by reducing the parking to remove this from the front setback. 1f. The Panel commented on the importance of the streetscape interface, noting that this has not been sufficiently communicated and discussed by the applicant. Having a ground-floor apartment is a good start and further development is required to reduce the impact of the car parking and extent of vehicle cross overs.		1b. The Panel support the approach to the site as a corner, and suggests giving consideration to each street interface including the POS interface which is currently underutilized. 1c. The Applicant was encouraged to communicate the proposal within the future planning context through diagrams and renders including the transitional impacts on neighbours. 1d. The Panel commented on the importance of the streetscape interface, noting that this has not been sufficiently communicated and discussed by the applicant. The removal of the ground floor apartment is a significant retrograde step. Reintroducing the ground-floor apartment would be beneficial while further development is still required to reduce the impact of the extent of vehicle cross overs. 1e. The panel encourages the Applicant to review and consider the relocation of some of the stores from the ground level and the carpark to a more discrete location to enable space and opportunity for enhanced street activation. 1f. The Panel suggested further connection with the form and materiality in relation to the context and character of the development. 1g. The Panel urged the Applicant to provide site sections for the entire proposal which includes the public open space. 1h. It was suggested by the Panel	

		further street activation could be achieved by removing the parking from the front setback.	
2a. The Applicant was strongly encouraged to engage the services of a landscape architect at an early stage to ensure that landscape is an integrated and meaningful part of the design response. 2b. Comment was made by the Panel it is unlikely the green walls proposed would flourish in many of the locations proposed, noting that some do not receive any natural light. The emphasis for the landscape solution should seek to provide high quality, high amenity landscape spaces for residents. 2c. The Panel commented large trees are important and there is an opportunity to assist with addressing the lack of tree canopy within the City of Stirling through the provision of deep soil areas on the ground. The design currently nominated landscape in the leftover spaces of the design rather than integrated in a meaningful and usable way. 2d. The Panel questioned the planting on structure, particularly on the first floor, and questioned how this will be accessed for enjoyment and maintenance. The Panel is skeptical in regard to this approach and suggest a more robust response to landscape.		2a. The Applicant was commended on engaging the services of a landscape architect although the Panel encouraged the Applicant to work with them to create opportunity for landscape to be integrated in a meaningful and useable way which is not just left over space. 2b. The Panel commented large trees are important and there is an opportunity to assist with addressing the lack of tree canopy within the City of Stirling through the provision of deep soil areas on the ground. The panel commented that clarity around the deep soil is still required. 2c. The Panel stated that the landscape west of the stairs will be in a full shade all year round and therefore the plant species indicated in this area are required to be reviewed. 2d. The Panel commented that the planning framework requires a provision for twenty large trees on site to be included in the proposal. It was mentioned by the Panel the Applicant must provide these or provide justification around why this is not being achieved. 2e. The Panel noted providing a connection to the adjacent public open space is an important opportunity which should be pursued. 2f. Comment was made by the Panel to consider relocating the communal open space to the ground floor and provide access to the northern aspect.	

3a. The Panel suggested the Applicant could use diagrams to communicate the scale proposed in relation to the potential future developments in close proximity to the site. 3b. The Panel commented there is a need to incorporate articulation of the long blank wall which can be viewed when driving down Ellen Stirling Boulevard as this will be visible in the medium term. 3c. The Panel mentioned the potential for a stepping down of heights between higher density to lower density areas as a way to manage scale changes.		3b. The Panel suggested the applicant could use section drawings and diagrams to better design and subsequently communicate the scale proposed in relation to the potential future developments in close proximity to the site. It would be beneficial the Applicant provide renders from the perspective of the neighbouring property to determine what is happening in the neighbour's yard. 3c. The blank wall hiding the carpark from the POS should be reconsidered including the treatment and shape of openings which should complement the overall development. 3d. The overall strength of the curved motif is lost in the current proposal with the blade wall to the entry way reducing the opportunity for it to be read more clearly in the round. The use of different materials and the refinement of articulation and intersection of forms would be highly beneficial and should be carefully reconsidered.	
4a. The Panel commented on the benefit that will derive from rationalizing the plan, to improve functionality, reduce costs and improve amenity. Several of the units could be improved through this process. 4c. It was mentioned the Panel supports the semi-circular form of the building but further work is required to ensure this doesn't negatively affect the functionality, and the efficient allocation of spaces. 4d. It was stated by the Panel the lift lobbies are tight and urged the Applicant to think about how		4a. The Panel commented on the benefit that will derive from rationalizing the plan, to improve functionality, reduce costs and improve amenity. Although there have been some improvements, several of the units could be further improved through this process. Further work is required around the apartment planning to ensure furniture and layout is functional and is further demonstrated. 4b. Comment was made by the Panel bedrooms to apartments B, C and E have both privacy issues from internal corridors and borrowed light to bedrooms which are not	

residents would move furniture into the apartments, noting that there is a mismatch between the generous size of the lift and the narrow walkways. 4g. Comment was made by the Panel there could be opportunities to take advantage of northern orientation through replanning of the units. 4h. The Panel mentioned storage areas would be affected by inward opening doors which would further reduce the storage space being proposed. The size and configuration of these is not supported. Opportunities to integrate storage spaces with the units could be a better outcome.		supported. The opportunity to externalise the corridor to improve cross ventilation with voids to reduce privacy issues should be considered. The width of the corridor also seems to be overly generous even including the provision of any Silver Standard Liveable housing requirements. 4c. It was mentioned by the Panel universal access needs to be appropriately resolved. The widths, levels and access need to be demonstrated to ensure they are functional. 4d. The Panel commented there is opportunity to create a stronger visual connection between the lobby and the carpark. 4e. The ground floor corridor might be further interrogated to provide a narrower corridor whilst providing quality amenity. 4f. Comment was made by the Panel there could be further opportunities to take advantage of northern light for living spaces through replanning of the units. 4h. It was mentioned by the Panel the communal open space is positive although the layout and use needs to be demonstrated and tested. It was also suggested a toilet could be added to this area.	
5a. The Applicant was strongly urged to engage the services of a sustainability expert to assist and demonstrate how the proposal will integrate sustainability into the design. 5b. The Applicant was commended on the cross ventilation in the areas that it has been achieved in the proposal. This should be demonstrated via diagrams to		5a. The Applicant was encouraged by the Panel to explore options and make a greater commitment to sustainability. It was mentioned the sustainability report was disappointing and lacked detail and a commitment to sustainability. 5b. The Panel commented there is still a lot of unshaded windows facing east. The Applicant is to demonstrate a solution and reduce	

demonstrate the extent being achieved.		heat loading on these windows by providing awnings or other sun control devices for low angled sun angles on hot summer mornings. 5c. The Applicant was commended on the cross ventilation in the areas that it has been achieved in the proposal. There is more work required on the cross ventilation in the corridor on apartment levels and it was mentioned this should be demonstrated via diagrams and show a good outcome. The Panel recommended introducing additional natural ventilation. 5e. The Panel stated photovoltaic cells are to be demonstrated on the drawings. 5f. Comment was made by the Panel around the offerings included for EV charging. It was requested the Applicant demonstrate infrastructure to enable progression for easy charging for all car bays for the future.	
6a. The Panel stated three out of the five units have a private entry which is positive and there is opportunity to rethink the entries to the remaining units to achieve the same outcome. 6b. The Panel commented there could be an opportunity to provide private garden spaces. 6c. Concern was expressed by the Panel around the true amenity being offered by several of the balconies, these should be assessed with consideration given to their usability. This could be tested by showing furniture layouts. 6d. The Panel stated the bin amenity outcome is poor. A bin enclosure would be recommended with a		6b. Comment was made by the Panel the communal open space could be improved by providing a northern aspect. 6g. Additional natural light could be provided to the carpark.	

wash area included. The current approach is not supported and not consistent with the market expectations. In addition the waste collection strategy is not stated, if the intention is to have the collection on the street the verge will be dominated by bins and lessen the amenity of the ground floor apartment and the streetscape interface. A waste management plan should be developed to address these issues alongside the suite of other issues related to this.			
7a. The Panel commented that the green arch and framing element require further development to create clarity at the pedestrian entry. The sail shade is not considered necessary. The pedestrian and vehicle entry should be seen as distinct from one another. 7b. Comment was made the ground floor interface is not fully resolved and the carpark is dominant. Further development should create a clear hierarchy with the pedestrian entry being prioritized. The vehicle crossover should be reduced to the minimum dimension for the number of carparks.		7b. There was a discussion around the opportunity for double access doors, one being for the postman and one for secure resident access. The Panel requested the entry experience be made more welcoming. 7c. Comment was made the ground floor interface is not fully resolved and the carpark is dominant. Further development should create a clear hierarchy with the pedestrian entry being prioritised. The second vehicle crossover is not supported by the Panel and should be removed.	
		8a. The Panel commented on the one entry towards the north from the car park. It was stated it is a convoluted way to access the lift. There is opportunity to provide further penetration along the edge and offer some visual connection and improve the pedestrian access. Visual surveillance was encouraged in this area.	

9a. Comment was made by the Panel the absence of a high amenity communal open space is considered a significant downfall of the proposal. Creating a strong sense of community within the development is key. 9b. Additionally, the Panel commented there is a need to demonstrate what is being given back to the broader community through the streetscape interface.		9b. The Panel made comment the absence of a high amenity communal open space is considered a significant downfall of the proposal. Creating a strong sense of community within the development should be pursued. 9c. Additionally, the Panel commented there is a need to demonstrate what is being given back to the broader community through the streetscape interface for the additional height discretion.	
10a. The boldness and strong geometry of the design is supported, in principle, by the Panel, notwithstanding the need to significantly refine the planning and amenity of some of the spaces that result from this. 10b. Comment was made the materials used and articulation are both important to the success of the overall design. The Panel request a comprehensive colour and materials schedule to accompany the next DRP.		10a. Comment was made by the Panel the colour and material palette consists of mainly of render and paint. Additional materials, including at ground level, need to be added to provide visual interest. This is a key move to enhance the formal qualities of the proposal. 10b. A boldness and strong geometry of design is supported in principle by the Panel, however the overarching design parti in this proposal requires additional consideration to give the design a more cohesive logic and hierarchy of elements. 10c. The Panel stated the Applicant needs to demonstrate how the design responds to the character of place as this is not evident at this point.	

LOT 110 (19) TWYFORD PLACE, INNALOO - FIVE STOREY MULTIPLE DWELLING

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Inner Development Assessment Panel	
Local Government Area:	City of Stirling	
Applicant:	Lateral Planning	
Owner:	Conquest Capital Pty Ltd	
Value of Development:	\$4.5 million ☐ Mandatory (Regulation 5) ☒ Opt In (Regulation 6)	
Responsible Authority:	Western Australian Planning Commission	
Authorising Officer:	Planning Director, Land Use Planning	
WAPC Reference:	20-51197-1	
DAP File No:	DAP/23/02581	
Application Received Date:	3 November 2023	
Report Due Date:	1 March 2024	
Application Statutory Process Timeframe:	90 Days (+ approved stop the clock)	
Attachment(s):	Attachment 1 – Initial Development Plans Attachment 2 – Modified Development Plans Attachment 3 – Location Plan Attachment 4 – Zoning Plan	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	☐ Yes	Complete Responsible Authority Recommendation section
	☒ N/A	
	☐ No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Inner Development Assessment Panel resolves to **approve** DAP Application reference DAP/23/02581 and accompanying plans date stamped 23 February 2024 by the Department of Planning, Lands and Heritage on behalf of the Western Australian Planning Commission, in accordance with Clause 30(1) of the Metropolitan Region, subject to the following conditions:

Conditions

1. The proposed development is to comply in all respects with the submitted plans date-stamped 23 February 2024 by the Department of Planning, Lands and Heritage on behalf of the Western Australian Planning Commission (attached).
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.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Central City Area
Local Planning Scheme	City of Stirling Local Planning Scheme No. 3
Local Planning Scheme - Zone/Reserve	Development Zone
Structure Plan/Precinct Plan	Draft Stirling City Centre Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Urban Residential (as per Local Development Plan)
Use Class and permissibility:	Multiple Dwelling – “P” use
Lot Size:	945m ²
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☐ N/A ☒ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	No
Swan River Trust Area	No

Proposal:

The application proposes a multiple dwelling development at Lot 110 (19) Twyford Place, Innaloo (the site) (**Attachment 1- Development Plans**), summarised as follows:

- five (5) storey residential building containing 18 dwellings. Four dwellings contain single bedrooms while 14 dwellings have two bedrooms;
- façade comprising masonry and concrete block finishes with painted render and a zincalume spandex roof;
- one crossover providing vehicle access to 17 resident bays and two visitor bays;
- landscaping of 9.2% of the site (87.691m²), focused to the southern and western boundaries, providing turf and various tree species;
- communal facilities including ‘residential amenities’ and ‘terrace’ on the first floor; and
- sustainable design initiatives including renewable energy measures (photovoltaic system), water efficiencies and passive solar design.

The City of Stirling (the City) requested additional information and modified plans to address concerns regarding detailed elements of the proposal (**Attachment 2 - Modified Development Plans**). The modified plans form the basis of the Department of Planning, Lands and Heritage’s planning assessment and recommendation.

Land Use	Multiple Dwelling
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Net Lettable Area	N/A
No. Storeys	Five storeys
No. Dwellings	18 dwellings

Background:

The site is located at the end of a cul-de-sac characterised by single storey residential development to the west and south (including an aged care facility). Open space reserve R33870 is located to the north and east (**Attachment 3 – Location Plan**).

The site is zoned Central City Area under the Metropolitan Region Scheme (MRS) and subject to a clause 32 resolution relating to the Stirling and Glendalough Station precincts (**Attachment 4 - Zoning Plan**). The site is zoned Development under the City's Local Planning Scheme No. 3 (LPS 3).

The Western Australian Planning Commission (WAPC) is the responsible authority for development applications on land subject to a clause 32 resolution under the MRS. Approval is also required under the City's LPS 3, resulting in two separate responsible authority reports (RAR) being prepared for the application.

Clause 30(1) of the MRS sets out the following matters to be considered when determining a development application:

- the purpose for which the land is zoned or reserved under the MRS;
- the orderly and proper planning of the locality; and
- the preservation of the amenities of the locality.

The matters considered in this report are limited to those relating to the regional implications of the proposal. All other issues relating to the proposed development will be addressed by the City in its separate RAR.

Clause 32 Resolution

The resolution under Clause 32 of the MRS was established in 1990. The primary objectives of the resolution are to control development generally within an 800 metre radius from Stirling and Glendalough Train Stations, so as to:

- not prejudice the structure planning for the area;
- ensure development is consistent with the station precincts concept; and
- protect the potential for value capture or other innovations applicable to the area.

The WAPC rationalised the Clause 32 area in 2003 to encourage the intensification and development of land uses that are compatible with the Glendalough and Stirling Station precincts and to include areas where changes in land use are likely to occur in the future. In the absence of an adopted structure plan, the objectives for the station precincts, as stipulated under Clause 32, are being considered in conjunction with the broader State planning framework as part of the assessment below.

Legislation and Policy:

Legislation

Planning and Development Act 2005

Metropolitan Region Scheme

State Government Policies

State Planning Policy 4.2 - Activity Centres for Perth and Peel (SPP 4.2)

Structure Plans/Activity Centre Plans

Draft Stirling City Centre Structure Plan

Consultation:

City of Stirling

The City did not provide formal comment on the proposal, however, will formally assess the application against its local planning framework as part of its RAR.

Design Review Panel Advice

The development was considered by the City's design review panel on 8 June 2023 and 9 November 2023 in which items were raised regarding the overall design. The City considered the revised information provided adequately addressed the specific concerns raised by the panel.

Planning Assessment:

Perth & Peel @ 3.5million

The Central Sub-Regional Planning Framework (the framework) focuses on achieving higher residential and employment densities in target urban consolidation areas and making better use of existing infrastructure. The framework has been prepared in order to accommodate a population of 3.5 million people in the Perth and Peel regions by 2050. It is expected that an estimated 215,000 infill dwellings will be required within the Central sub-region, a minimum of 60,330 of which are to be accommodated within the City.

The proposed development site is located within the Stirling strategic centre. The framework identifies activity centres as places for accommodating increased residential, commercial and mixed-use development, allowing more people to live closer to where they work.

The site also has an opportunity to achieve an integrated urban consolidation outcome, with good access to public transport with the site being near Stirling Train Station and can provide residents to supply the vibrant community hub through the centre.

Metropolitan Region Scheme

The site is zoned Central City Area under the MRS and subject to a Clause 32 resolution relating to the Stirling and Glendalough Station precincts. Clause 30 of the MRS requires the WAPC to have regard to the following factors when determining a development application within a Clause 32 or on land reserved under the MRS.

The purpose for which the land is zoned or reserved under the MRS

The site is zoned Central City Area under the MRS. This zone is intended to accommodate strategic regional centres for major retail, commercial and office facilities as well as employment, civic, business and residential uses. The application proposes 18 residential apartments and is therefore consistent with the Central City Area zoning of the site under the MRS.

The development will provide housing opportunities within close proximity to the Stirling Train Station and is therefore consistent with the intent of the clause 32 area in accommodating transit oriented development.

The orderly and proper planning of the locality

The proposal has been assessed in line with the relevant legislation, SPP 4.2, the draft Stirling City Centre Structure Plan (draft SCCSP) and Development Control Policy 1.6 – Planning to Support Transit Use and Transit Orientated Development (DC1.6).

The development complies with SPP 4.2 as the proposed 18 dwellings, with a density greater than R160, are consistent with the high residential densities and built form expected within a strategic centre. This provides future occupants of the development access to a full range of economic and community services within the catchment.

The development aligns with the broad intent of the draft SCCSP in terms of land use permissibility and density. The WAPC considered the draft SCCSP on 27 February 2024 and required the City to undertake modifications to better reflect State planning objectives and to ensure consistency with the WAPC's Structure Plan Framework. While the draft SCCSP is yet to be approved, the document identifies the importance of a range of dwelling types and sizes at higher densities to provide for future population targets near high amenity areas.

The development aligns with the intent of DC1.6, which encourages higher density developments to be placed near public transit services to increased patronage and decrease car-based modes of transport.

The development is consistent with the focus of these documents, being the provision of housing opportunities in close proximity to employment and public transport, and therefore is consistent with the orderly and proper planning of the locality.

The preservation of the amenities of the locality

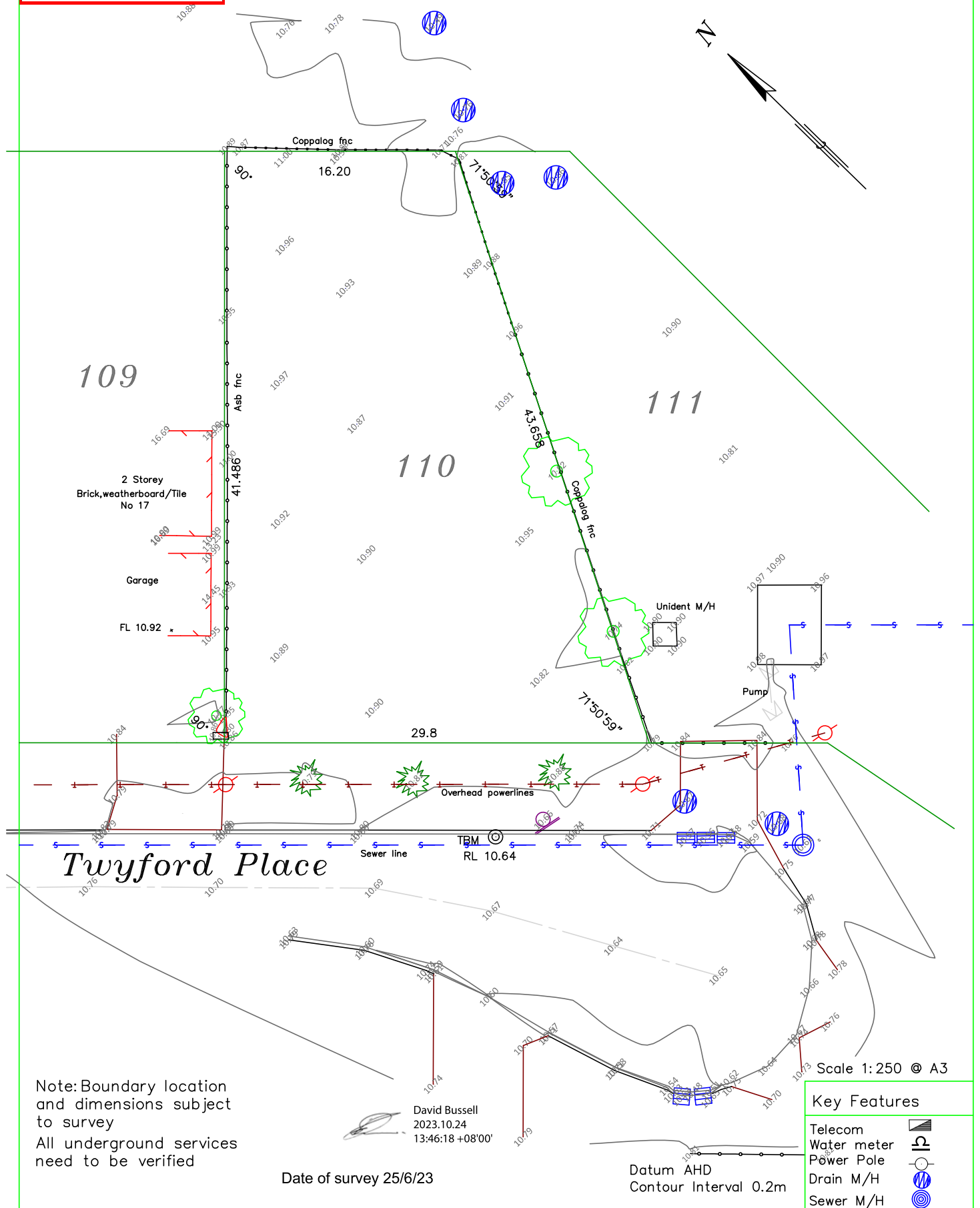
The site has been vacant and undeveloped for over 40 years, and therefore does not currently contribute towards the amenity of the locality. The proposed development is intended to be completed to acceptable aesthetic standards and has been subject to a design review process led by the City. The scale of the development is appropriate given the site's location within a strategic centre and its proximity to Stirling Train Station and high frequency bus routes.

Conclusion:

The development proposes a multiple dwelling development that will provide more diverse housing opportunities within the Stirling strategic centre. The proposal is consistent with the purpose for which the land is zoned under the MRS, the orderly and proper planning of the locality and the preservation of amenities of the locality. It is recommended the development be approved under the MRS, subject to conditions.

City of Stirling
23 October 2023
RECEIVED

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE
DATE 03 Nov 2023 FILE 20-53197-1



db Surveys

55 Chrysostom Street Trigg Perth 6029

Ph/Fax 61 8 94481033

LICENSED LAND and ENGINEERING SURVEYORS

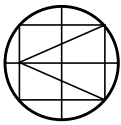
Feature Survey

Lot 110 on Plan 12478

19 Twyford Place Innaloo

Dwg: FS839-06B

db surveys
LICENSED LAND SURVEYORS



City of Stirling
23 October 2023
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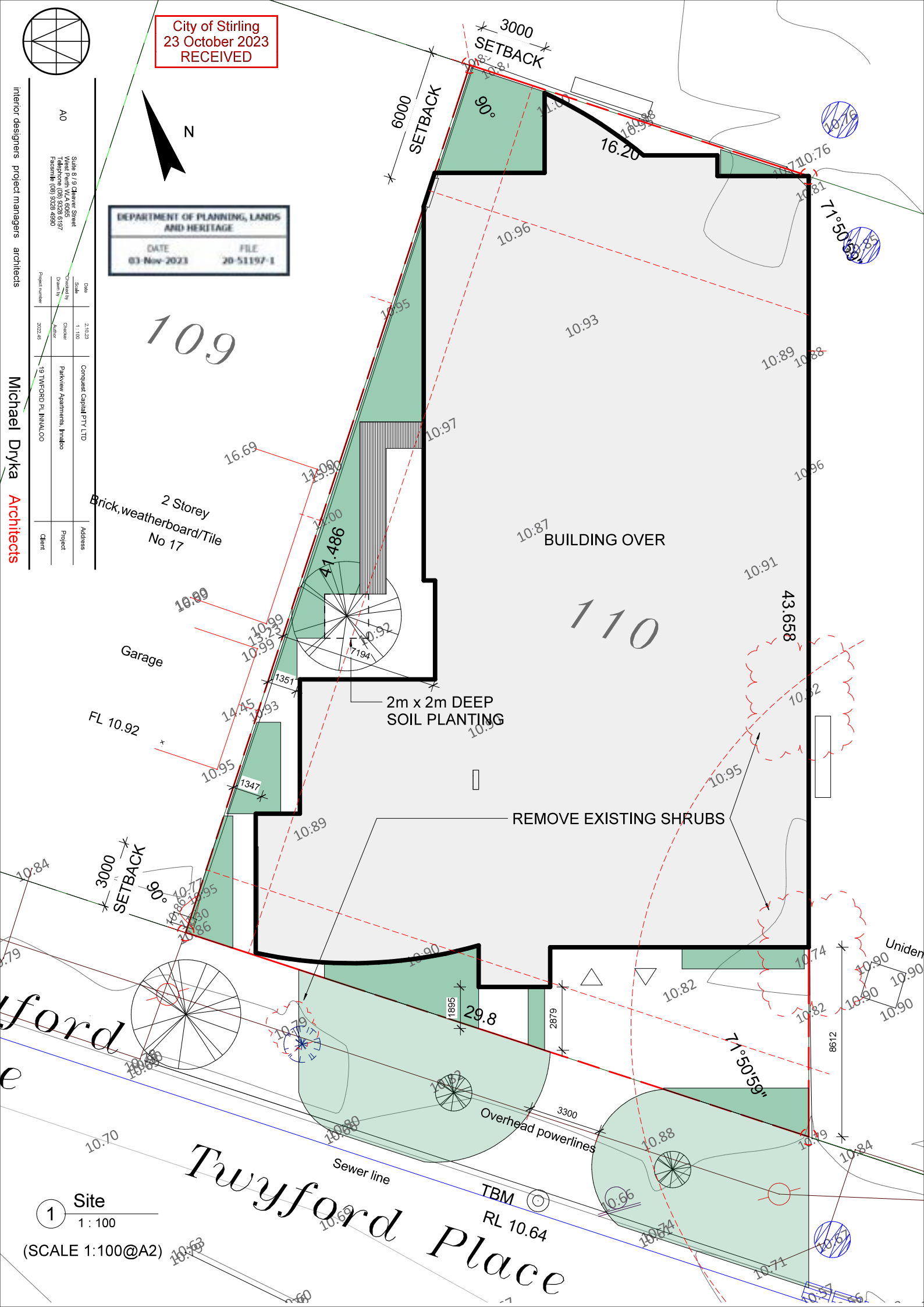
Interior designers project managers architects

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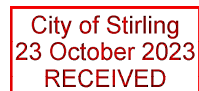
Site 8/9 Claver Street
West Perth WA 6005
Telephone (08) 9328 6197
Facsimile (08) 9328 6990

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2022.05		Michael Dryka	Michael Dryka	19 TWYFORD PL INNALOO	

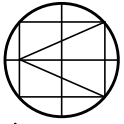
Michael Dryka Architects



1 Site
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DATE	FILE
03-Nov-2023	20-51197-1



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Suite 8/9 Chavrus Street
West Perth WA 6005
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Date
Scale
Checked by
Drawn by
Project number

2/10/23
As indicated
Checker
Author

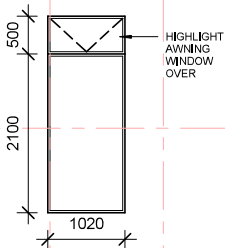
Conquest Capital Pty Ltd
Parkview Apartments, Innaloo
19 TWTFORD PL. INNALOO

Address
Project
Client

OPENINGS KEY

HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

FRONT DOORS TYPICAL



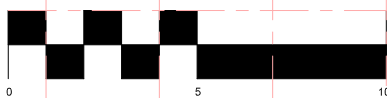
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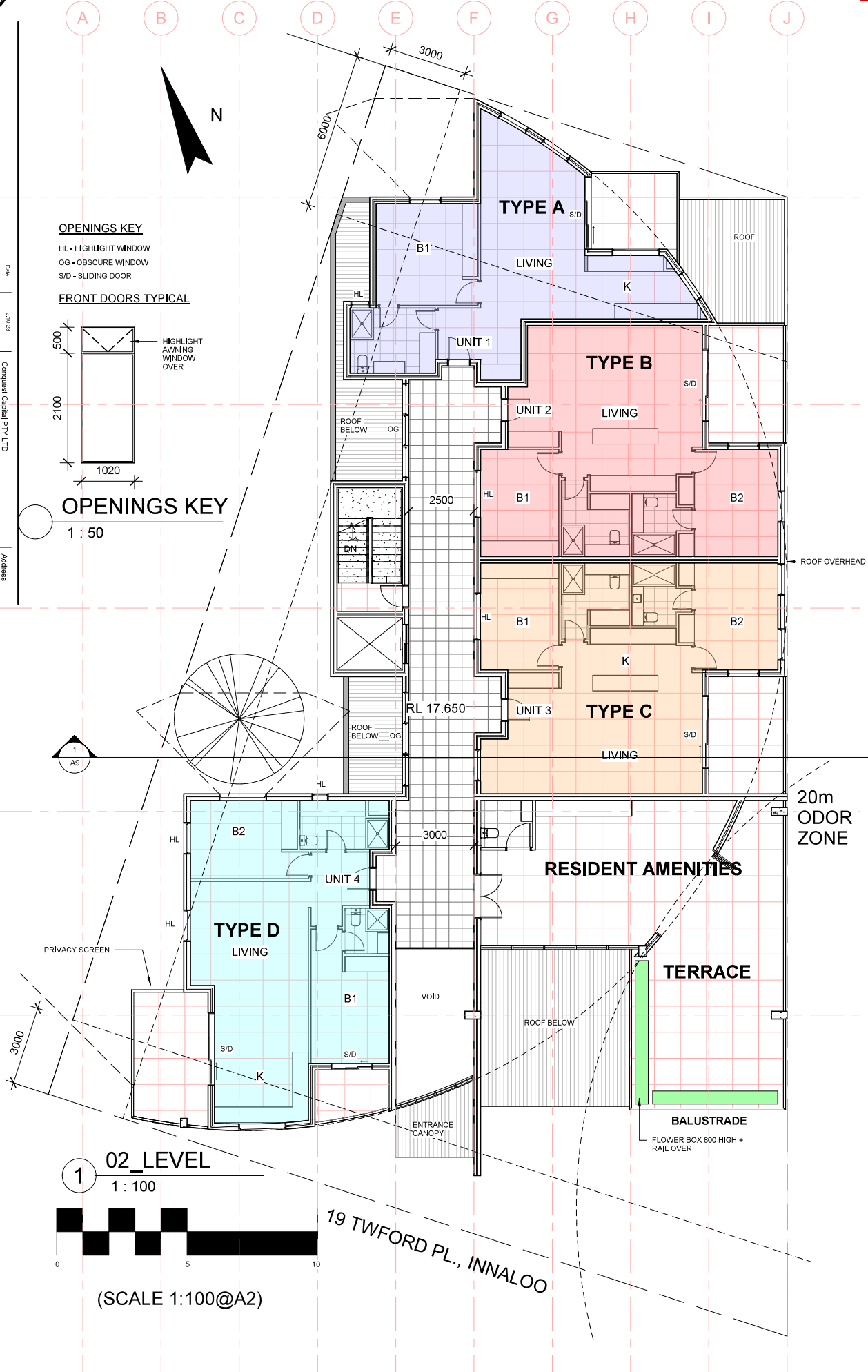
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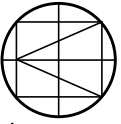
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19 TWTFORD PL., INNALOO





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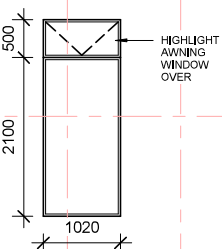
Michael Dryka Architects

A3
Suite 8/9 Chaucer Street
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Telephone (08) 9328 6187
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Checked by	Author	Checker	Project
Drawn by	Author	Checker	Project
Project number	2022.45		19 TWTFORD PL, INNALOO
Client			

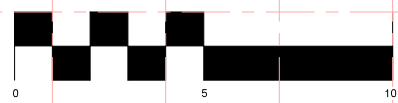
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OG - OBSCURE WINDOW
S/D - SLIDING DOOR

FRONT DOORS TYPICAL

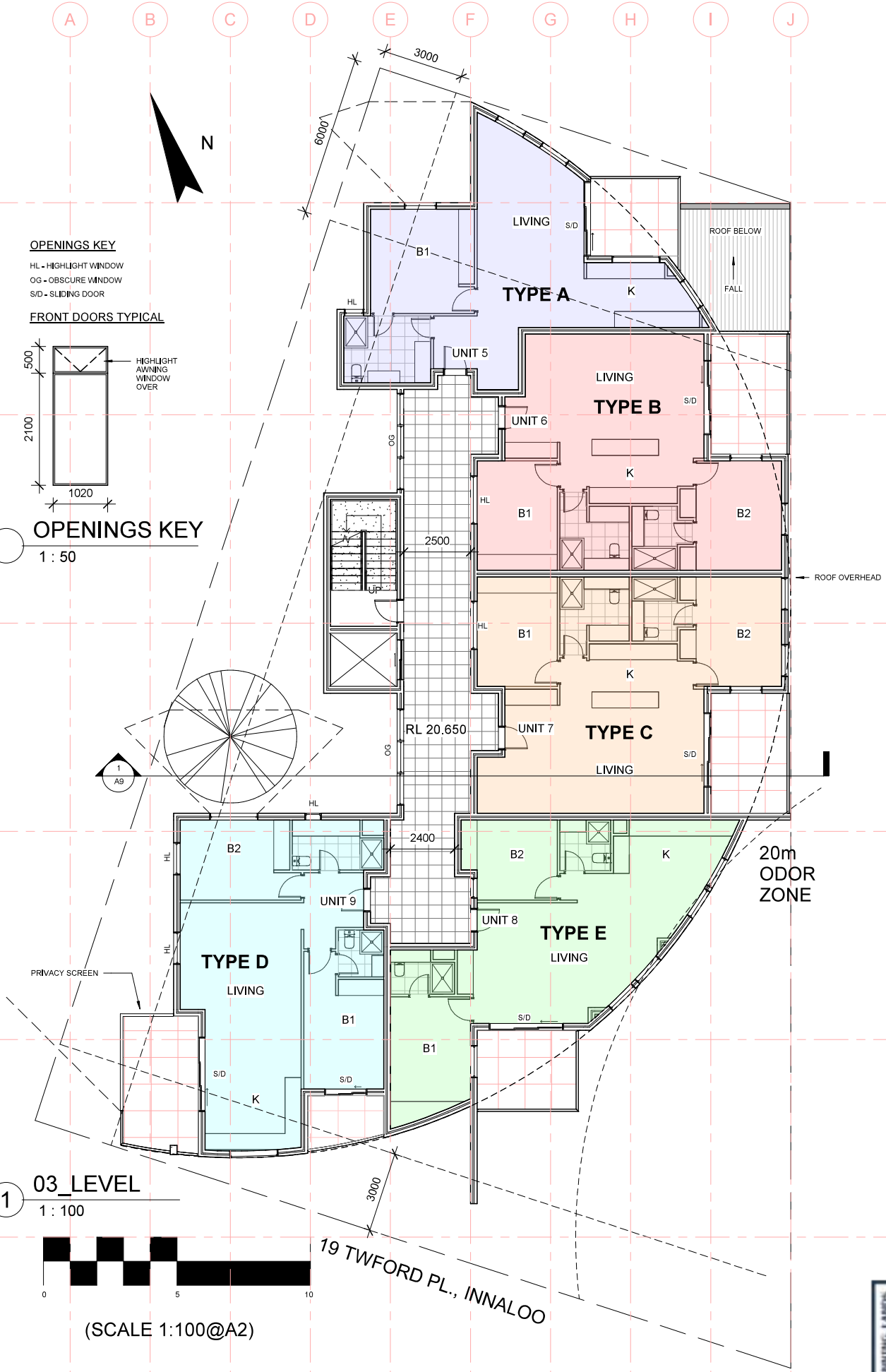


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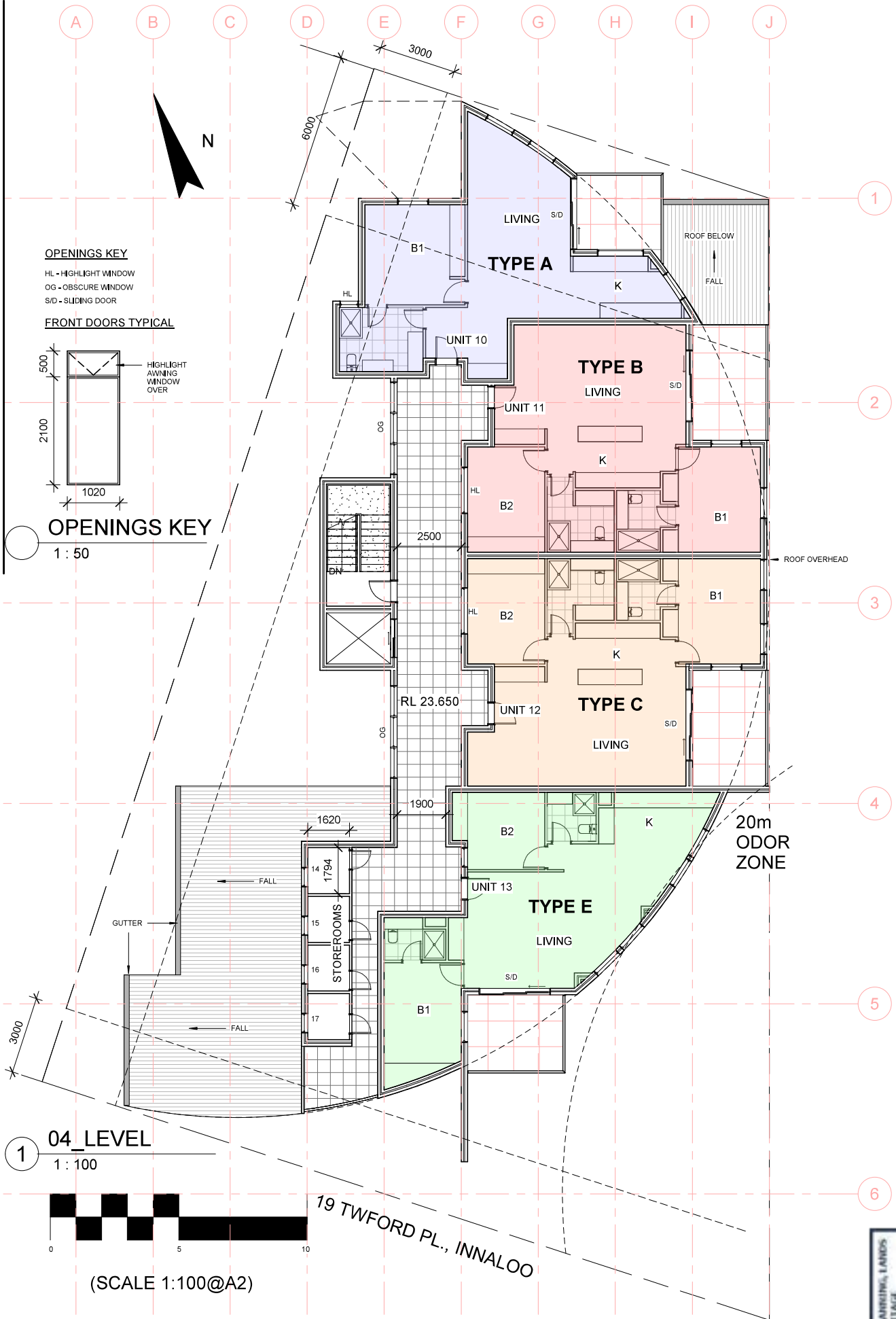


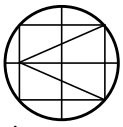
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Suite 8 / 9 Cleaver Street
 West Perth W.A. 6005
 Telephone (08) 9328 6197
 Facsimile (08) 9328 4950

Date	Scale	Address
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Drawn by	Author	
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Project number	2022.46	19 THWORLD PL INNALOO
		Client





interior designers project managers architects

Michael Dryka Architects

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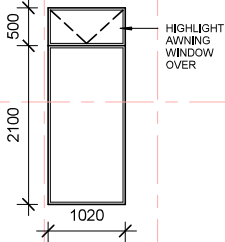
Suite 8/9 Chaucer Street
West Perth WA 6005
Telephone (08) 9328 6197
Facsimile (08) 9328 6990

Date	Scale	As indicated	Conquest Capital Pty Ltd	Address
2/10/23	As indicated	As indicated	Conquest Capital Pty Ltd	Conquest Capital Pty Ltd
Checked by	Checked	Checked	Parkview Apartments, Innaloo	Project
Drawn by	Drawn	Drawn	Parkview Apartments, Innaloo	Project
Project number	2022-05	2022-05	19 TWTFORD PL. INNALOO	Client

OPENINGS KEY

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OG - OBSCURE WINDOW
S/D - SLIDING DOOR

FRONT DOORS TYPICAL

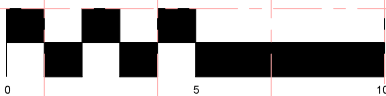


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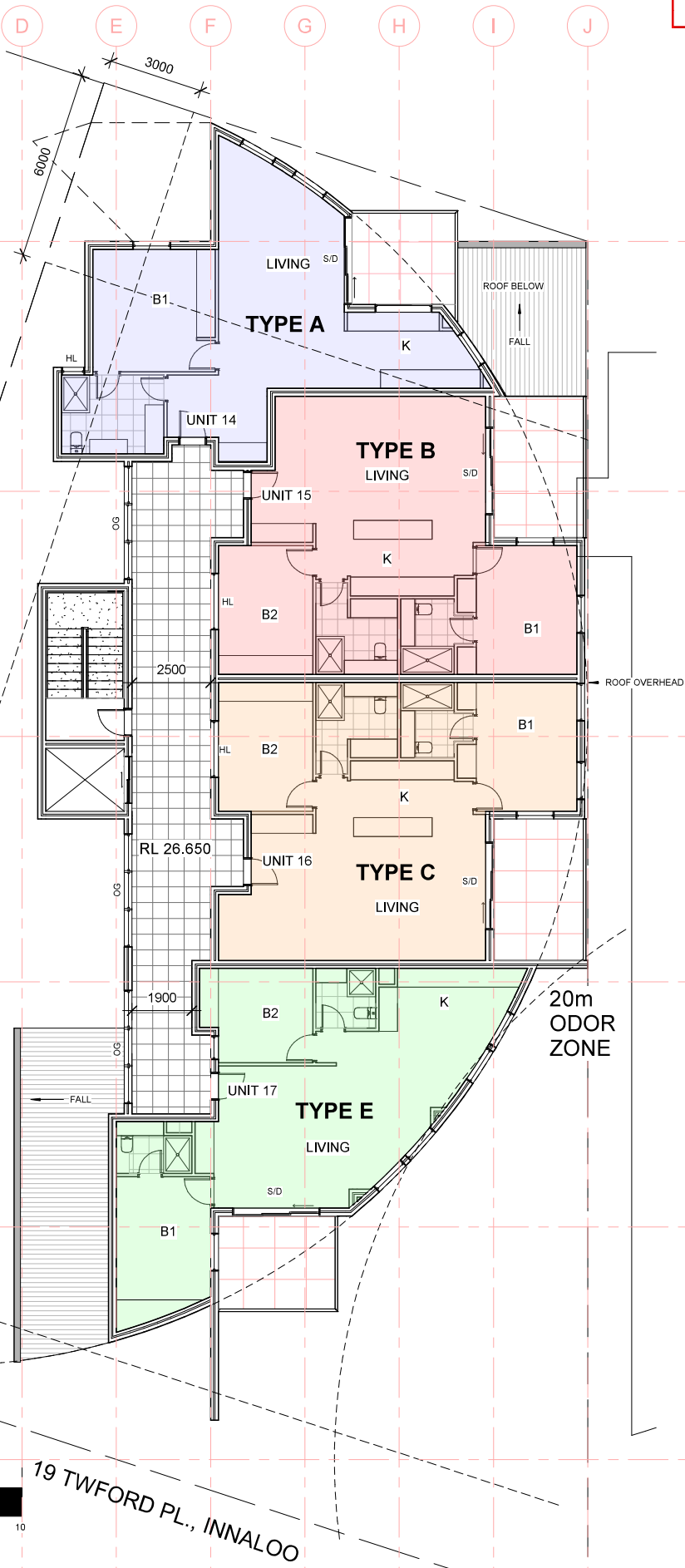
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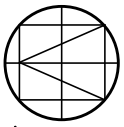
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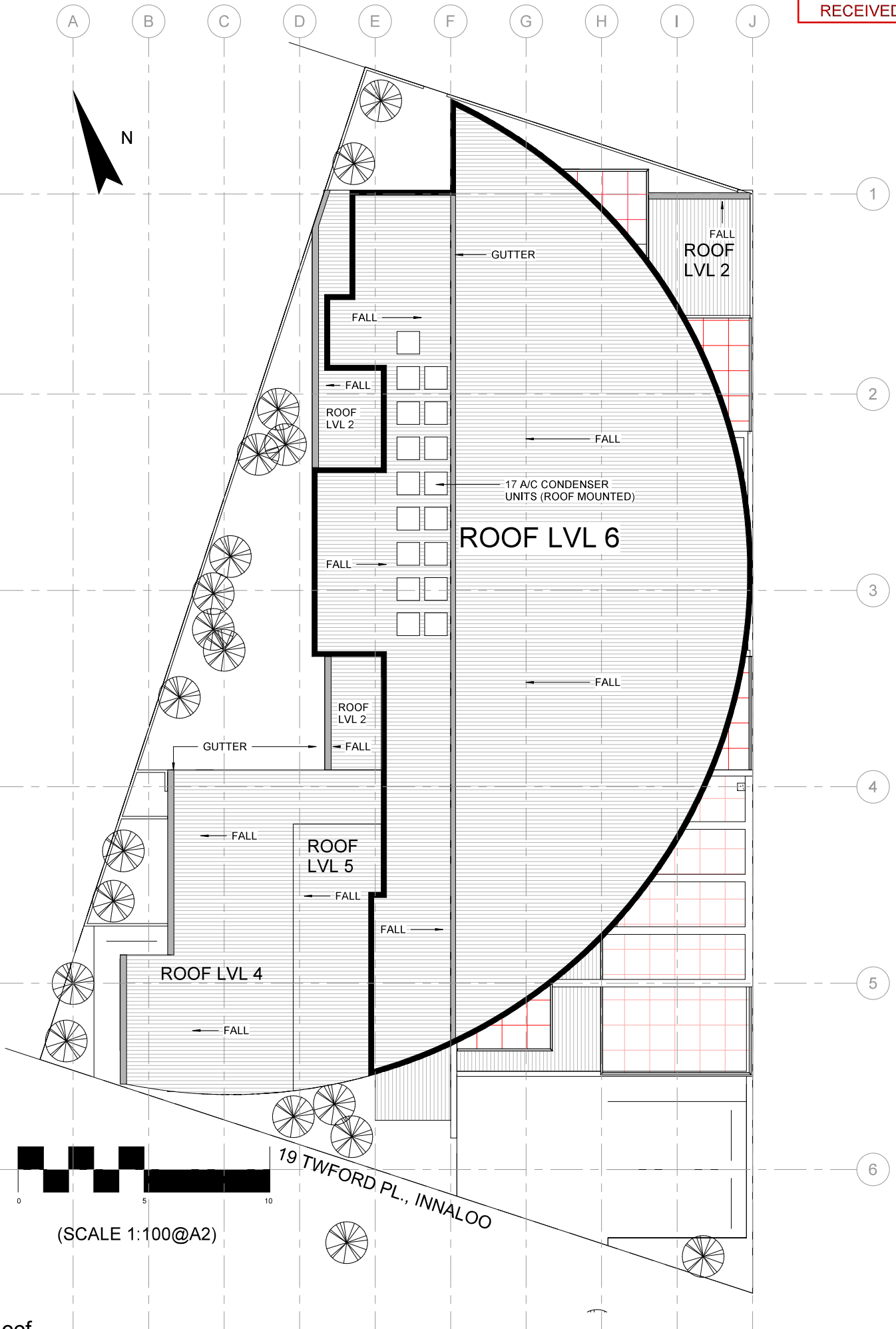
interior designers project managers architects

Michael Dyka Architects

A6

Suite 8/9 Chavre Street
West Perth WA 6005
Telephone (08) 9328 6197
Facsimile (08) 9328 6900

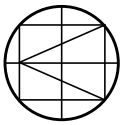
Date	2/10/23	Address	Conquest Capital PTY LTD
Scale	1:100	Project	Parkview Apartments, Innaloo
Checked by	Michael	Client	
Drawn by	Michael		
Project number	2022-05		



1

06_Roof

1:100



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Michael Dryka Architects

A7

Units 8 & 9 Chavrus Street
West Perth WA 6005
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Facsimile (08) 9328 6990

Date	21.03.23	Conquest Capital Pty Ltd	Address
Scale	1 : 100		
Checked by	Michael Dryka	Parkview Apartments, Inland	Project
Drawn by	Michael Dryka		
Project number	2022.45	19 TWIFORD PL INNALOO	Client



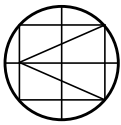
North
1 : 100

14m MAXIMUM
STATION LOCAL
DEVELOPMENT
PLAN BUILDING
HEIGHT



East
1 : 100

(SCALE 1:100@A2)



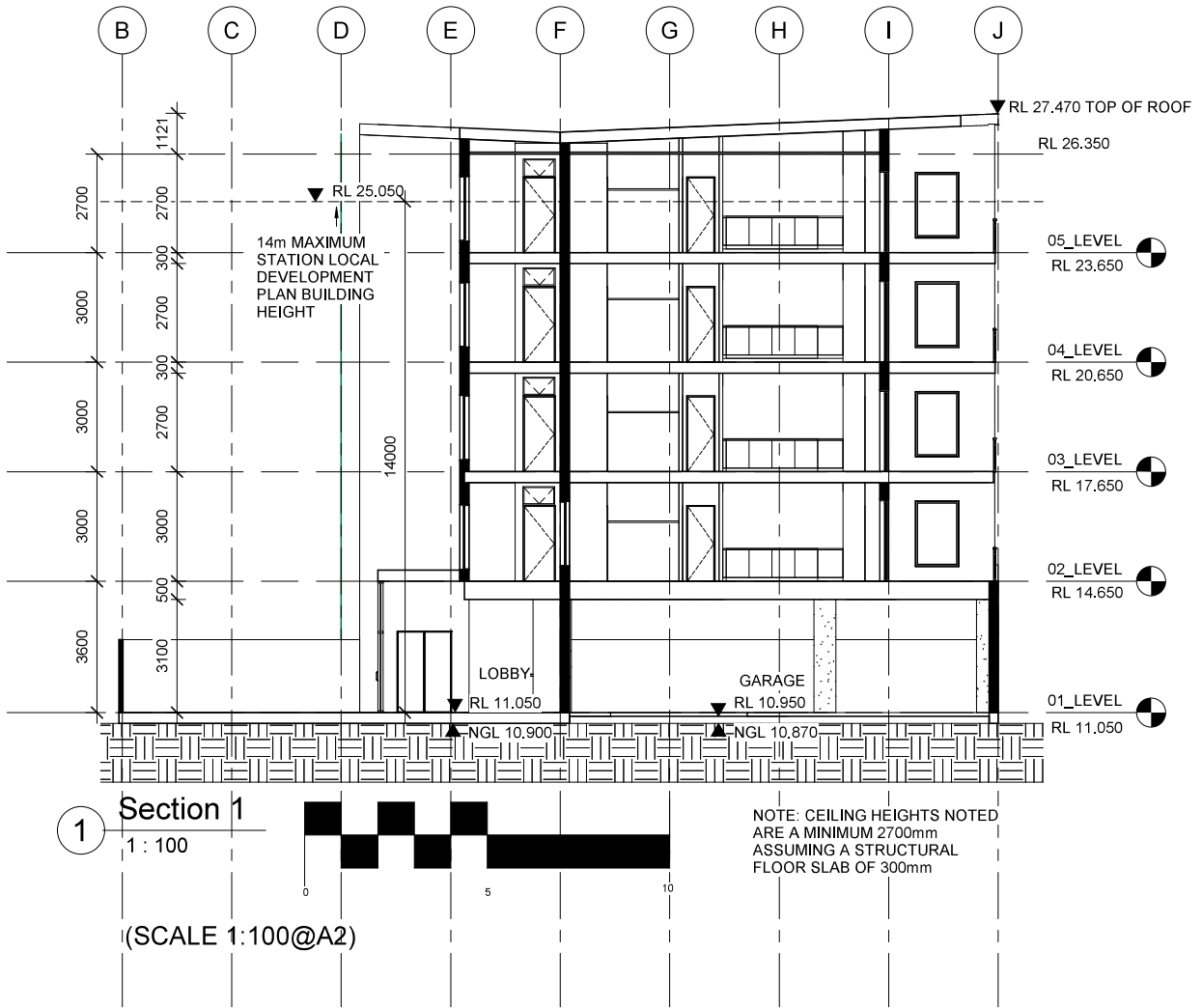
interior designers project managers architects

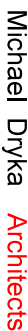
A9

Suite 8/9 Chaucer Street
West Perth WA 6005
Telephone (08) 9328 6197
Facsimile (08) 9328 4990

Date	Scale	Checked by	Drawn by	Project number	Address
2/10/23	1:100	Chauver	Chauver	2022/45	Conquest Capital PTY LTD
					Parkview Apartments, Innaloo
					Client

Michael Dyka Architects





HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

Diagram illustrating a window with a highlight awning window/over. The main window is 2100 mm high and 1020 mm wide. The highlight awning window/over is 500 mm high and 1020 mm wide. The diagram shows the window frame and the highlight awning window/over.

○ OPE
1 : 50

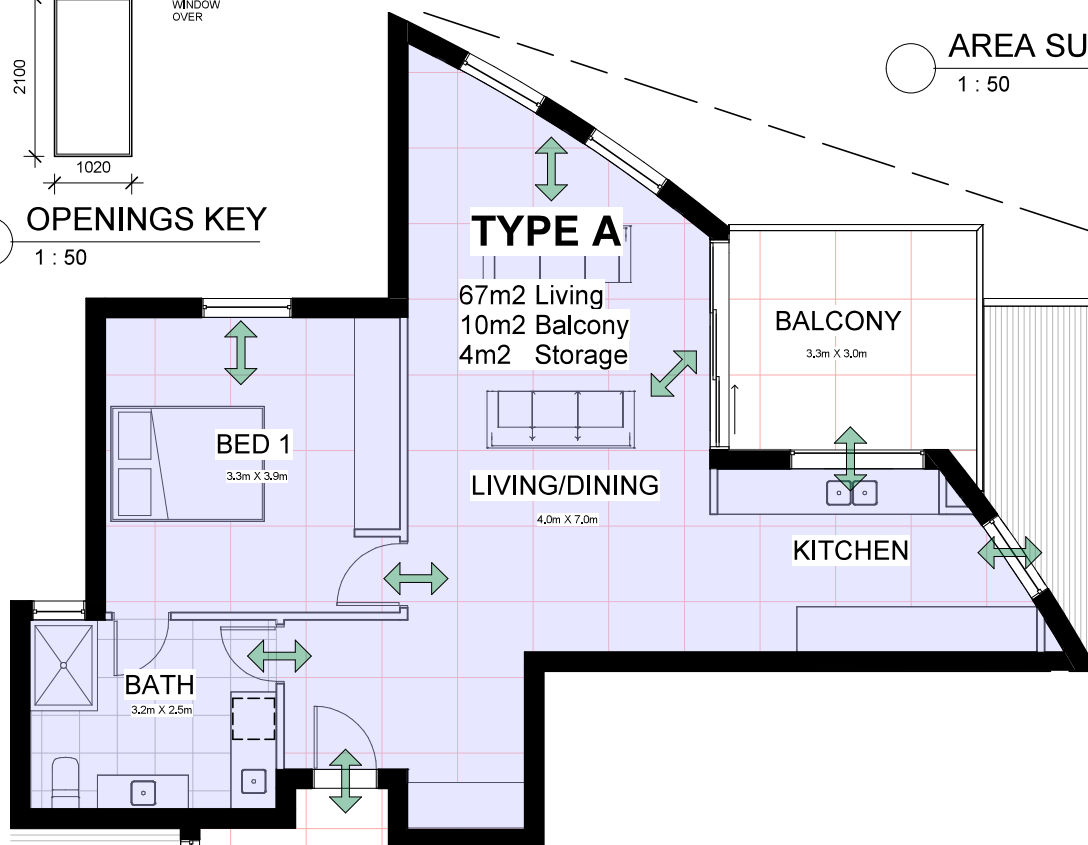
DATE	FILE
03-Nov-2023	20-51197-1

	LIVING AREA	BALCONY	STORE	TOTAL
TYPE A	67m2	10m2	4m2	4
TYPE B	78m2	13m2	4m2	4
TYPE C	78m2	13m2	4m2	4
TYPE D	77m2	18m2	4m2	2
TYPE E	73m2	11m2	4m2	3
				17
RESIDENTIAL APARTMENTS	48m2	50m2		

ARE
1 : 50

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23 October 2023
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1 02_L
1 : 50



3 78m2 Living
13m2 Balcony
4m2 Storage

KITCHEN

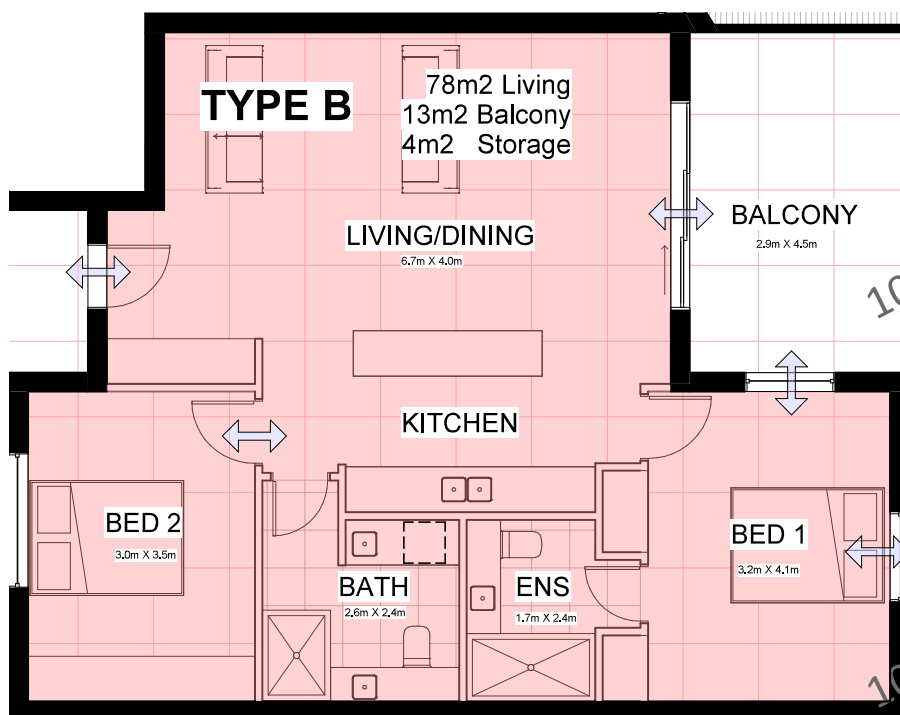
3.0m X 3.5m

2.6m X 2.4m

1.7m X 2.4m

3.2m X 4.1m

2 02_L
1 : 50





Address
Project
Client

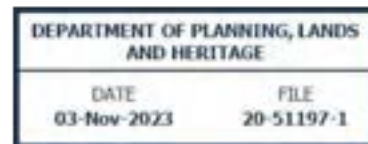
City of Stirling
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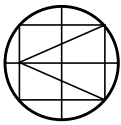


Diagram of a window with dimensions: 500 (height of the top section), 2100 (height of the main section), and 1020 (width). A label points to the top section: HIGHLIGHT AWNING WINDOW OVER.

OPENINGS KEY

1 : 50

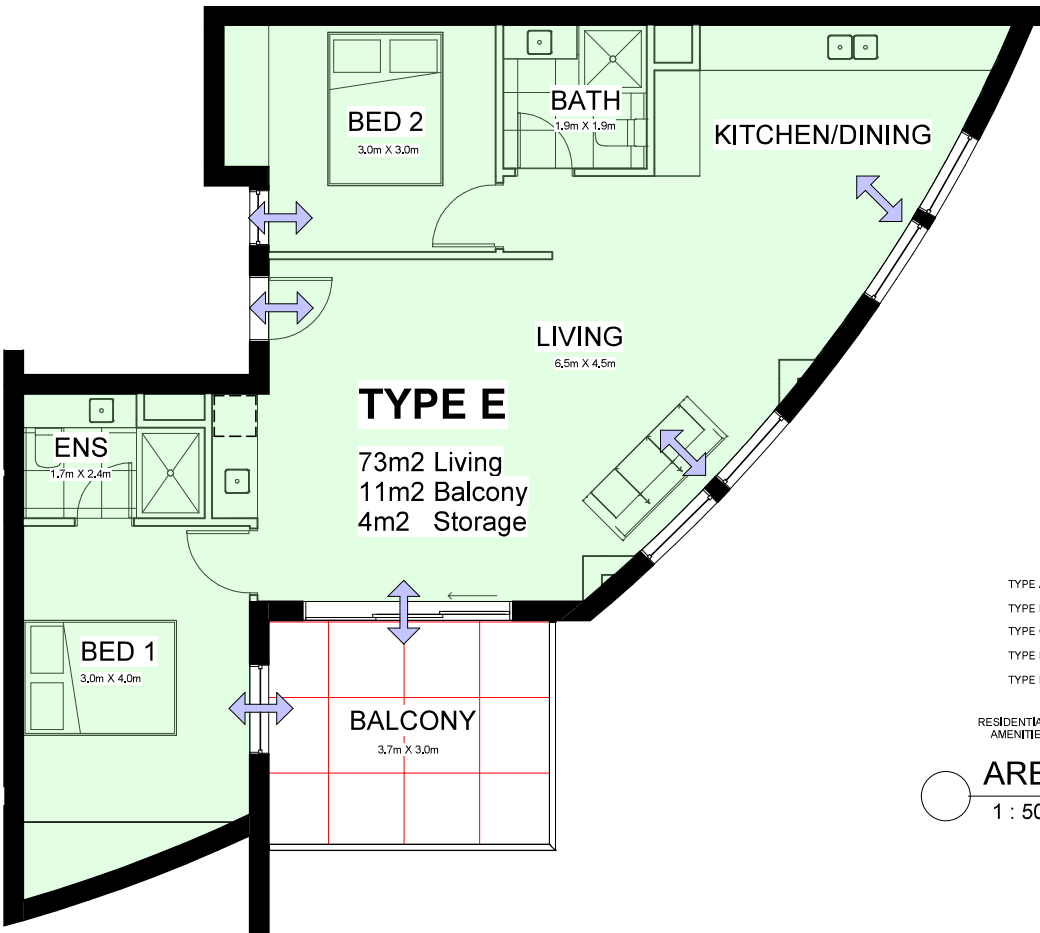




A12

Stirling 8/9 Clarendon Street
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Facsimile (08) 9328 6900

Date	Scale	Checked by	Drawn by	Project number
2/10/23	1:50	Michael Dryka	Michael Dryka	2022/45
Conquest Capital Pty Ltd				
Parkview Apartments, Innaloo				
19 TWIFORD PL INNALOO				
Client				



APARTMENT AREA SUMMARY

	LIVING AREA	BALCONY	STORE	TOTAL
TYPE A	67m2	10m2	4m2	4
TYPE B	78m2	13m2	4m2	4
TYPE C	78m2	13m2	4m2	4
TYPE D	77m2	18m2	4m2	2
TYPE E	73m2	11m2	4m2	3
RESIDENTIAL AMENITIES	48m2	50m2		17

AREA SUMMARY

1 : 50

1

03_LEVEL - TYPE E

1 : 50

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AND HERITAGE

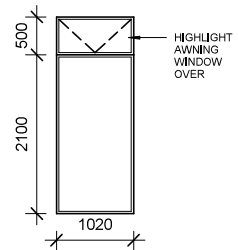
DATE
03-Nov-2023

FILE
20-51197-1

OPENINGS KEY

HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

FRONT DOORS TYPICAL



OPENINGS KEY

1 : 50

SUMMER SOLSTICE UNIT SUNLIGHT STUDY



SUM SOLSTICE 527

1



SUM SOLSTICE 627

2



SUM SOLSTICE 727

3



SUM SOLSTICE 827

4

UNIT A APPROX 530 TO 1130 6 HOURS SUNLIGHT
UNIT B APPROX 530 TO 1130 6 HOURS SUNLIGHT
UNIT C APPROX 530 TO 1130 6 HOURS SUNLIGHT
UNIT D APPROX 1330 TO 1930 6 HOURS SUNLIGHT
UNIT E APPROX 530 TO 1130 6 HOURS SUNLIGHT

SUMMER UNIT SUN

1 : 100

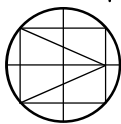
GREY SHADING:
AREA OF SHADOW, WHEN THE LIGHT
RAYS OF THE SUN HITS AN OBJECT
AND IS BLOCKED FROM REACHING THE
GROUND IT CREATES A GREYED IMAGE
OF THE OBJECT BLOCKING IT

GREEN SHADING:
VEGETATION AREAS

NO SHADING INTERNALLY:
WHEN THERE IS NO SHADE ON THE
INTERIORS OF THE UNITS IT MEANS
THE SUN IS REACHING INSIDE

NOTE

1 : 100



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Michael Dryka Architects

SUMMER SOLSTICE UNIT SUNLIGHT STUDY



1 SUM SOLSTICE 927



2 SUM SOLSTICE 1027



3 SUM SOLSTICE 1127



4 SUM SOLSTICE 1227



UNIT A APPROX 530 TO 1130 6 HOURS SUNLIGHT
UNIT B APPROX 530 TO 1130 6 HOURS SUNLIGHT
UNIT C APPROX 530 TO 1130 6 HOURS SUNLIGHT
UNIT D APPROX 1330 TO 1930 6 HOURS SUNLIGHT
UNIT E APPROX 530 TO 1130 6 HOURS SUNLIGHT

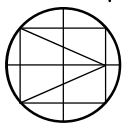
SUMMER UNIT SUN

1 : 100

GREY SHADING:
AREA OF SHADOW, WHEN THE LIGHT
RAYS OF THE SUN HITS AN OBJECT
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GROUND IT CREATES A GREYED IMAGE
OF THE OBJECT BLOCKING IT

GREEN SHADING:
VEGETATION AREAS

NO SHADING INTERNALLY:
WHEN THERE IS NO SHADE ON THE
INTERALS OF THE UNITS IT MEANS
THE SUN IS REACHING INSIDE



D2	Suite 8 / 9 Claver Street West Perth WA 6005 Telephone (08) 9528 6197 Facsimile (08) 9528 4950	2/10/23 Scale 1 : 100	Conquest Capital PTY LTD	Address
		Checked by Author	Parkview Apartments, Innaloo	Project
		Project number 2022.45	19 TWYFORD PL INVALLOO	Client

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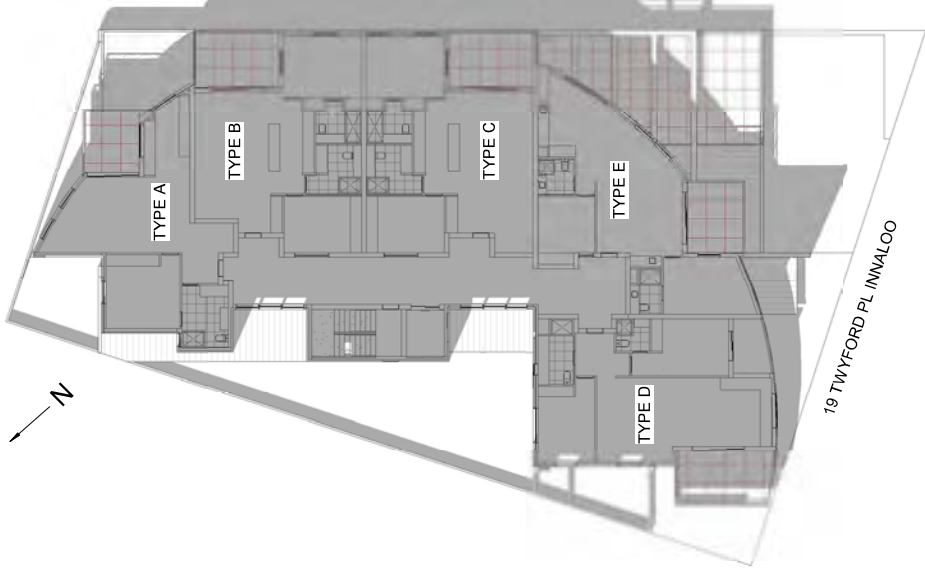
Michael Dryka Architects

NOTE

1 : 100

SUMMER SOLSTICE UNIT SUNLIGHT STUDY

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE
DATE 03-Nov-2023 FILE 20-51197-1



1 SUM SOLSTICE 1327



2 SUM SOLSTICE 1427



3 SUM SOLSTICE 1527

UNIT A APPROX 530 TO 1130 6 HOURS SUNLIGHT
UNIT B APPROX 530 TO 1130 6 HOURS SUNLIGHT
UNIT C APPROX 530 TO 1130 6 HOURS SUNLIGHT
UNIT D APPROX 1330 TO 1930 6 HOURS SUNLIGHT
UNIT E APPROX 530 TO 1130 6 HOURS SUNLIGHT

GREY SHADING:
AREA OF SHADOW WHEN THE LIGHT
RAYS OF THE SUN HITS AN OBJECT
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GROUND IT CREATES A GREYED IMAGE
OF THE OBJECT BLOCKING IT

GREEN SHADING:
VEGETATION AREAS

NO SHADING INTERNALLY:
WHEN THERE IS NO SHADE ON THE
INTERNAL OF THE UNITS IT MEANS
THE SUN IS REACHING INSIDE

SUMMER UNIT SUN

1 : 100

NOTE

1 : 100

D3	Suite 8 / 9 Claverie Street West Perth WA 6005 Telephone (08) 9528 6197 Facsimile (08) 9528 4950	Date 2.10.23 Scale 1 : 100	Conquest Capital PTY LTD	Address
interior designers project managers architects	Michael Dryka Architects	Checked by Author	Project Parkview Apartments, Innaloo	Client
		Project number 2022-45	19 TWYFORD PL INVALLOO	

SUMMER SOLSTICE UNIT SUNLIGHT STUDY

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SUM SOLSTICE 1627

1



SUM SOLSTICE 1727

2



SUM SOLSTICE 1827

3

UNIT A APPROX 530 TO 1130 6 HOURS SUNLIGHT
UNIT B APPROX 530 TO 1130 6 HOURS SUNLIGHT
UNIT C APPROX 530 TO 1130 6 HOURS SUNLIGHT
UNIT D APPROX 1330 TO 1930 6 HOURS SUNLIGHT
UNIT E APPROX 530 TO 1130 6 HOURS SUNLIGHT

GREY SHADING:
AREA OF SHADOW, WHEN THE LIGHT
RAYS OF THE SUN HITS AN OBJECT
AND IS BLOCKED FROM REACHING THE
GROUND IT CREATES A GREYED IMAGE
OF THE OBJECT BLOCKING IT

GREEN SHADING:
VEGETATION AREAS

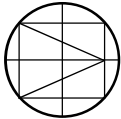
NO SHADING INTERNALLY:
WHEN THERE IS NO SHADE ON THE
INTERIALS OF THE UNITS IT MEANS
THE SUN IS REACHING INSIDE

SUMMER UNIT SUN

1 : 100

NOTE

1 : 100



D4
Suite 8 / 9 Claverie Street
West Perth WA 6005
Telephone (08) 9528 6197
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Date	2.10.23	Conquest Capital PTY LTD	Address
Scale	1 : 100	Checker	Project
Checked by	Author	Parkview Apartments, Innaloo	Client
Drawn by	Author	19 TWYFORD PL INVALLOO	
Project number	2022.45		

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Michael Dryka Architects

WINTER SOLSTICE UNIT SUNLIGHT STUDY



1 WIN SOLSTICE 527



2 WIN SOLSTICE 627



3 WIN SOLSTICE 727



4 WIN SOLSTICE 827

UNIT A APPROX 530 TO 1830 14 HOURS SUNLIGHT
UNIT B APPROX 530 TO 1130 7 HOURS SUNLIGHT
UNIT C APPROX 530 TO 1130 7 HOURS SUNLIGHT
UNIT D APPROX 1130 TO 1930 8 HOURS SUNLIGHT
UNIT E APPROX 530 TO 930 5 HOURS SUNLIGHT

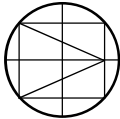
GREY SHADING:
AREA OF SHADOW, WHEN THE LIGHT
RAYS OF THE SUN HITS AN OBJECT
AND IS BLOCKED FROM REACHING THE
GROUND IT CREATES A GREYED IMAGE
OF THE OBJECT BLOCKING IT

WINTER UNIT SUN

1 : 100

GREEN SHADING:
VEGETATION AREAS

NO SHADING INTERNALLY:
WHEN THERE IS NO SHADE ON THE
INTERNAL'S OF THE UNITS IT MEANS
THE SUN IS REACHING INSIDE



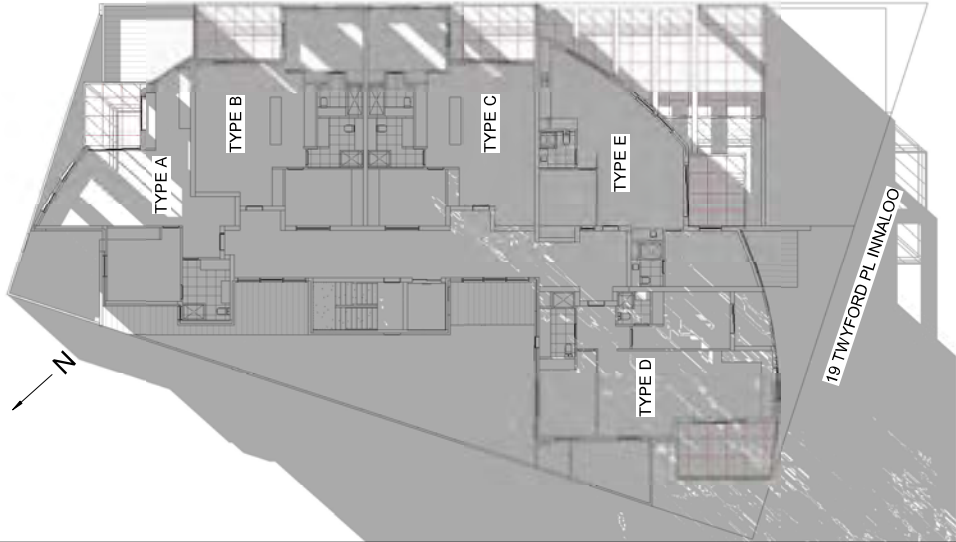
NOTE

1 : 100

WINTER SOLSTICE UNIT SUNLIGHT STUDY

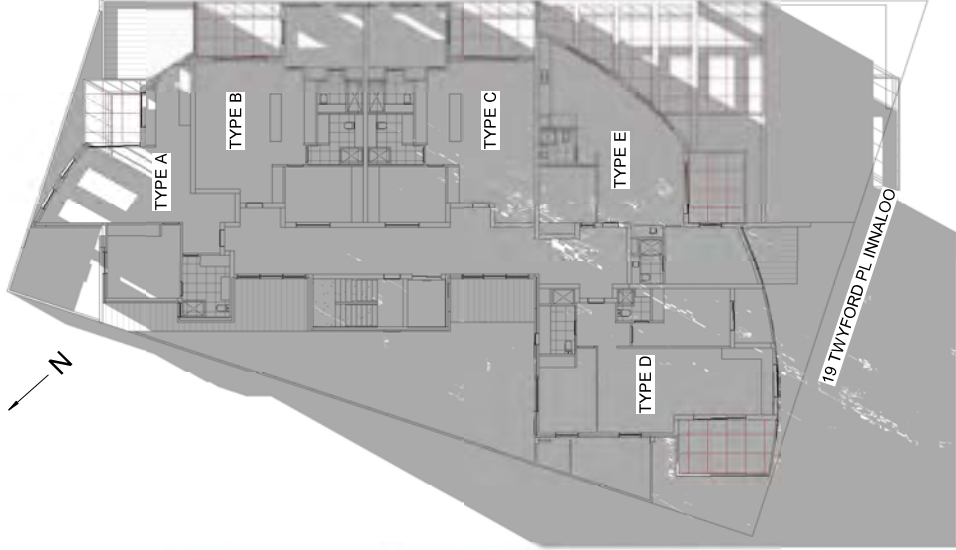
City of Stirling
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DEPARTMENT OF PLANNING, LANDS AND HERITAGE		
DATE	FILE	
03 Nov 2023	20-51197-1	



WIN SOLSTICE 927

1



WIN SOLSTICE 1027

2



WIN SOLSTICE 1127

3



WIN SOLSTICE 1227

4

UNIT A	APPROX 530 TO 1830	14 HOURS SUNLIGHT
UNIT B	APPROX 530 TO 1130	7 HOURS SUNLIGHT
UNIT C	APPROX 530 TO 1130	7 HOURS SUNLIGHT
UNIT D	APPROX 1130 TO 1930	8 HOURS SUNLIGHT
UNIT E	APPROX 530 TO 930	5 HOURS SUNLIGHT

WINTER UNIT SUN

1 : 100

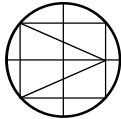
GREY SHADING:
AREA OF SHADOW WHEN THE LIGHT RAYS OF THE SUN HITS AN OBJECT AND IS BLOCKED FROM REACHING THE GROUND. IT CREATES A GREYED IMAGE OF THE OBJECT BLOCKING IT

GREEN SHADING:
VEGETATION AREAS

NO SHADING INTERNALLY:
WHEN THERE IS NO SHADE ON THE INTERNALS OF THE UNITS IT MEANS THE SUN IS REACHING INSIDE

NOTE

1 : 100



D6
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Facsimile (08) 9328 4960

interior designers project managers architects

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Date		2.10.23	Conquest Capital PTY LTD		Address
Scale	1 : 100	Checker	Parkview Apartments, Invalloo	Project	
Drawn by	Author	2022.45	19 TWYFORD PL INVALLOO	Client	

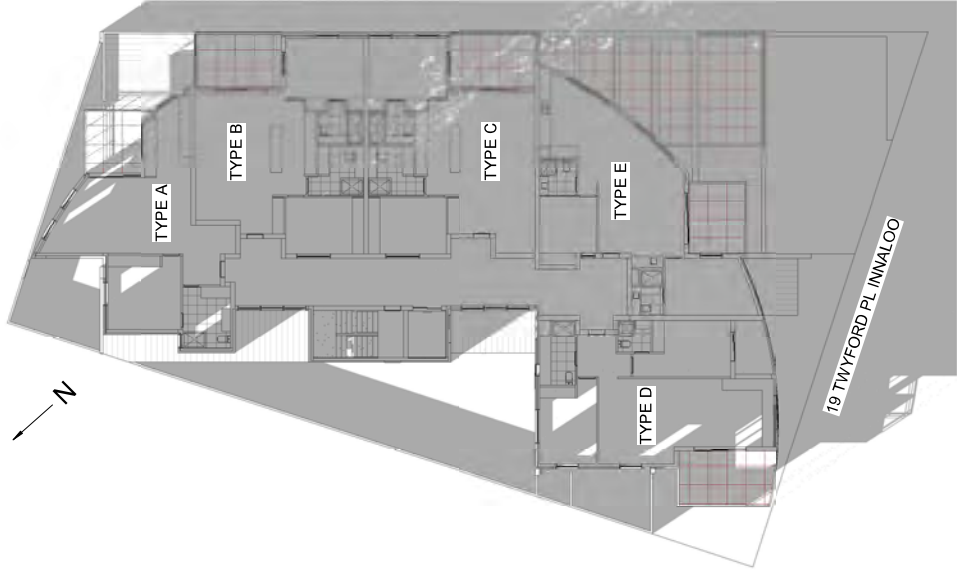
WINTER SOLSTICE UNIT SUNLIGHT STUDY

DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE 03-Nov-2023	FILE 20-51197-1



WIN SOLSTICE 1327

1



WIN SOLSTICE 1427

2



WIN SOLSTICE 1527

3

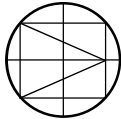
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VEGETATION AREAS

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THE SUN IS REACHING INSIDE

NOTE

1 : 100



D7

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West Perth WA 6005
Telephone (08) 9528 6197
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Date
2.10.23
Scale
1 : 100
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Author
Drawn by

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Parkview Apartments, Innaloo
19 TWYFORD PL INNALOO
2022.45
Project number

Address
Project
Client

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WINTER SOLSTICE UNIT SUNLIGHT STUDY

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DATE 03-Nov-2023	FILE 20-51197-1



WIN SOLSTICE 1627

1



WIN SOLSTICE 1727

2



WIN SOLSTICE 1827

3

UNIT A	APPROX 530 TO 1830	14 HOURS SUNLIGHT
UNIT B	APPROX 530 TO 1130	7 HOURS SUNLIGHT
UNIT C	APPROX 530 TO 1130	7 HOURS SUNLIGHT
UNIT D	APPROX 1130 TO 1930	8 HOURS SUNLIGHT
UNIT E	APPROX 530 TO 930	5 HOURS SUNLIGHT

WINTER UNIT SUN

1 : 100

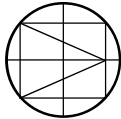
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NOTE

1 : 100

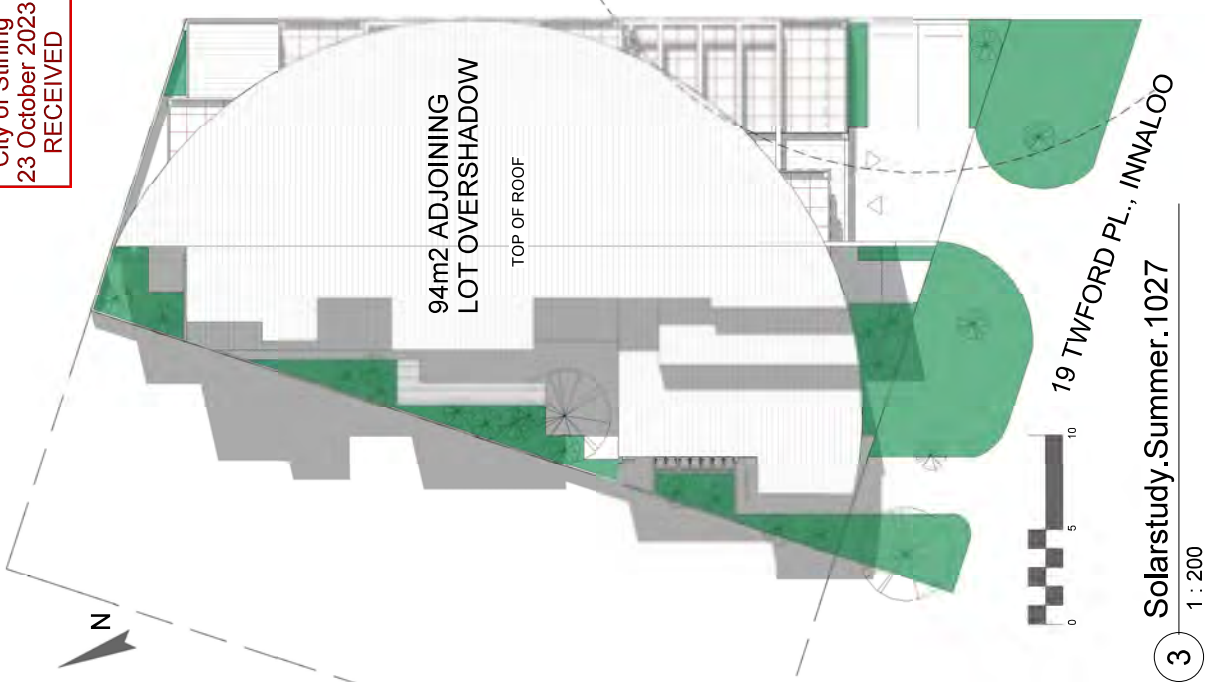
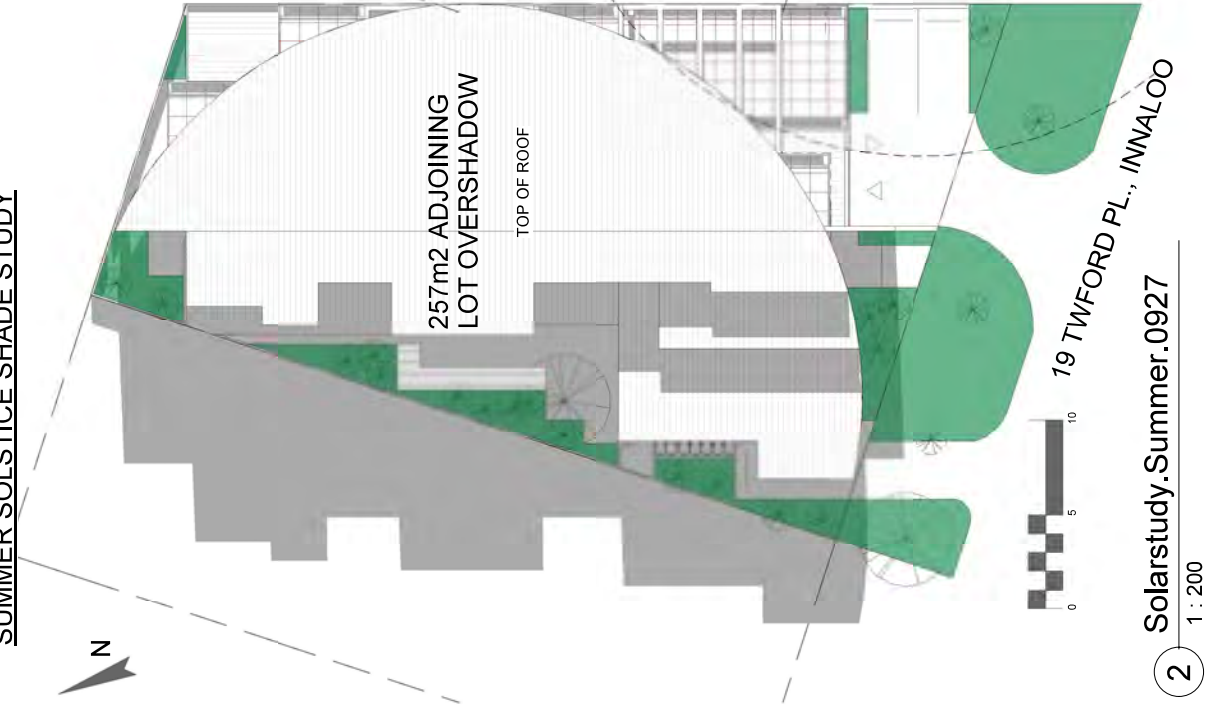


D8	Suite 8 / 9 Claver Street West Perth WA 6005 Telephone (08) 9528 6197 Facsimile (08) 9528 4950	Date 2.10.23	Scale 1 : 100	Conquest Capital PTY LTD	Address
		Checked by Author	Drawn by Author	Parkview Apartments, Invalloo	Project
		Project number 2022.45		19 TWYFORD PL INVALLOO	Client

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Michael Dryka Architects

SUMMER SOLSTICE SHADE STUDY

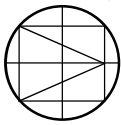
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GREY SHADING:
AREA OF SHADOW. WHEN THE LIGHT
RAYS OF THE SUN HITS AN OBJECT
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GREEN SHADING:
VEGETATION AREAS

NO SHADING INTERNALLY:
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C1

Suite 8 / 9 Cleaver Street
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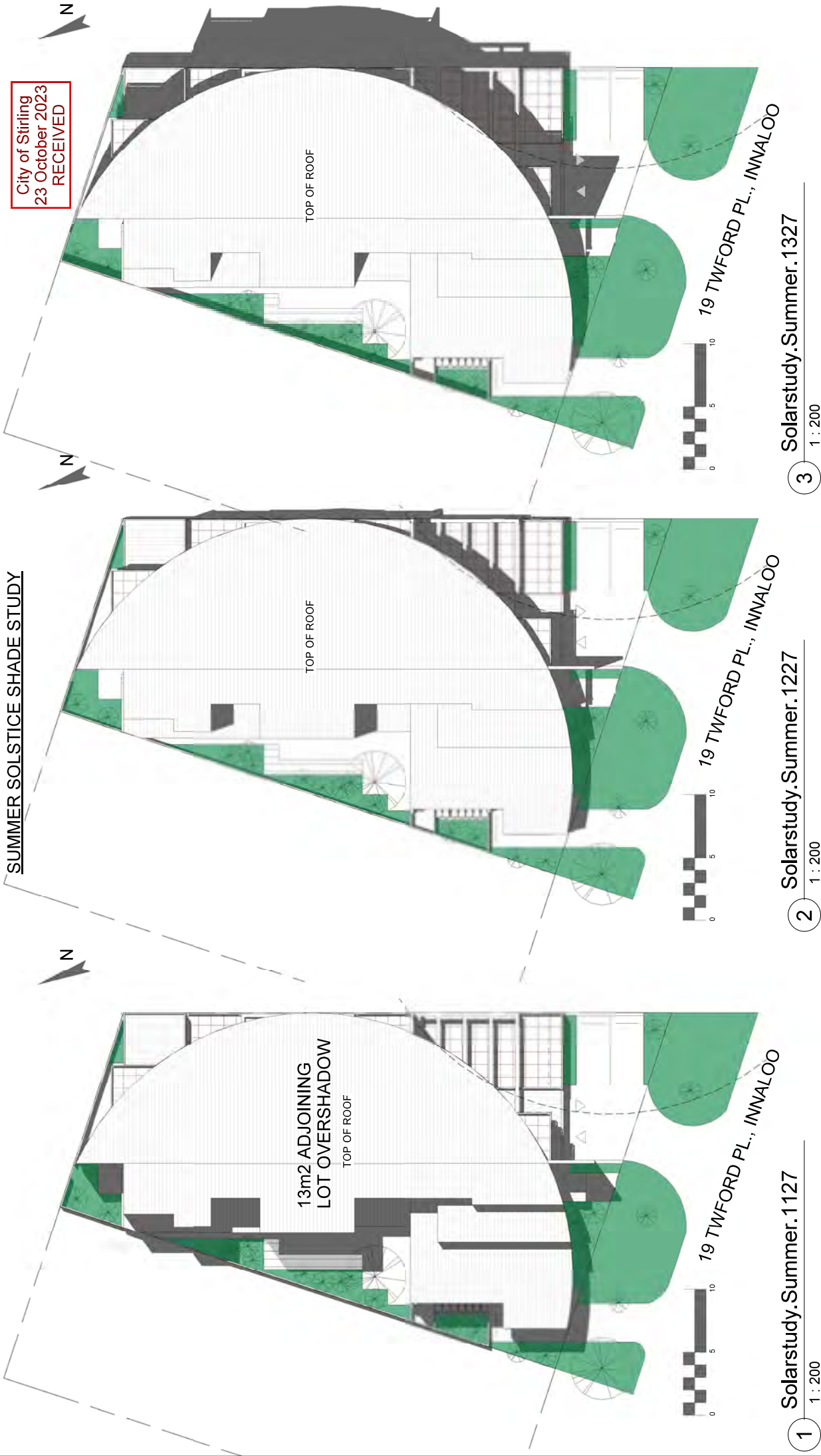
Michael Dryka Architects

NOTE
1 : 100

DEPARTMENT OF PLANNING, LANDS AND HERITAGE		
DATE	FILE	
03-Nov-2023	20-51197-1	

SUMMER SOLSTICE SHADE STUDY

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1 Solarstudy.Summer.1127 1 : 200

2 Solarstudy.Summer.1227 1 : 200

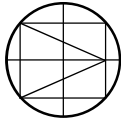
3 Solarstudy.Summer.1327 1 : 200

GREY SHADING:
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GROUND IT CREATES A GREYED IMAGE
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GREEN SHADING:
VEGETATION AREAS

NO SHADING INTERNALLY:
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INTERIORS OF THE UNITS IT MEANS
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NOTE
1 : 100



C2

Suite 8 / 9 Cleveley Street
West Perth WA 6005
Telephone (08) 9328 6197
Facsimile (08) 9328 6950

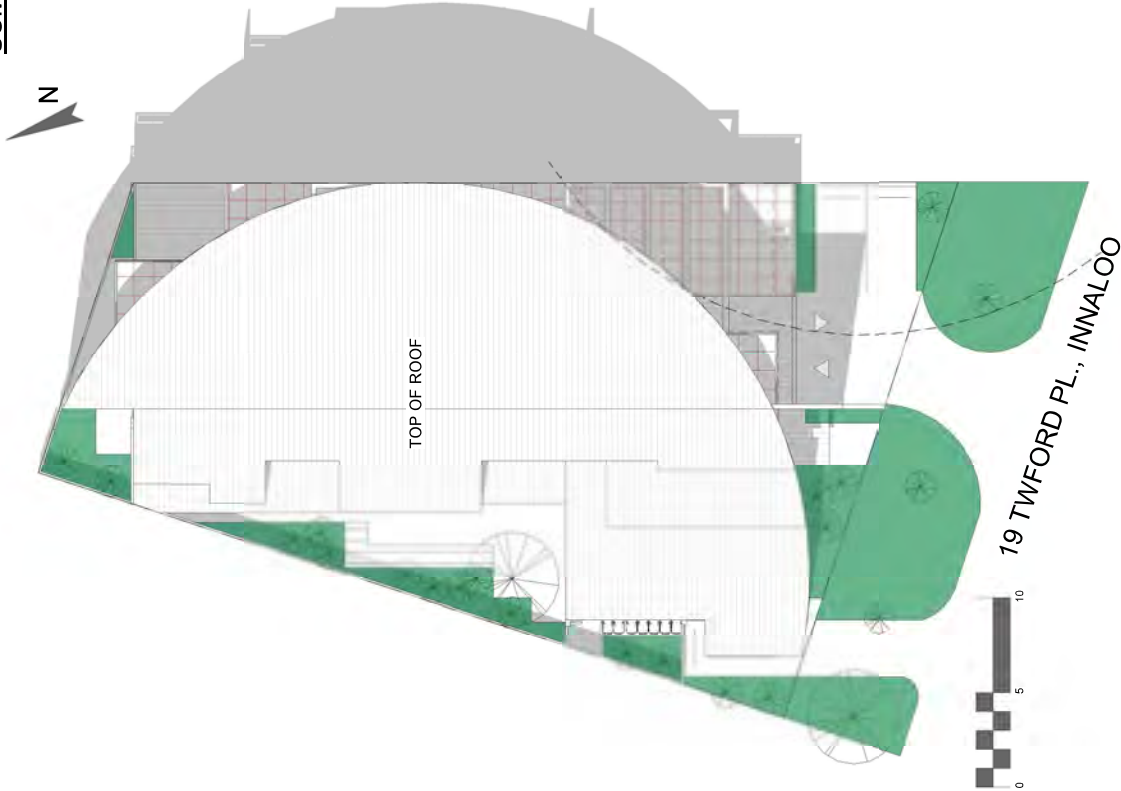
interior designers project managers architects

Michael Dryka Architects

Date	2.10.23	Conquest Capital PTY LTD	Address
Scale	As indicated		
Checked by	Checker	Parkview Apartments, Innaloo	Project
Drawn by	Author	19 TWTFORD PL INNALOO	Client
Project number	2022_45		

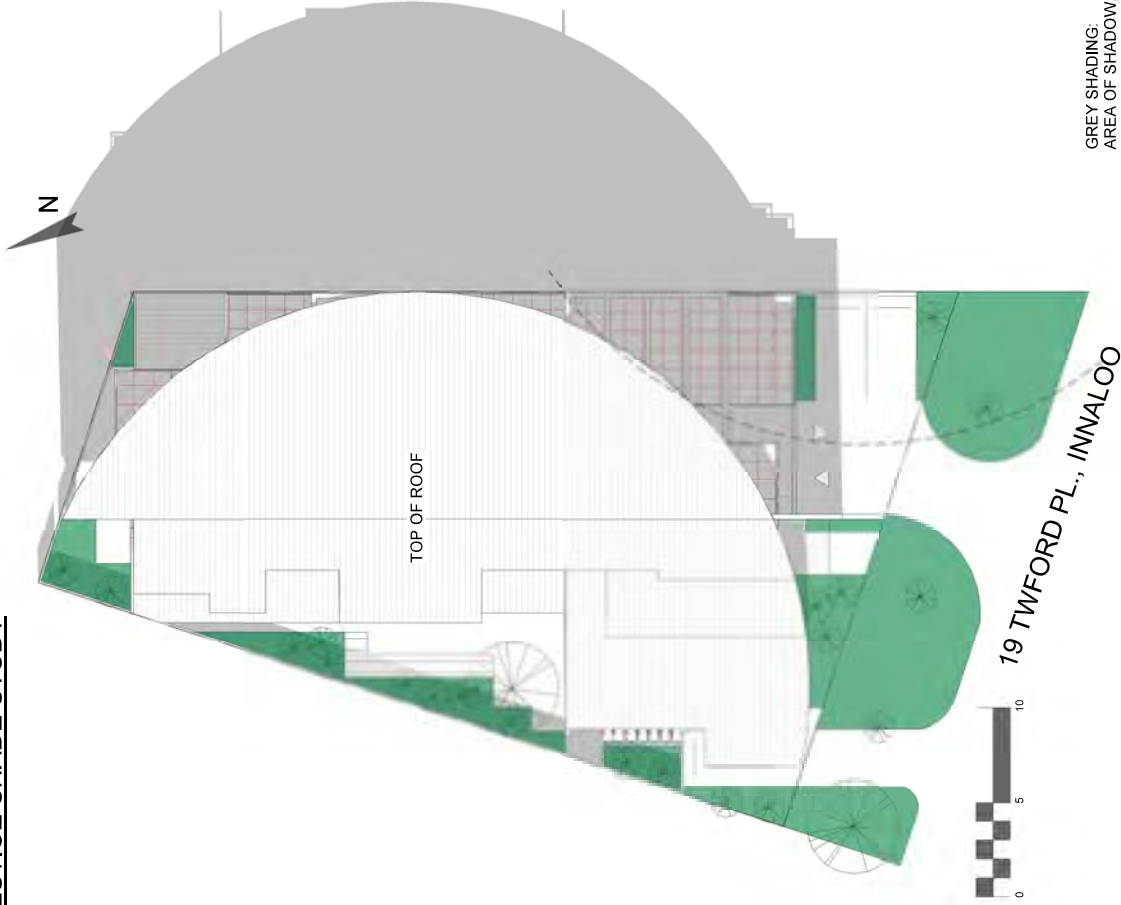
DEPARTMENT OF PLANNING, LANDS AND HERITAGE	FILE
DATE	20-51197-1
03-Nov-2023	

SUMMER SOLSTICE SHADE STUDY



1 Solarstudy.Summer.1427

1 : 200



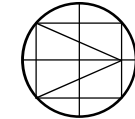
2 Solarstudy.Summer.1527

1 : 200

GREY SHADING:
AREA OF SHADOW, WHEN THE LIGHT
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GREEN SHADING:
VEGETATION AREAS

NO SHADING INTERNALLY:
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THE SUN IS REACHING INSIDE



C3	Suite 8 / 9 Cleaver Street West Perth WA 6005 Telephone (08) 9328 6197 Facsimile (08) 9328 4950	Date 2.10.23	Scale As Indicated	Checked by Author	Conquest Capital PTY LTD	Address Parkview Apartments, Innaloo	Project 19 TWTFORD PL INNALOO	Client

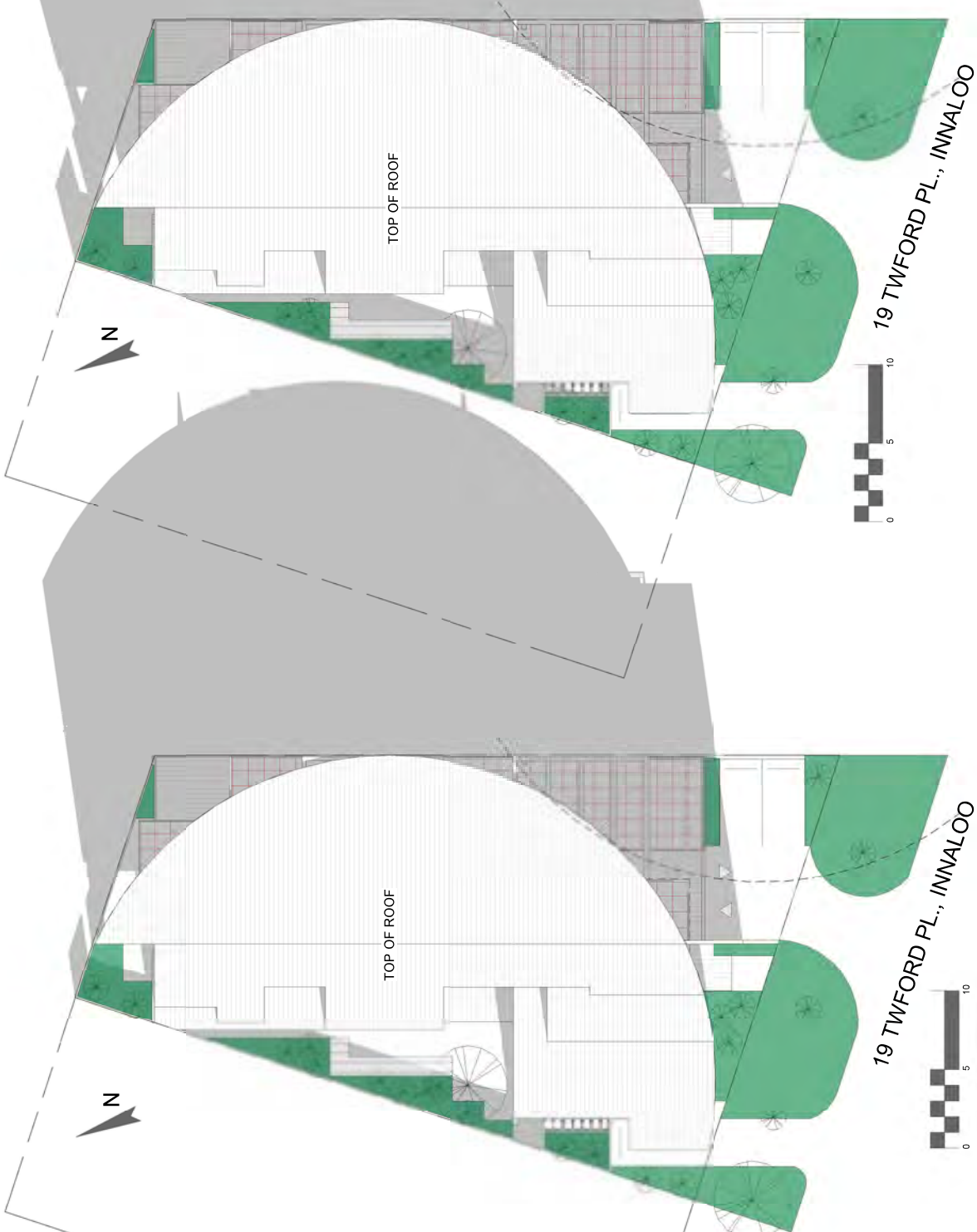
interior designers project managers architects

Michael Dryka Architects

NOTE

1 : 100

SUMMER SOLSTICE SHADE STUDY



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DATE 03-Nov-2023 FILE 20-51197-1

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GREY SHADING:
AREA OF SHADOW WHEN THE LIGHT
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NOTE

1 : 100

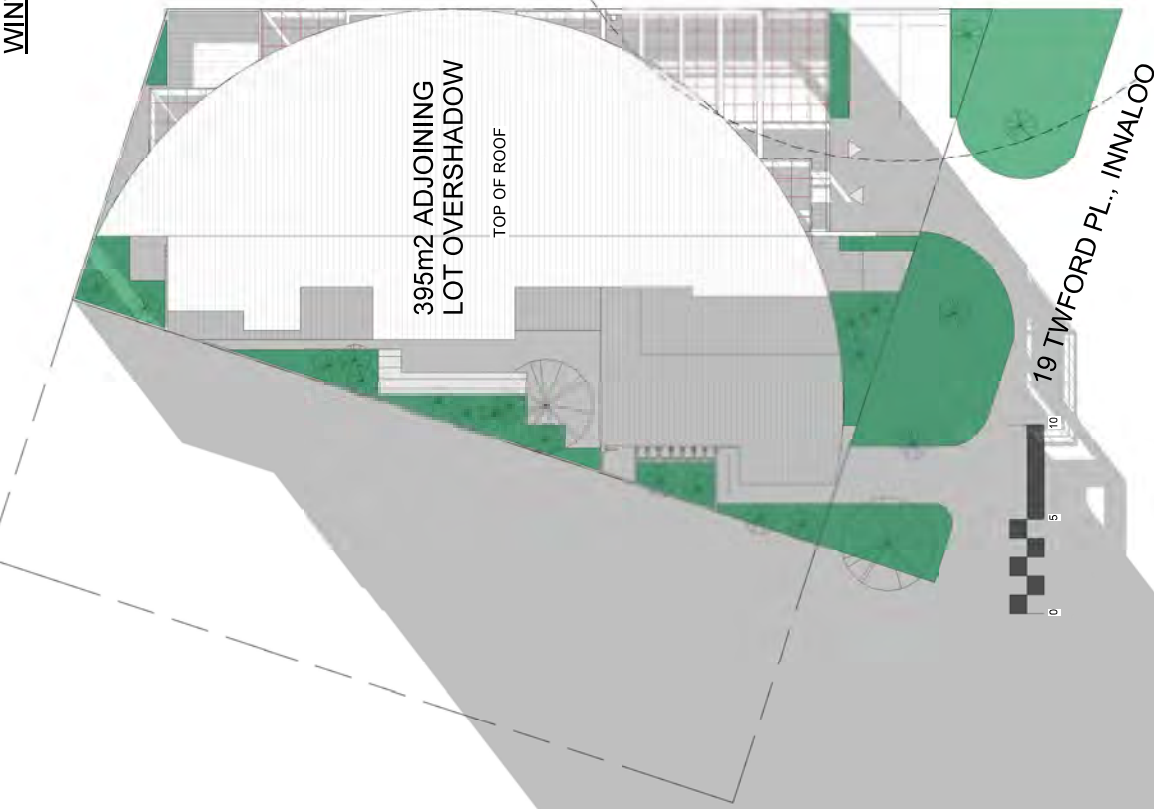
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2 1 : 200

Solarstudy.Summer.1627

1 1 : 200

WINTER SOLSTICE SHADE STUDY



1 Solarstudy.Winter.0827

1 : 200



2 Solarstudy.Winter.0927

1 : 200

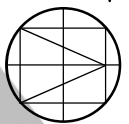
City of Stirling
23 October 2023
RECEIVED

DEPARTMENT OF PLANNING, LANDS
AND HERITAGE
DATE 03-Nov-2023 FILE 20-51197-1

GREY SHADING:
AREA OF SHADOW. WHEN THE LIGHT
RAYS OF THE SUN HITS AN OBJECT
AND IS BLOCKED FROM REACHING THE
GROUND IT CREATES A GREYED IMAGE
OF THE OBJECT BLOCKING IT
GREEN SHADING:
VEGETATION AREAS
NO SHADING INTERNALLY:
WHEN THERE IS NO SHADE ON THE
INTERNAL OF THE UNITS IT MEANS
THE SUN IS REACHING INSIDE

NOTE

1 : 100



C5

Suite 8 / 9 Cleaver Street
West Perth WA 6005
Telephone (08) 9228 6197
Facsimile (08) 9228 4950

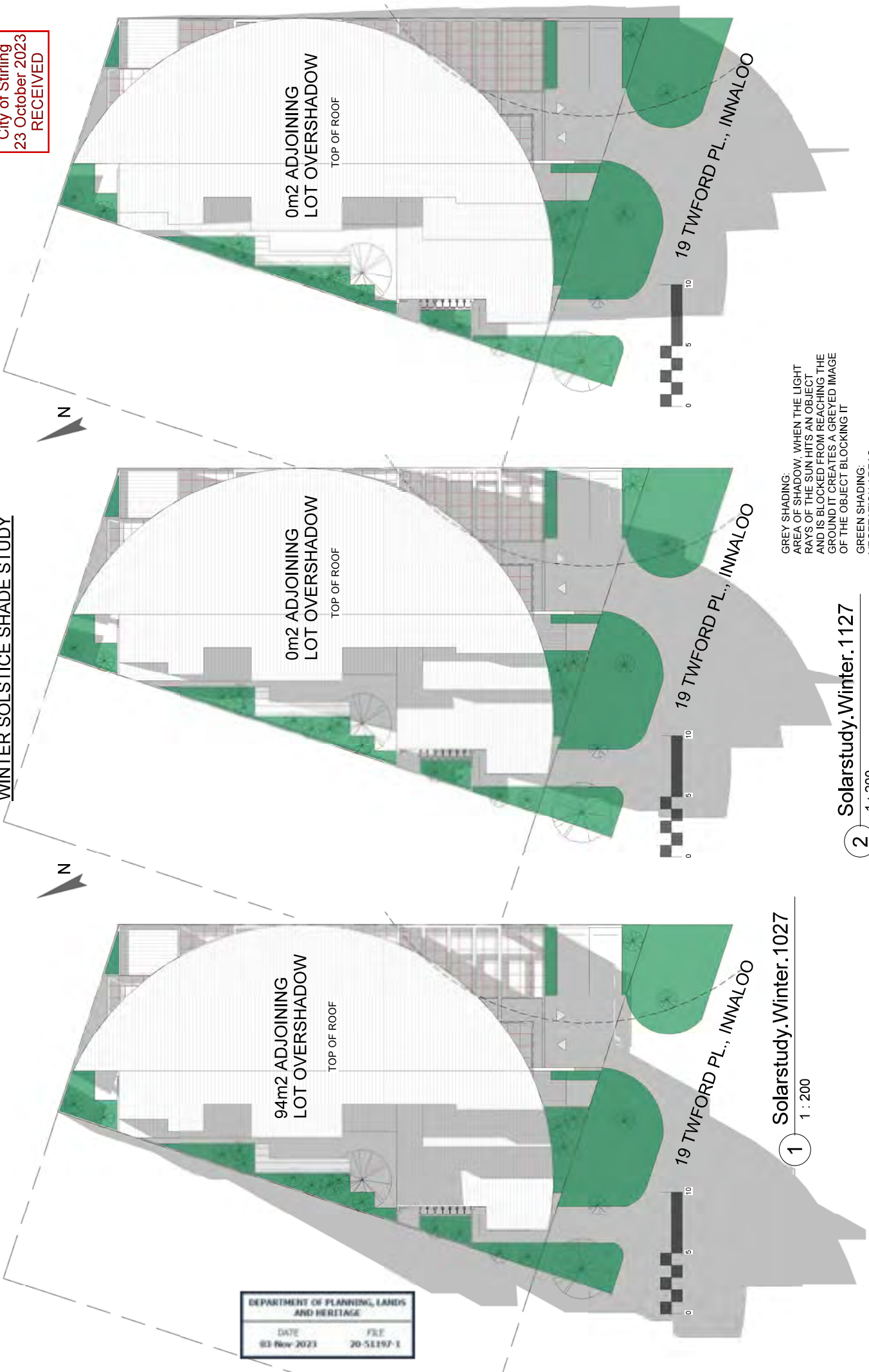
interior designers project managers architects

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Date	2.10.23	Conquest Capital PTY LTD	Address
Scale	As indicated		
Checked by	Checker	Parkview Apartments, Innaloo	Project
Drawn by	Author	19 TWFOED PL INNALOO	Client
Project number	2022_45		

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23 October 2023
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WINTER SOLSTICE SHADE STUDY



1 Solarstudy.Winter.1027
1 : 200

2 Solarstudy.Winter.1127
1 : 200

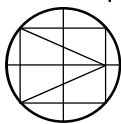
3 Solarstudy.Winter.1227
1 : 200

GREY SHADING:
AREA OF SHADOW, WHEN THE LIGHT
RAYS OF THE SUN HITS AN OBJECT
AND IS BLOCKED FROM REACHING THE
GROUND IT CREATES A GREYED IMAGE
OF THE OBJECT BLOCKING IT

GREEN SHADING:
VEGETATION AREAS

NO SHADING INTERNALLY:
WHEN THERE IS NO SHADE ON THE
INTERNAL OF THE UNITS IT MEANS
THE SUN IS REACHING INSIDE

NOTE
1 : 100



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Project number	2022-45		



WINTER SOLSTICE SHADE STUDY



2 Solarstudy.Winter.1427
1 : 200

GREY SHADING:
AREA OF SHADOW, WHEN THE LIGHT
RAYS OF THE SUN HITS AN OBJECT
AND IS BLOCKED FROM REACHING THE
GROUND IT CREATES A GREYED IMAGE
OF THE OBJECT BLOCKING IT

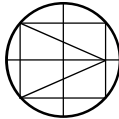
GREEN SHADING:
VEGETATION AREAS

NO SHADING INTERNALLY:
WHEN THERE IS NO SHADE ON THE
INTERNAL OF THE UNITS IT MEANS
THE SUN IS REACHING INSIDE

NOTE
1 : 100



1 Solarstudy.Winter.1327
1 : 200



C7	Date		2.10.23	Conquest Capital PTY LTD		Address
	Scale	As indicated	Checker	Parkview Apartments, Innaloo	Project	
	Drawn by	Author	2022.45	19 TWFORD PL INNALOO	Client	

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West Perth WA 6005
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WINTER SOLSTICE SHADE STUDY

GREY SHADING:
AREA OF SHADOW WHEN THE LIGHT
RAYS OF THE SUN HITS AN OBJECT
AND IS BLOCKED FROM REACHING THE
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GREEN SHADING:
VEGETATION AREAS

NO SHADING INTERNALLY
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THE SUN IS REACHING INSIDE

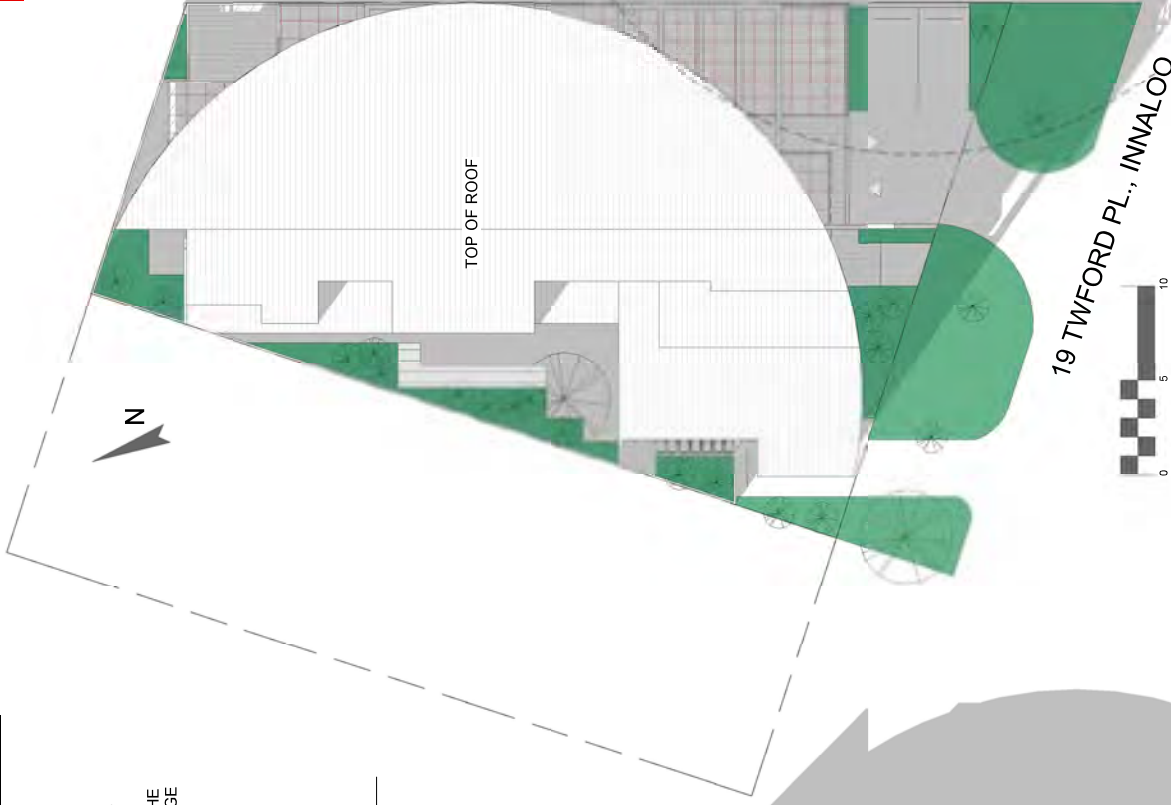
NOTE

1 : 100



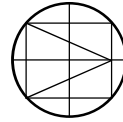
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1 : 200



Solarstudy.Winter.1627

2
1 : 200



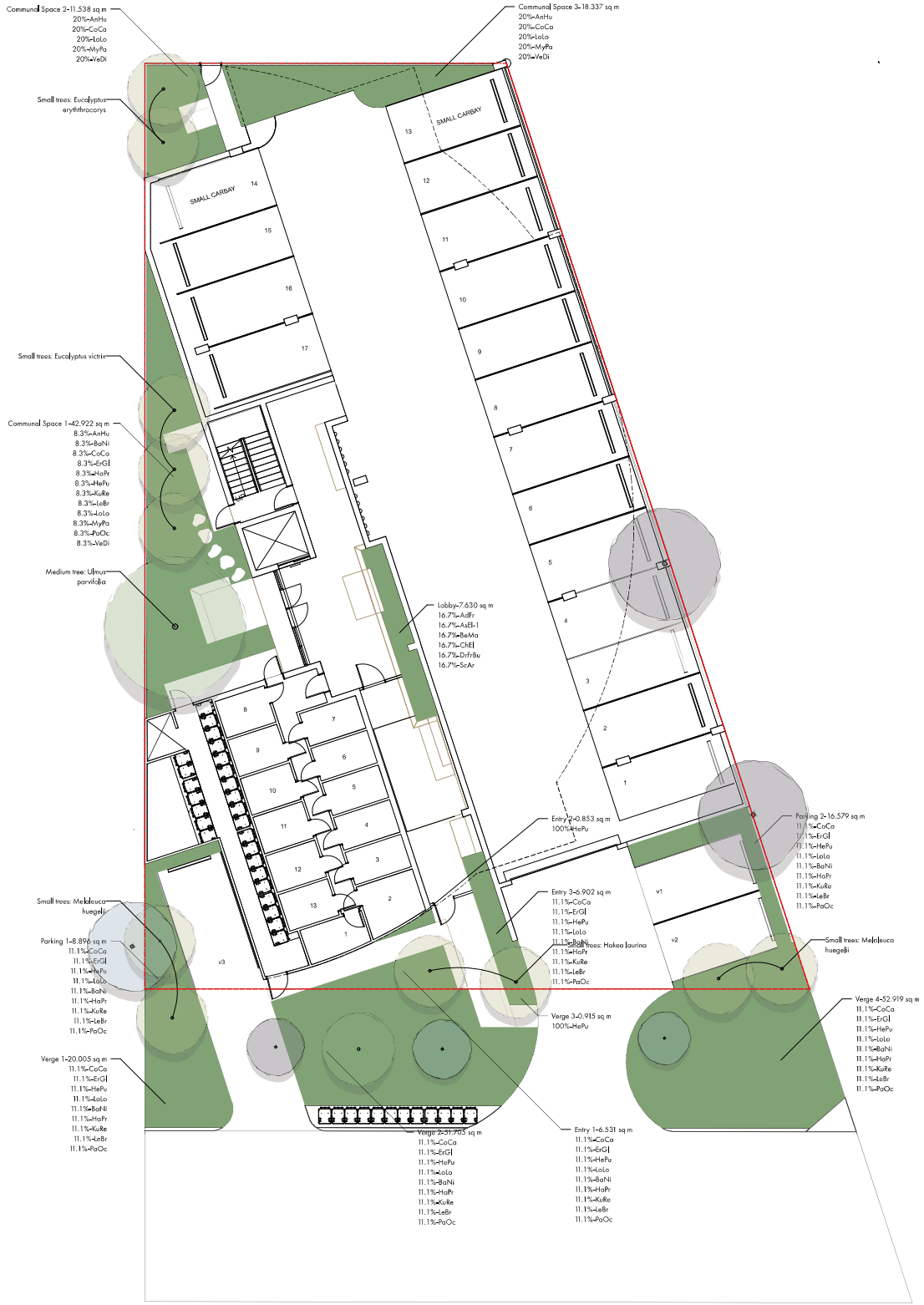
C8	Suite 8 / 9 Cleaver Street West Perth WA 6005 Telephone (08) 9328 6197 Facsimile (08) 9328 4950	Date 2.10.23	Conquest Capital PTY LTD	Address	
		Scale As indicated		Project	
		Checked by MD		Parkview Apartments, Innaloo	Client
		Drawn by GD		19 TWTFORD PL INNALOO	
		Project number 2022.45			

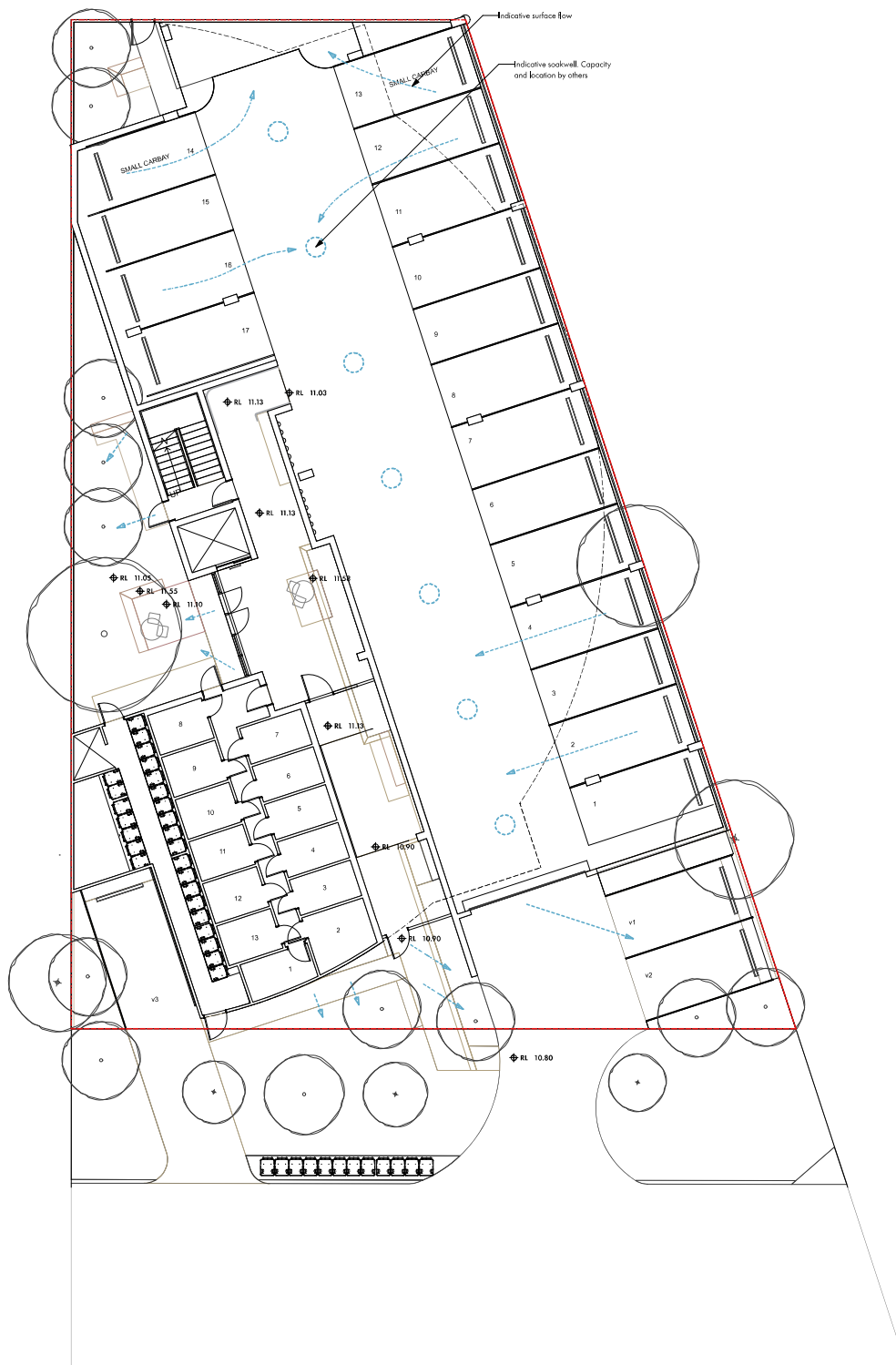
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Indicative Plant Schedule					
Area Name	Plant ID	Botanical Name	Common Name	Size	Qty
Communal Space 1	LeBr	Leucosphyta brownii	Sliver cushion bush	Tube	0
	KuRe	Kanazea recurva	Purple kunzea	120mm	18
	LoLo	Lomandra longifolia	Mat rush	120mm	18
	PaOc	Potersonia occidentalis	Purple flag	Tube	18
	MyPu	Myoporum parvifolium	Carpet Spreading Myoporum	Tube	18
	HaPu	Hamandora purgens	Snake Bush	120mm	18
	BaNi	Banksia nivea	Honeypot doryandra	120mm	18
	AnHu	Angiconoxenus humilis	Cats paw	120mm	18
	CoCa	Conostylis canadensis	Grey Cottonheeds	120mm	18
	HaFr	Hakea prostrata	Harsh hakea	120mm	18
	ErGl	Eremophila globosa	Kalbarri Carpet	120mm	18
	VeDi	Verticordia densiflora	Compacted feather flower	120mm	18
					0
Communal Space 2	MyPu	Myoporum parvifolium	Carpet Spreading Myoporum	Tube	12
	VeDi	Verticordia densiflora	Compacted feather flower	120mm	12
	LoLo	Lomandra longifolia	Mat rush	120mm	12
	AnHu	Angiconoxenus humilis	Cats paw	120mm	12
Communal Space 3	CoCa	Conostylis canadensis	Grey Cottonheeds	120mm	12
					0
Entry 1	MyPu	Myoporum parvifolium	Carpet Spreading Myoporum	Tube	18
	VeDi	Verticordia densiflora	Compacted feather flower	120mm	18
	LoLo	Lomandra longifolia	Mat rush	120mm	18
	AnHu	Angiconoxenus humilis	Cats paw	120mm	18
Entry 2	CoCa	Conostylis canadensis	Grey Cottonheeds	120mm	18
					0
Entry 3	LeBr	Leucosphyta brownii	Sliver cushion bush	Tube	4
	PaOc	Potersonia occidentalis	Purple flag	Tube	4
	KuRe	Kanazea recurva	Purple kunzea	120mm	4
	BaNi	Banksia nivea	Honeypot doryandra	120mm	4
Lobby	HaFr	Hakea prostrata	Harsh hakea	120mm	4
	LoLo	Lomandra longifolia	Mat rush	120mm	4
	CoCa	Conostylis canadensis	Grey Cottonheeds	120mm	4
	ErGl	Eremophila globosa	Kalbarri Carpet	120mm	4
Parking 1	HaPu	Hamandora purgens	Snake Bush	120mm	4
					0
Parking 2	HaPu	Hamandora purgens	Snake Bush	120mm	1
					0
Verge 1	CoCa	Conostylis canadensis	Grey Cottonheeds	120mm	4
	ErGl	Eremophila globosa	Kalbarri Carpet	120mm	4
	LoLo	Lomandra longifolia	Mat rush	120mm	4
	HaPu	Hamandora purgens	Snake Bush	120mm	4
Verge 2	KuRe	Kanazea recurva	Purple kunzea	120mm	4
	PaOc	Potersonia occidentalis	Purple flag	Tube	4
	BaNi	Banksia nivea	Honeypot doryandra	120mm	4
	HaFr	Hakea prostrata	Harsh hakea	120mm	4
Verge 3	AdFr	Adiantum frangrans	Maidenhair fern	140mm	6
	DiRb	Drosera fragrans 'Starley'	Dwarf sundew	120mm	6
	ScAr	Schefflera arborescens	Dwarf umbrella tree	120mm	6
	ChEl	Chamaedorea elegans	Parlor palm	120mm	6
Verge 4	AdEl	Aspidistra elatior	Aspidistra plant	140mm	6
	BaMa	Begonia maculata	Pink dot begonia	120mm	6
					0
Verge 5	LeBr	Leucosphyta brownii	Sliver cushion bush	Tube	5
	PaOc	Potersonia occidentalis	Purple flag	Tube	5
	LoLo	Lomandra longifolia	Mat rush	120mm	5
	BaNi	Banksia nivea	Honeypot doryandra	120mm	5
Verge 6	HaPu	Hamandora purgens	Snake Bush	120mm	5
	CoCa	Conostylis canadensis	Grey Cottonheeds	120mm	5
	ErGl	Eremophila globosa	Kalbarri Carpet	120mm	5
	KuRe	Kanazea recurva	Purple kunzea	120mm	5
Verge 7	LeBr	Leucosphyta brownii	Sliver cushion bush	Tube	9
	PaOc	Potersonia occidentalis	Purple flag	Tube	9
	BaNi	Banksia nivea	Honeypot doryandra	120mm	9
	HaFr	Hakea prostrata	Harsh hakea	120mm	9
Verge 8	HaPu	Hamandora purgens	Snake Bush	120mm	9
	LoLo	Lomandra longifolia	Mat rush	120mm	9
	CoCa	Conostylis canadensis	Grey Cottonheeds	120mm	9
	ErGl	Eremophila globosa	Kalbarri Carpet	120mm	9
Verge 9	KuRe	Kanazea recurva	Purple kunzea	120mm	9
	PaOc	Potersonia occidentalis	Purple flag	Tube	9
	BaNi	Banksia nivea	Honeypot doryandra	120mm	9
	HaFr	Hakea prostrata	Harsh hakea	120mm	9
Verge 10	LeBr	Leucosphyta brownii	Sliver cushion bush	Tube	9
	PaOc	Potersonia occidentalis	Purple flag	Tube	9
	BaNi	Banksia nivea	Honeypot doryandra	120mm	9
	HaFr	Hakea prostrata	Harsh hakea	120mm	9
Verge 11	HaPu	Hamandora purgens	Snake Bush	120mm	9
	LoLo	Lomandra longifolia	Mat rush	120mm	9
	CoCa	Conostylis canadensis	Grey Cottonheeds	120mm	9
	ErGl	Eremophila globosa	Kalbarri Carpet	120mm	9
Verge 12	HaPu	Hamandora purgens	Snake Bush	120mm	29
	PaOc	Potersonia occidentalis	Purple flag	Tube	29
	LoLo	Lomandra longifolia	Mat rush	120mm	29
	KuRe	Kanazea recurva	Purple kunzea	120mm	29
Verge 13	LeBr	Leucosphyta brownii	Sliver cushion bush	Tube	29
	PaOc	Potersonia occidentalis	Purple flag	Tube	29
	BaNi	Banksia nivea	Honeypot doryandra	120mm	29
	HaFr	Hakea prostrata	Harsh hakea	120mm	29
Verge 14	HaPu	Hamandora purgens	Snake Bush	120mm	29
	LoLo	Lomandra longifolia	Mat rush	120mm	29
	CoCa	Conostylis canadensis	Grey Cottonheeds	120mm	29
	ErGl	Eremophila globosa	Kalbarri Carpet	120mm	29
Verge 15	HaPu	Hamandora purgens	Snake Bush	120mm	29
	LoLo	Lomandra longifolia	Mat rush	120mm	29
	CoCa	Conostylis canadensis	Grey Cottonheeds	120mm	29
	ErGl	Eremophila globosa	Kalbarri Carpet	120mm	29







Deep Soil Area			
Location	Planted area (m2)	Perm. paving contribution (m2)	DSA (m2)
North bay	1.65	0	1.65
NW car	11.54	0.82	12.36
Courtyard	42.88	6.17	49.05
SW car	5.28	1.05	6.33
Verge (on-do)	4.99	0.99	5.98
Entry	5.24	0	5.24
SE car	14.97	2.99	17.96
Total	86.55	14.42	100.97
Site area (m2)	956		
DSA (% of site)	10.66%		

Twyford Place

Client: Conquest Capital Pty Ltd.

Address: 19 Twyford Place, Ipswich 4008

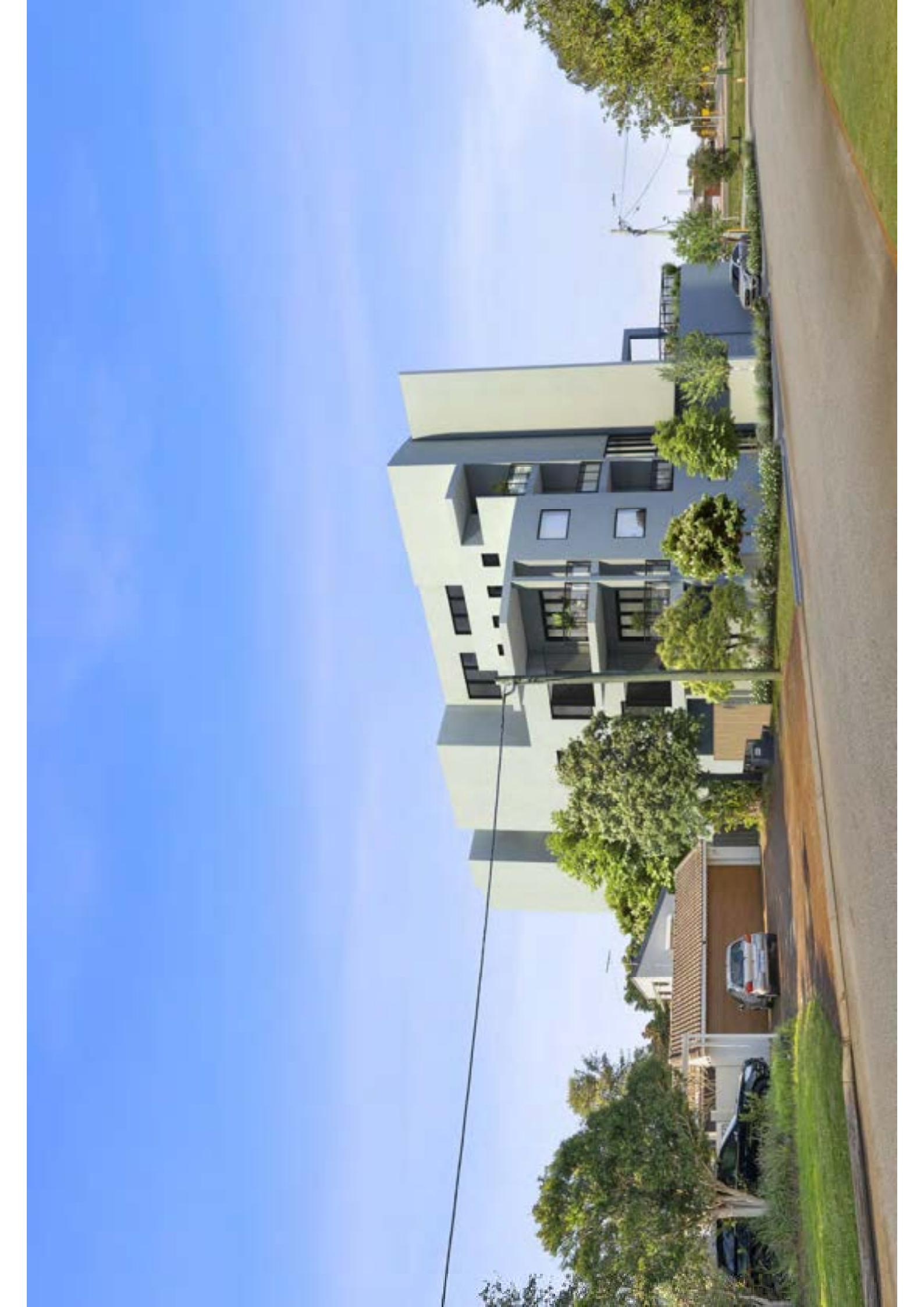
rev	issue	date
A	approval	29/9/23

Scale: 1:100

DSA DIAGRAM

L104

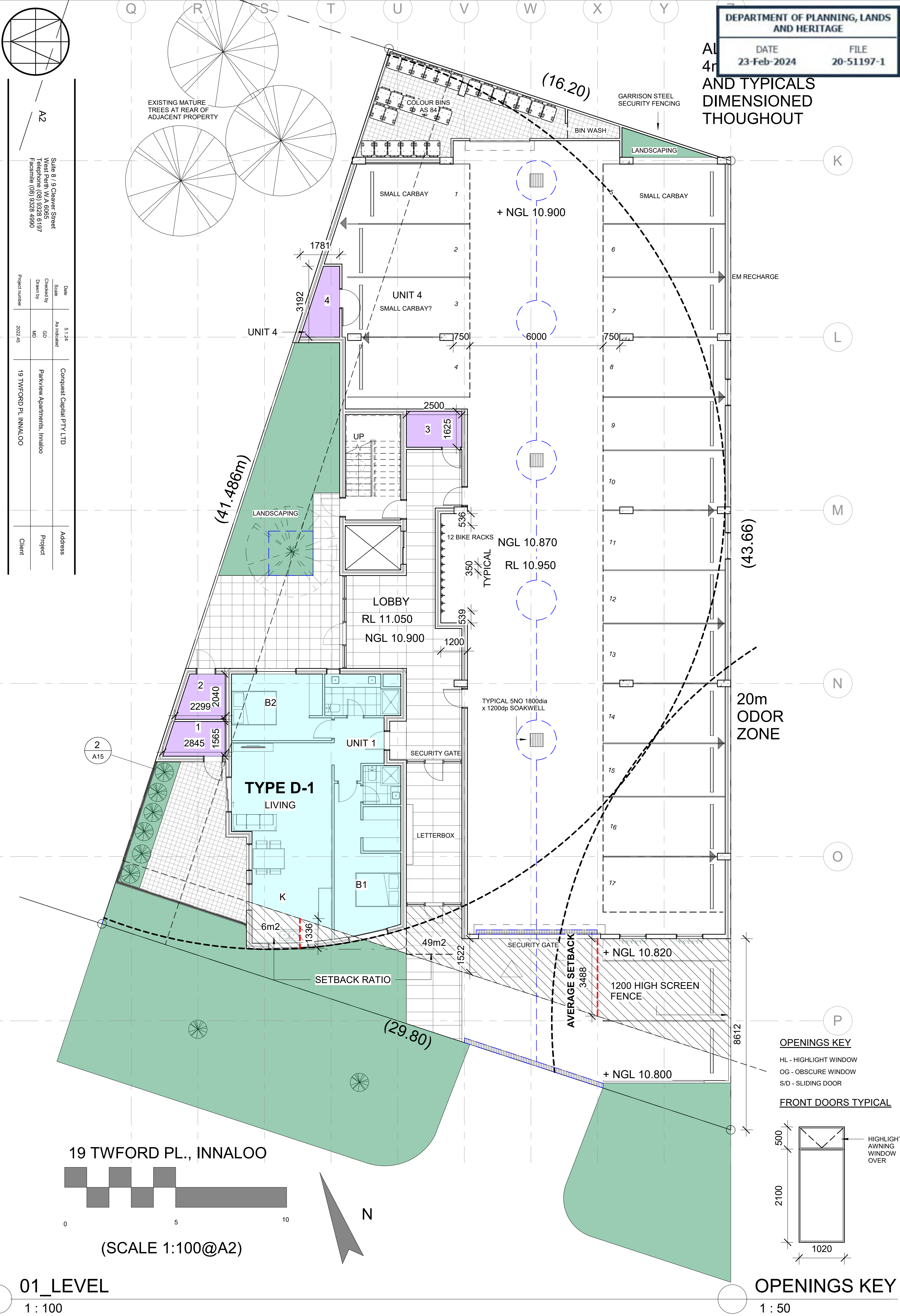


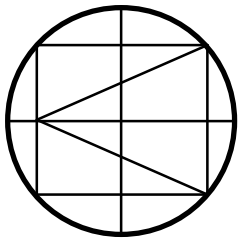


ALL
4m
AND TYPICALS
DIMENSIONED
THROUGHOUT

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A3

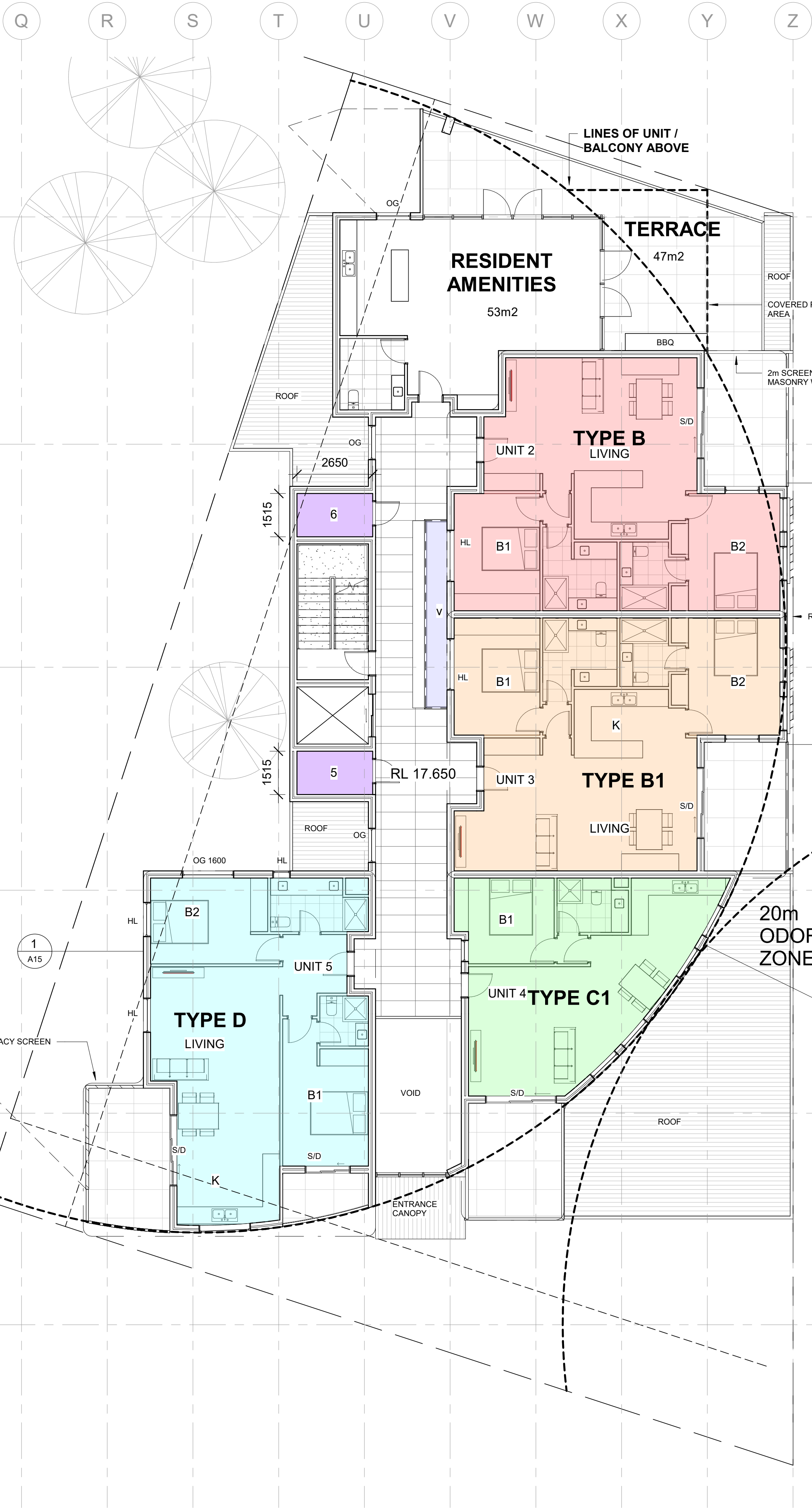
Suite 8 / 9 Cleaver Street
West Perth W.A 6005
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Date	5.1.24
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Project number	2022.45
	19 TWFOORD PL INNALOO

Address	Client
Conquest Capital PTY LTD	Project

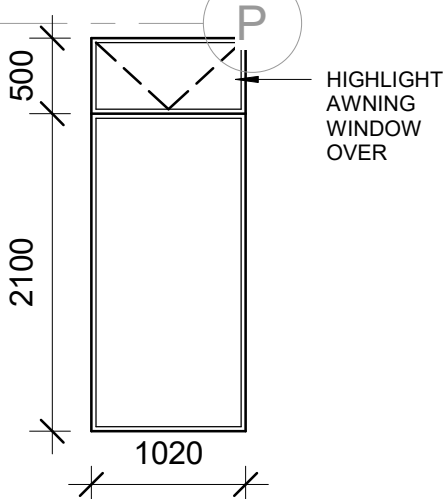
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OPENINGS KEY

- HL - HIGHLIGHT WINDOW
- OG - OBSCURE WINDOW
- S/D - SLIDING DOOR

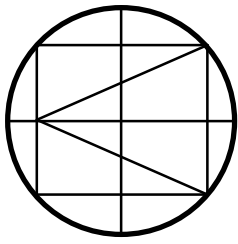
FRONT DOORS TYPICAL



OPENINGS KEY
1 : 50

02_LEVEL
1 : 100

1



Q

R

S

T

U

V

W

X

Y

Z

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A4

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Address	
Project	
Client	

K

L

M

N

O

ROOF OVERHEAD

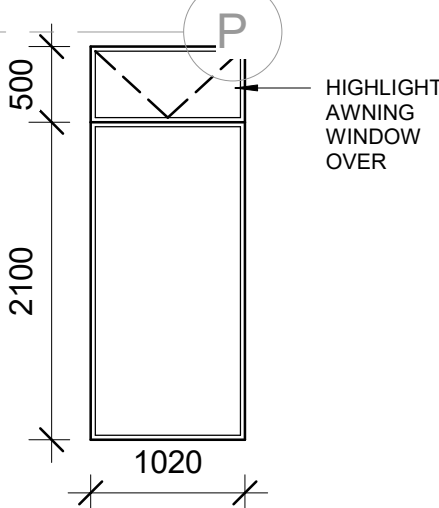
20m
ODOR
ZONE

19 TWFORD PL., INNALOO

OPENINGS KEY

HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

FRONT DOORS TYPICAL



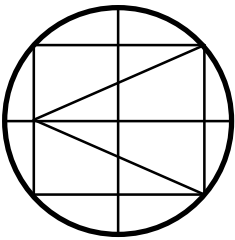
OPENINGS KEY

1 : 50

03_LEVEL

1 : 100

1



Q

R

S

T

U

V

W

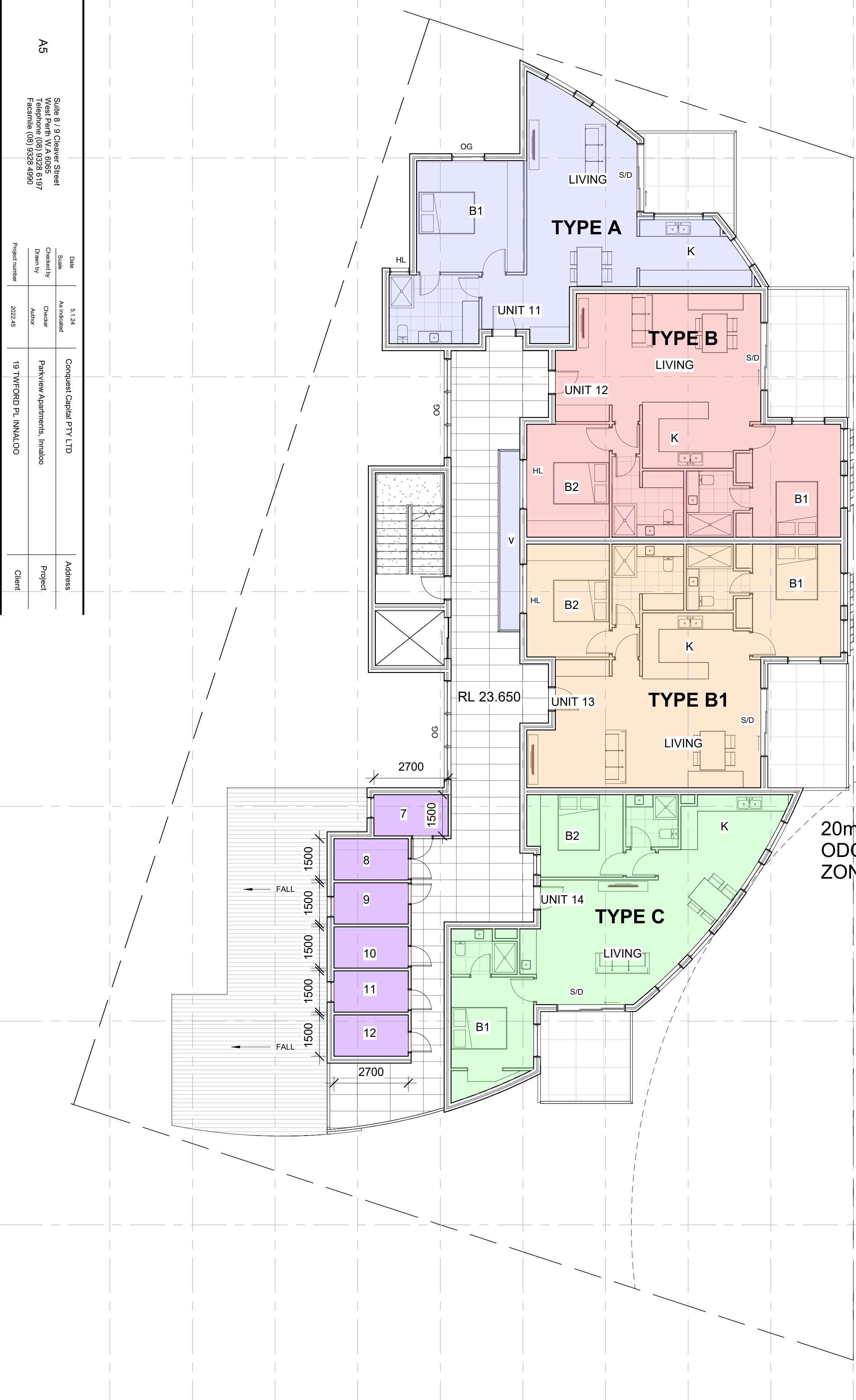
X

Y

Z

A5				Suite 8 / 9 Cleaver Street West Perth W.A 6005 Telephone (08) 9328 6197 Facsimile (08) 9328 4990					
interior designers	project managers	architects	Date	5.1.24	Conquest Capital PTY LTD				
			Scale	As indicated					
			Checked by	Author	Parkview Apartments, Innaloo				
Project number				2022.45	19 TWFOORD PL INNALOO				
					Client				
					Project				
					Address				

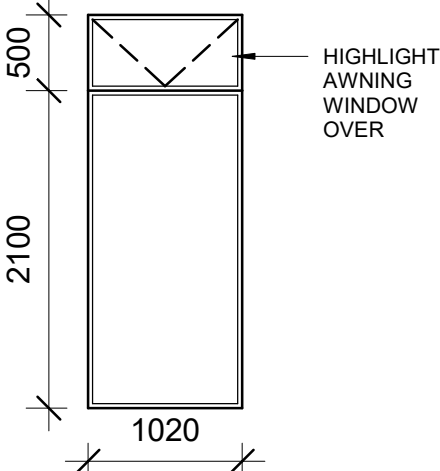
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OPENINGS KEY

HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

FRONT DOORS TYPICAL

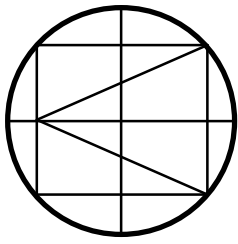


OPENINGS KEY

1 : 50

04_LEVEL

1 : 100



Q R S T U V W X Y Z

DEPARTMENT OF PLANNING, LANDS
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DATE
23-Feb-2024

FILE
20-51197-1

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A6

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Drawn by	Author
Project number	2022.45

Conquest Capital PTY LTD

Parkview Apartments, Innaloo

19 TWFOORD PL INNALOO

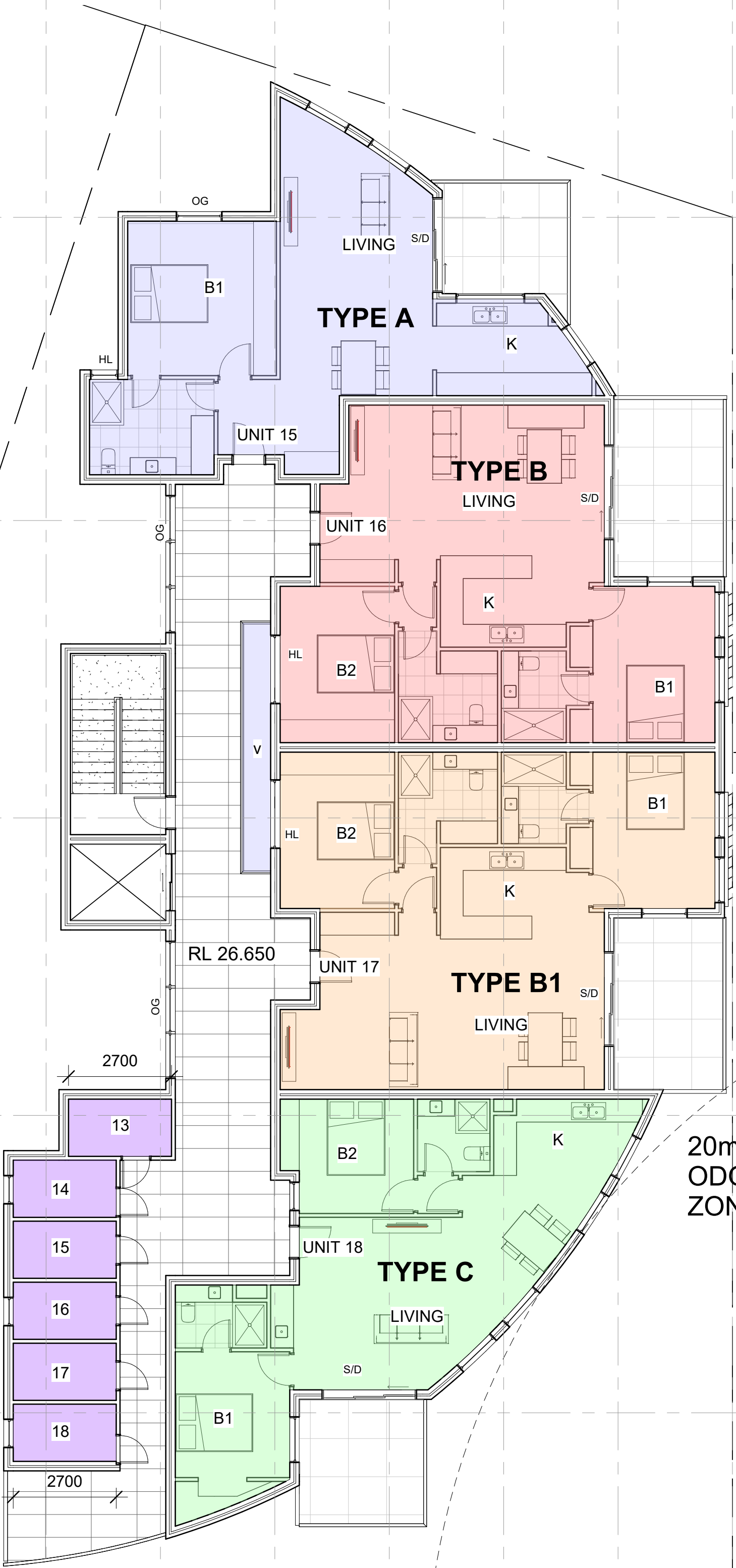
Address

Project

Client

05_LEVEL

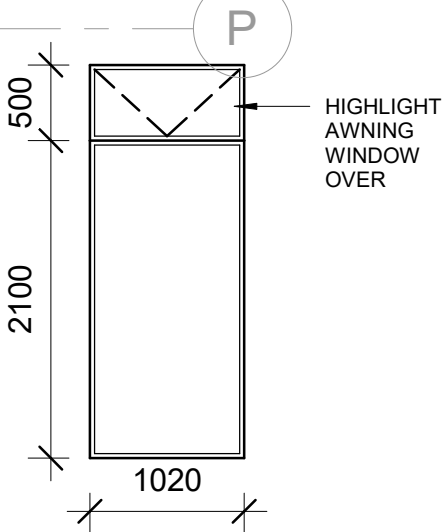
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OPENINGS KEY

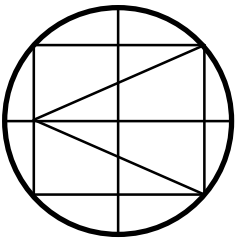
- HL - HIGHLIGHT WINDOW
- OG - OBSCURE WINDOW
- S/D - SLIDING DOOR

FRONT DOORS TYPICAL



OPENINGS KEY

1 : 50



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A7

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Checked by	
Drawn by	Author

Conquest Capital PTY LTD
Parkview Apartments, Innaloo
19 TWFORD PL INNALOO

Address
Project
Client

Q R S T U V W X Y Z

K

L

M

N

O

P

ROOF
LVL 2

40 ROOF
MOUNTED
SOLAR
PANELS

FALL

ROOF LVL 6

FALL

SOLAR
PANELS 40 X
1.6m x 1m

ROOF
LVL 2

FALL

17 A/C CONDENSER
UNITS (ROOF MOUNTED)

FALL

FALL

GUTTER

FALL

FALL
ROOF
LVL 2

FALL

ROOF
LVL 3

FALL

FALL

FALL
ROOF
LVL 3

FALL

ROOF
LVL 2

FALL

GUTTER

ROOF
LVL 2

FALL

FALL

ROOF
LVL 5

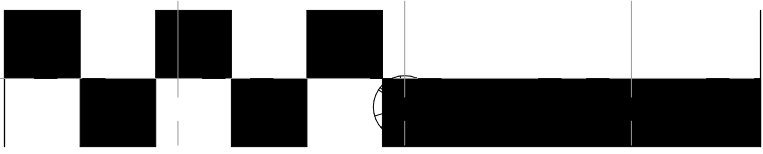
FALL

FALL

GUTTER

ROOF LVL 4

FALL



(SCALE 1:100@A2)

19 TWFORD PL., INNALOO

N

1

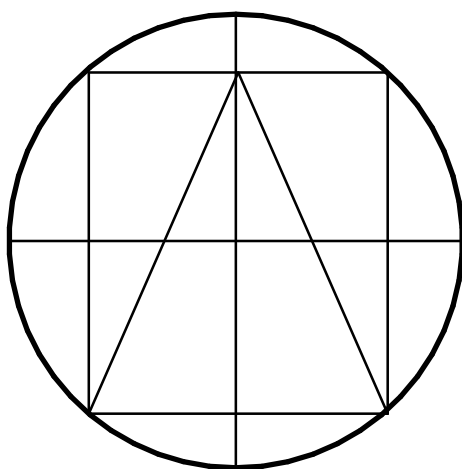
06_Roof

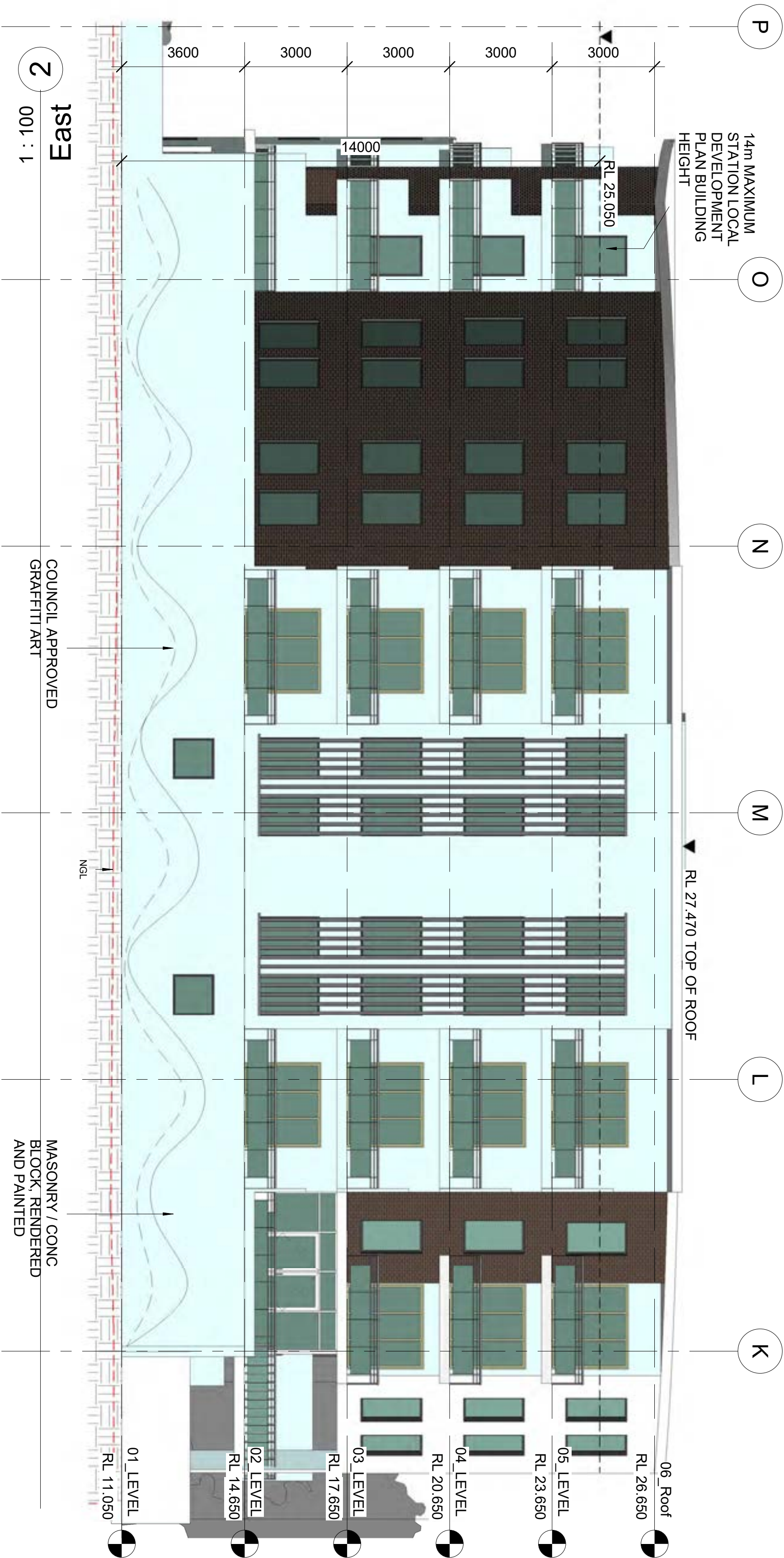
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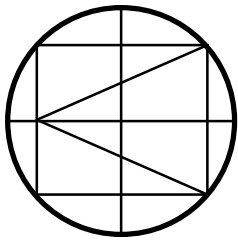


michael dryka architects
architects project managers interior designers

Client	Conquest Capital PTY LTD	Project number	2022.45	Suite 8 / 9 Cleaver Street West Perth W.A 6065 Telephone (08) 9328 6197 Facsimile (08) 9328 4990	A8
Project	Parkview Apartments, Innaloo	Drawn by	Checker		
		Checked by	Author		
Address	19 TWFORD PL INNALOO	Scale	1 : 100		
		Date	5.1.24		



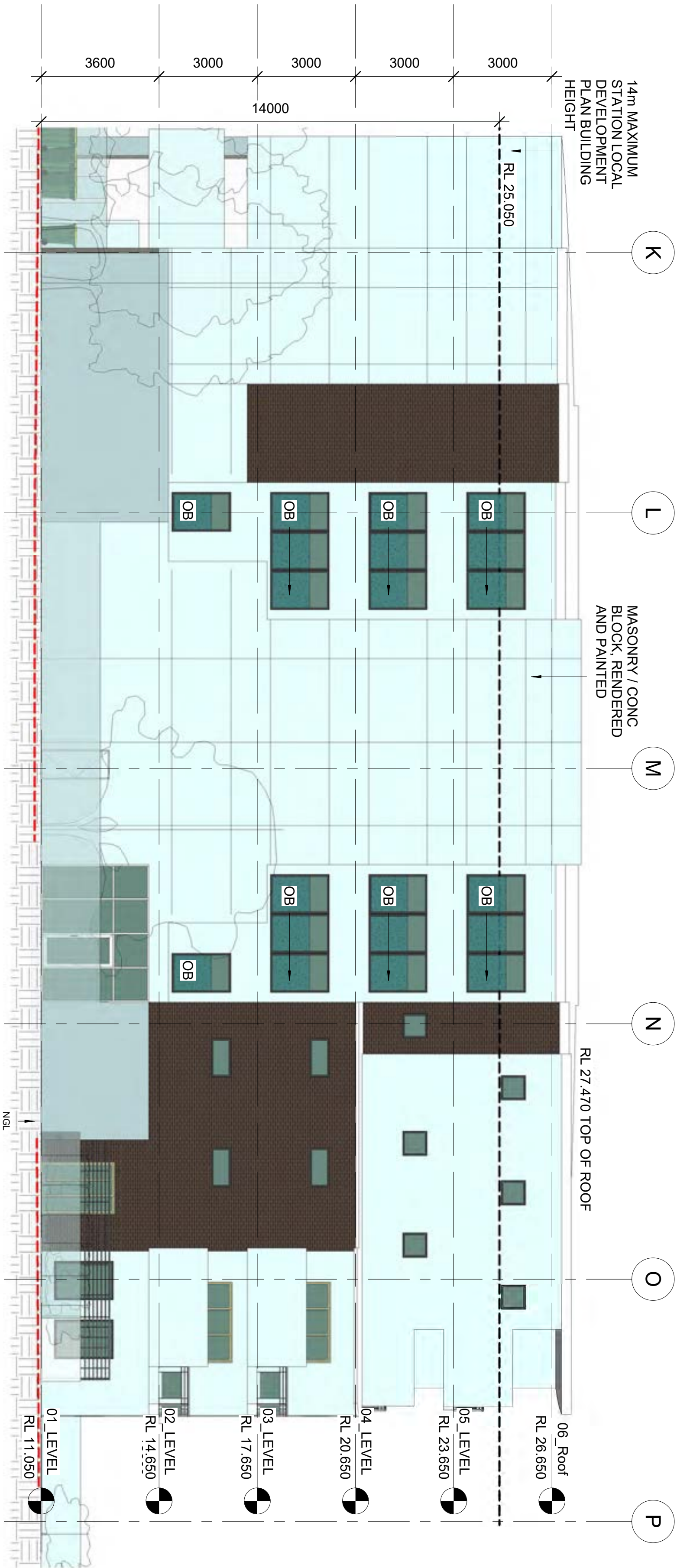




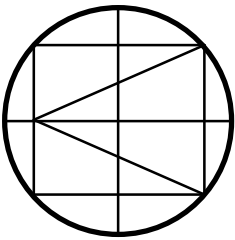
1 : 100
West

1 : 100

(SCALE 1:100@A2)



A10	
Suite 8 / 9 Cleaver Street West Perth W.A 6065 Telephone (08) 9328 6197 Facsimile (08) 9328 4990	
Date	5.1.24
Scale	1 : 100
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Project number	19 TWFORD PL INNALOO
2022.46	Client



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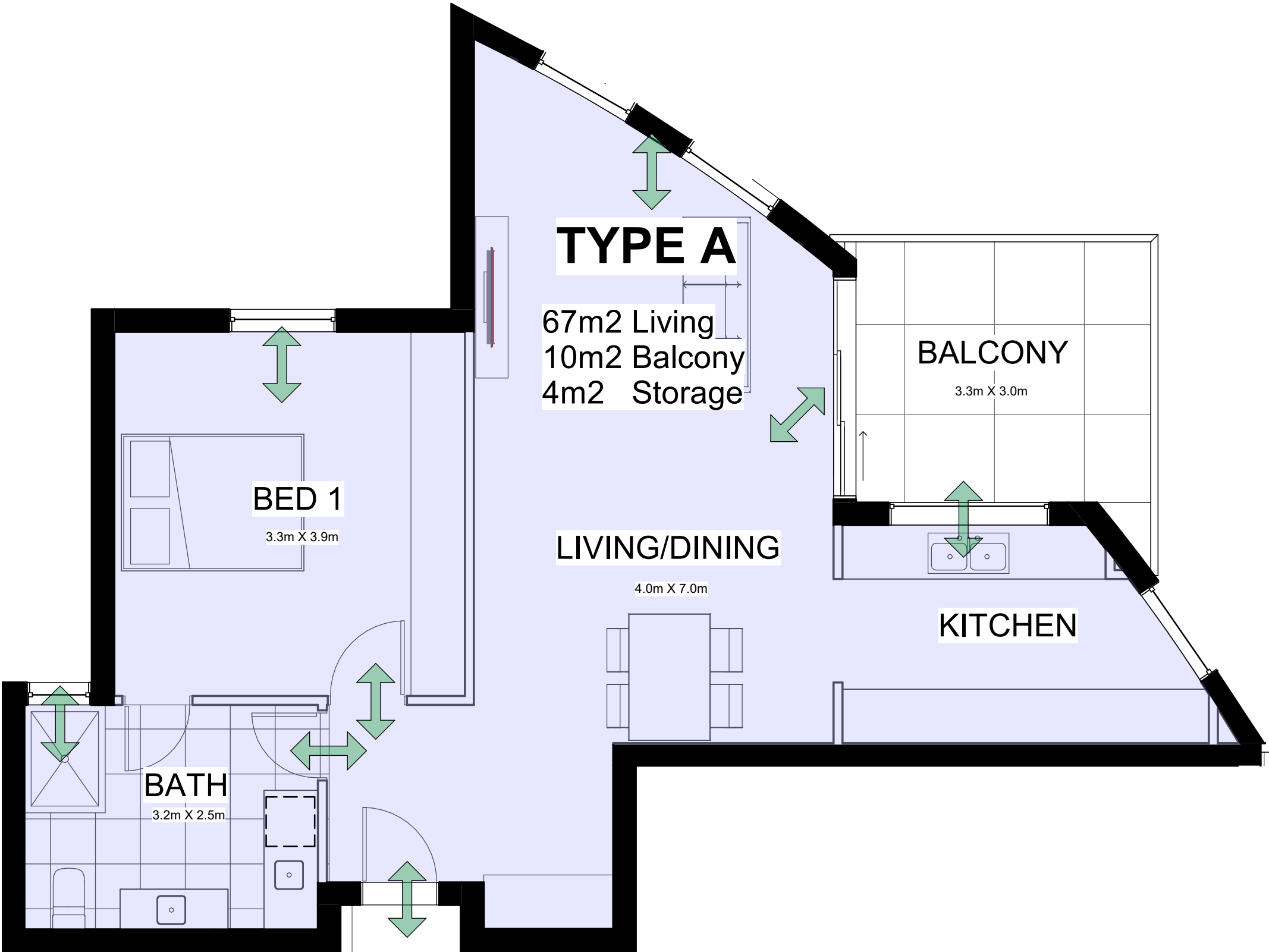
A12

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Telephone (08) 9328 6197
Facsimile (08) 9328 4990

Date	5.1.24
Scale	1 : 50
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Drawn by	Author

Project number	2022.45
Conquest Capital PTY LTD	
Parkview Apartments, Innaloo	
19 TWFO RD PL INNALOO	

Address	
Project	
Client	



3 TYPE A
1 : 50

APARTMENT AREA SUMMARY

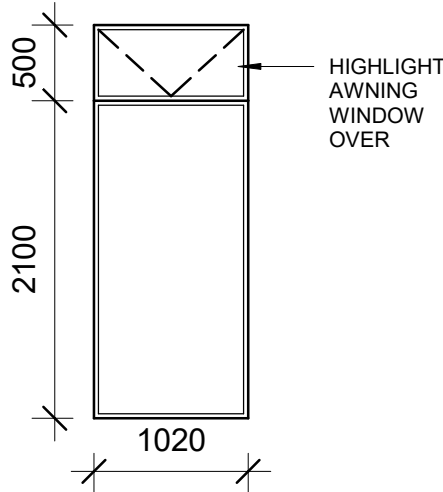
	LIVING AREA	BALCONY	STORE	TOTAL
TYPE A	67m2	10m2	4m2	3
TYPE B	80m2	13m2	4m2	4
TYPE B1	84m2	13m2	4m2	4
TYPE C	70m2	11m2	4m2	3
TYPE C1	52m2	11m2	4m2	1
TYPE D	79m2	18m2	4m2	2
TYPE D1	77m2	18m2	4m2	1
				TOTAL 18
RESIDENTIAL AMENITIES	53m2	47m2		

AREA SUMMARY
1 : 50

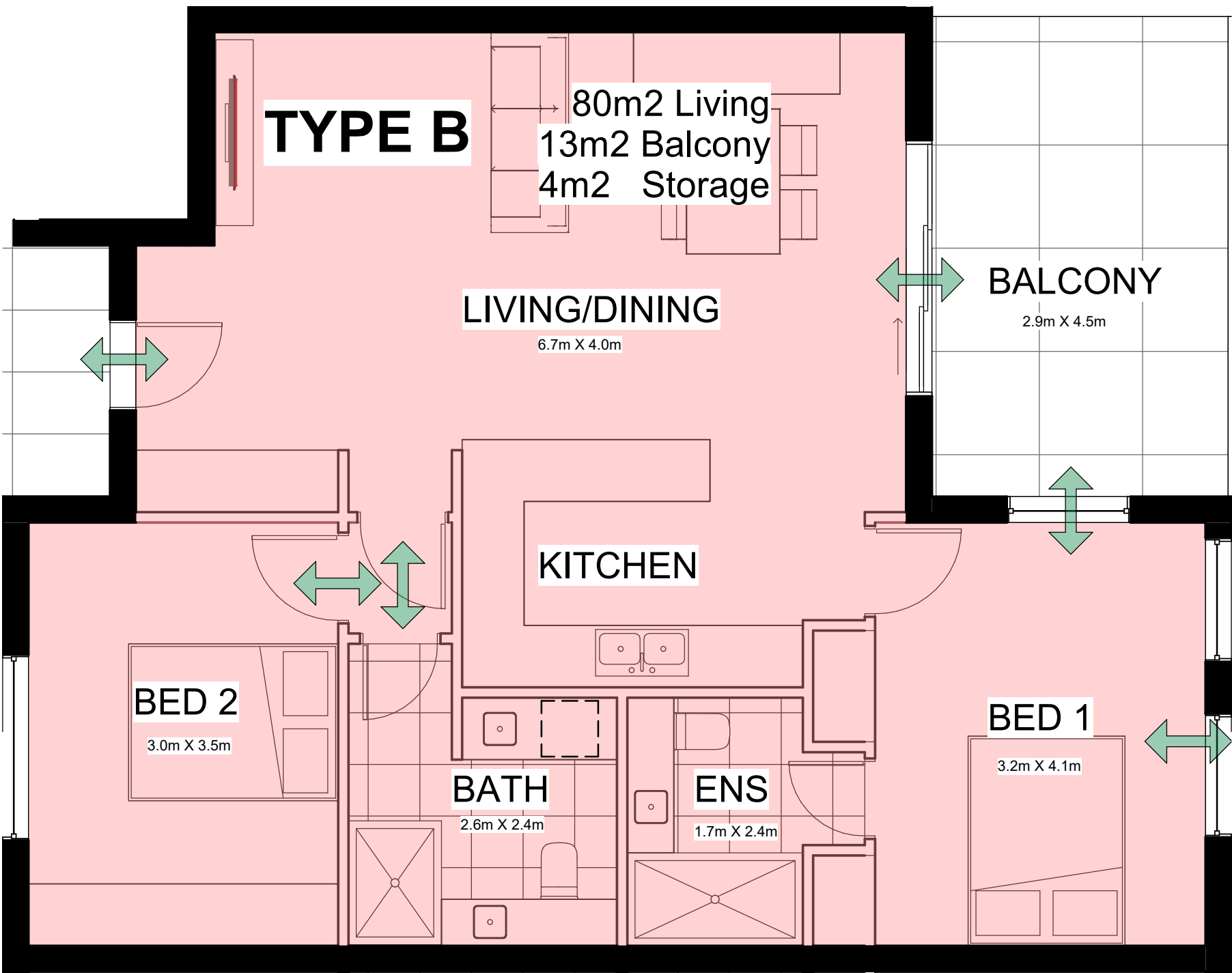
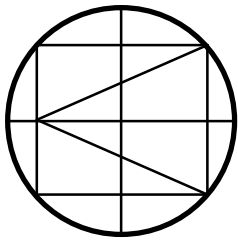
OPENINGS KEY

- HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

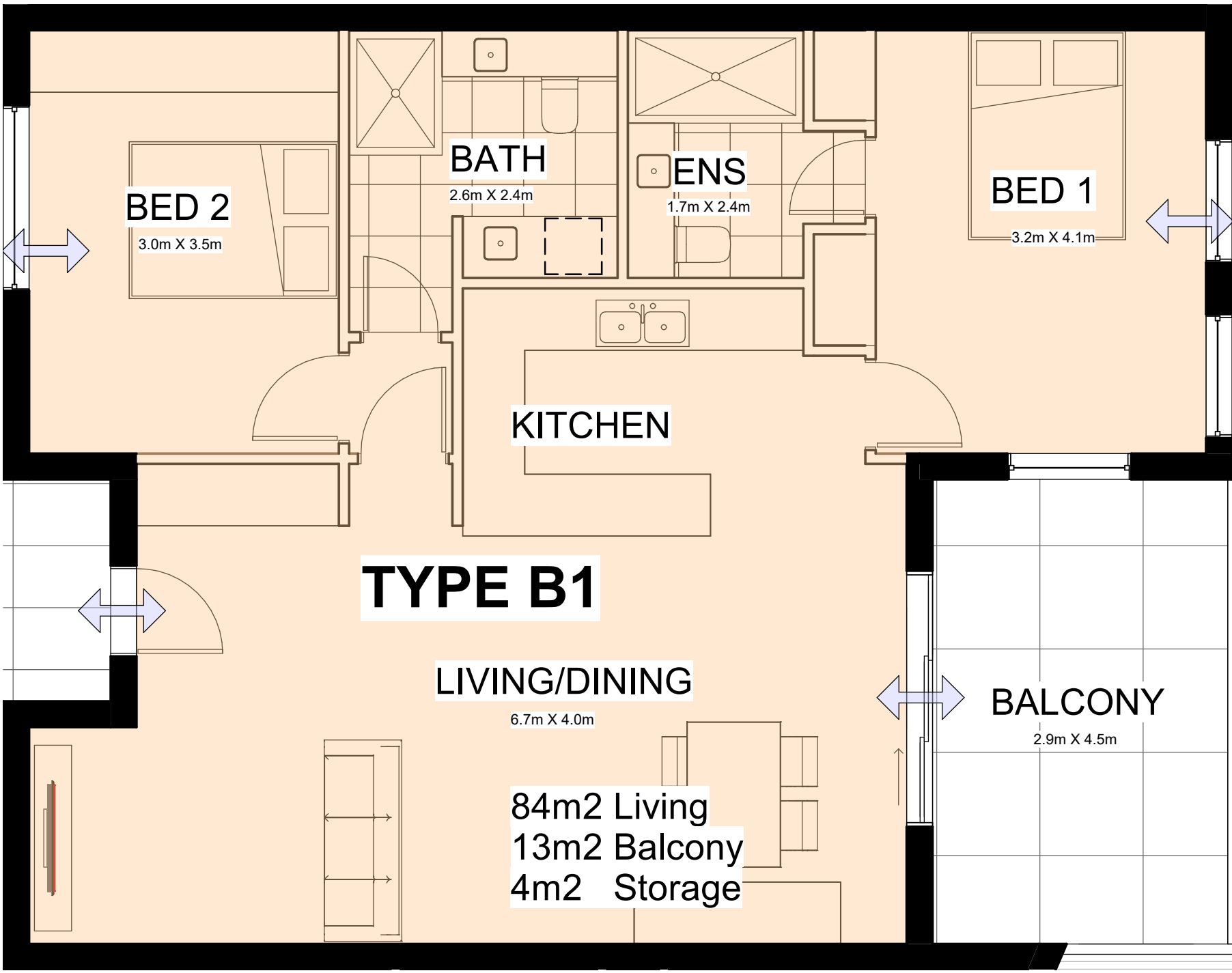
FRONT DOORS TYPICAL



OPENINGS KEY
1 : 50



1 TYPE B
1 : 50



2 TYPE B1
1 : 50

APARTMENT AREA SUMMARY

	LIVING AREA	BALCONY	STORE	TOTAL
TYPE A	67m2	10m2	4m2	3
TYPE B	80m2	13m2	4m2	4
TYPE B1	84m2	13m2	4m2	4
TYPE C	70m2	11m2	4m2	3
TYPE C1	52m2	11m2	4m2	1
TYPE D	79m2	18m2	4m2	2
TYPE D1	77m2	18m2	4m2	1
RESIDENTIAL AMENITIES	53m2	47m2		TOTAL 18

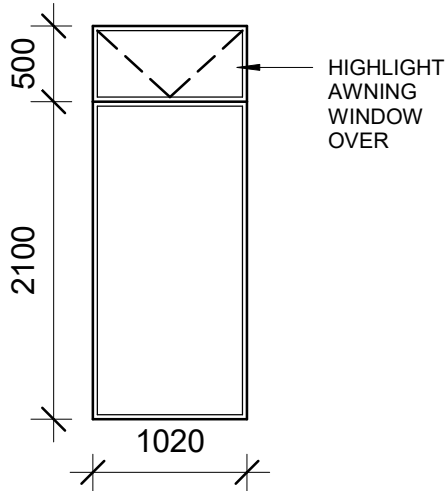
AREA SUMMARY

1 : 50

OPENINGS KEY

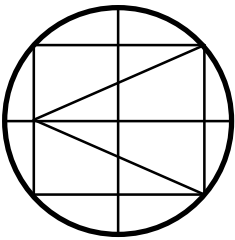
HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

FRONT DOORS TYPICAL



OPENINGS KEY

1 : 50



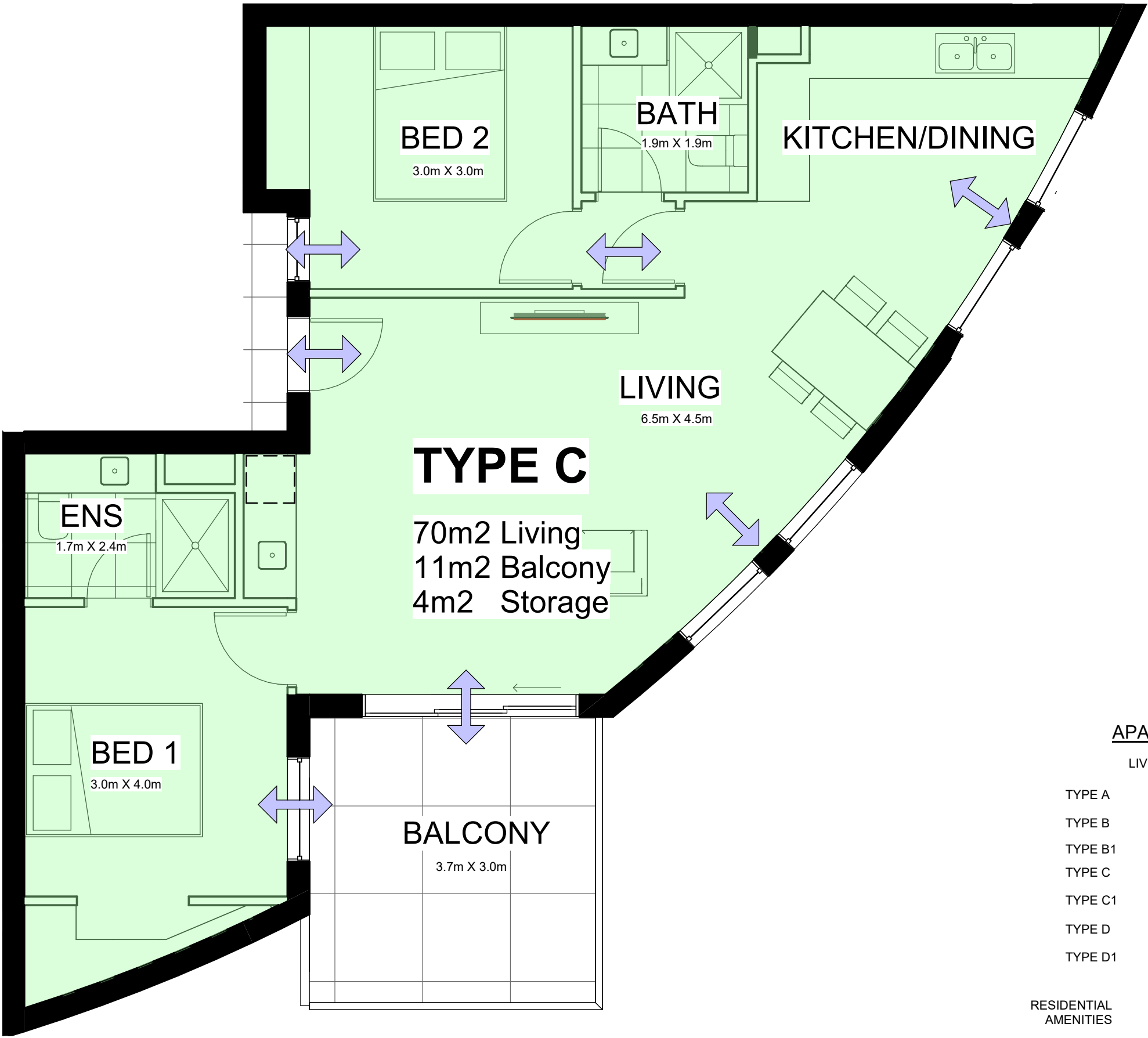
interior designers project managers architects

A14

Suite 8 / 9 Cleaver Street
West Perth W.A 6005
Telephone (08) 9328 6197
Facsimile (08) 9328 4990

Date	5.1.24	Conquest Capital PTY LTD
Scale	1 : 50	
Checked by	Checker	
Drawn by	Author	Parkview Apartments, Innaloo
Project number	2022.45	19 TWFOORD PL INNALOO

Address	Project
Client	



1 TYPE C
1 : 50

APARTMENT AREA SUMMARY

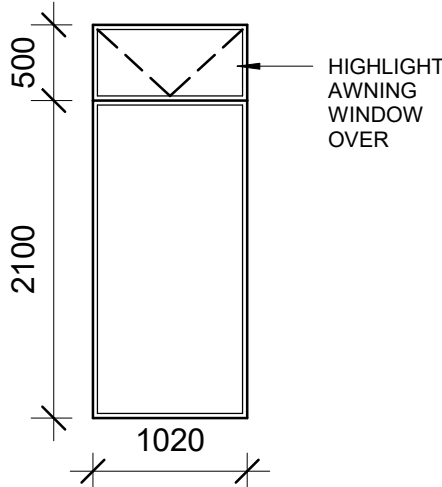
	LIVING AREA	BALCONY	STORE	TOTAL
TYPE A	67m2	10m2	4m2	3
TYPE B	80m2	13m2	4m2	4
TYPE B1	84m2	13m2	4m2	4
TYPE C	70m2	11m2	4m2	3
TYPE C1	52m2	11m2	4m2	1
TYPE D	79m2	18m2	4m2	2
TYPE D1	77m2	18m2	4m2	1
RESIDENTIAL AMENITIES	53m2	47m2		TOTAL 18

AREA SUMMARY
1 : 50

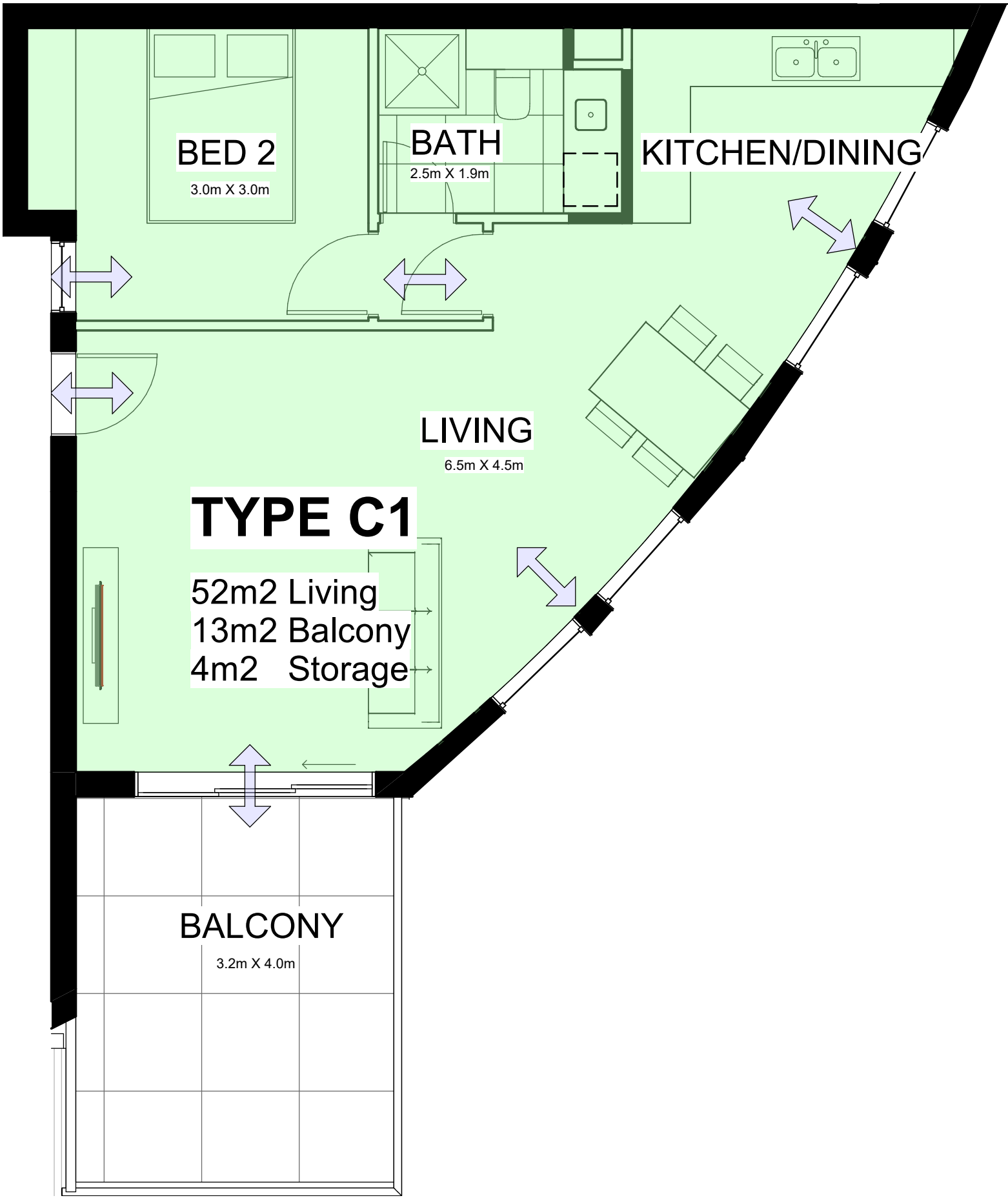
OPENINGS KEY

HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

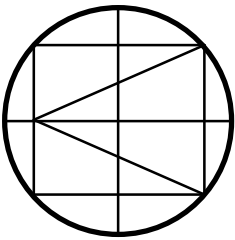
FRONT DOORS TYPICAL



OPENINGS KEY
1 : 50



2 TYPE C1
1 : 50



interior designers project managers architects

A15

Suite 8 / 9 Cleaver Street
West Perth W.A 6005
Telephone (08) 9328 6197
Facsimile (08) 9328 4990

Date	5.1.24
Scale	1 : 50
Checked by	Checker
Drawn by	Author

Project number	2022.45
	19 TWFOORD PL INNALOO

Address	Conquest Capital PTY LTD
Project	Parkview Apartments, Innaloo
Client	

PRIVACY
SCREEN

BALCONY

2.9m X 5.0m

BED 2

3.5m X 3.0m

BATH

3.4m X 1.8m

LIVING

4.0m X 4.5m

TYPE D

79m2 Living
18m2 Balcony
4m2 Storage

KITCHEN/DINING

3.6m X 5.2m

ENS

1.7m X 1.7m

BED 1

3.0m X 3.5m

BALCONY

1

TYPE D

1 : 50

APARTMENT AREA SUMMARY

	LIVING AREA	BALCONY	STORE	TOTAL
TYPE A	67m2	10m2	4m2	3
TYPE B	80m2	13m2	4m2	4
TYPE B1	84m2	13m2	4m2	4
TYPE C	70m2	11m2	4m2	3
TYPE C1	52m2	11m2	4m2	1
TYPE D	79m2	18m2	4m2	2
TYPE D1	77m2	18m2	4m2	1
				TOTAL 18
RESIDENTIAL AMENITIES	53m2	47m2		

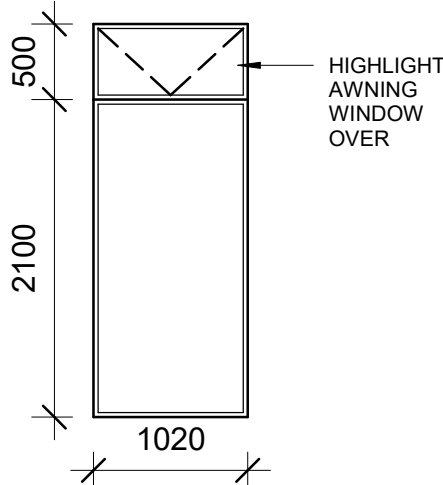
AREA SUMMARY

1 : 50

OPENINGS KEY

HL - HIGHLIGHT WINDOW
OG - OBSCURE WINDOW
S/D - SLIDING DOOR

FRONT DOORS TYPICAL



OPENINGS KEY

1 : 50

BED 2

3.5m X 3.0m

BATH

3.4m X 1.8m

LIVING

4.0m X 4.5m

TYPE D1

84m2 Living
28m2 Courtyard
4m2 Storage

KITCHEN/DINING

3.6m X 5.2m

ENS

1.7m X 1.7m

WIR

BED 1

3.0m X 3.2m

COURTYARD

5.5m x 4.5m

2

TYPE D1

1 : 50

Michael Dryka Architects



Indicative Plant Schedule						
Area Name	Plant ID	Botanical Name	Common Name	Size	Qty	
Native Planting 1	KuNi	Kunzea recurva	Purple kunzea	120mm	9	
	HaPr	Hakea prostrata	Harsh hakea	120mm	9	
	LeBr	Leucophyta brownii	Silver cushion bush	Tube	9	
	PaOc	Pteronia occidentalis	Purple flag	Tube	9	
	BaNi	Banksia nivea	Honeyeater dryandra	120mm	9	
	CoCa	Conostylis candicans	Grey Cottonheads	120mm	9	
	ErGi	Eremophila glabra	Kalbarri Carpet	120mm	9	
	LoLo	Lomandra longifolia	Mat rush	120mm	9	
	HePu	Hemiandra pungens	Snake Bush	120mm	9	
						0
Native Planting 2	KuRe	Kunzea recurva	Purple kunzea	120mm	24	
	HaPr	Hakea prostrata	Harsh hakea	120mm	24	
	PaOc	Pteronia occidentalis	Purple flag	Tube	24	
	LeBr	Leucophyta brownii	Silver cushion bush	Tube	24	
	BaNi	Banksia nivea	Honeyeater dryandra	120mm	24	
	ErGi	Eremophila glabra	Kalbarri Carpet	120mm	24	
	CoCa	Conostylis candicans	Grey Cottonheads	120mm	24	
	LoLo	Lomandra longifolia	Mat rush	120mm	24	
	HePu	Hemiandra pungens	Snake Bush	120mm	24	
						0
Native Planting 3	BaNi	Banksia nivea	Honeyeater dryandra	120mm	3	
	HaPr	Hakea prostrata	Harsh hakea	120mm	3	
	HePu	Hemiandra pungens	Snake Bush	120mm	3	
	LoLo	Lomandra longifolia	Mat rush	120mm	3	
	KuRe	Kunzea recurva	Purple kunzea	120mm	3	
	ErGi	Eremophila glabra	Kalbarri Carpet	120mm	3	
	CoCa	Conostylis candicans	Grey Cottonheads	120mm	3	
	LeBr	Leucophyta brownii	Silver cushion bush	Tube	3	
	PaOc	Pteronia occidentalis	Purple flag	Tube	3	
						0
Native Planting 4	CoCa	Conostylis candicans	Grey Cottonheads	120mm	16	
	PaOc	Pteronia occidentalis	Purple flag	Tube	16	
	LeBr	Leucophyta brownii	Silver cushion bush	Tube	16	
	KuRe	Kunzea recurva	Purple kunzea	120mm	16	
	BaNi	Banksia nivea	Honeyeater dryandra	120mm	16	
	HaPr	Hakea prostrata	Harsh hakea	120mm	16	
	LoLo	Lomandra longifolia	Mat rush	120mm	16	
	ErGi	Eremophila glabra	Kalbarri Carpet	120mm	16	
	HePu	Hemiandra pungens	Snake Bush	120mm	16	
						0
Native Planting 5	HePu	Hemiandra pungens	Snake Bush	120mm	49	
	LoLo	Lomandra longifolia	Mat rush	120mm	49	
	CoCa	Conostylis candicans	Grey Cottonheads	120mm	49	
	ErGi	Eremophila glabra	Kalbarri Carpet	120mm	49	
	BaNi	Banksia nivea	Honeyeater dryandra	120mm	49	
	PaOc	Pteronia occidentalis	Purple flag	Tube	49	
	LeBr	Leucophyta brownii	Silver cushion bush	Tube	49	
	HaPr	Hakea prostrata	Harsh hakea	120mm	49	
	KuRe	Kunzea recurva	Purple kunzea	120mm	49	
						0
Native Planting 6	LoLo	Lomandra longifolia	Mat rush	120mm	3	
	BaNi	Banksia nivea	Honeyeater dryandra	120mm	3	
	LeBr	Leucophyta brownii	Silver cushion bush	Tube	3	
	PaOc	Pteronia occidentalis	Purple flag	Tube	3	
	HaPr	Hakea prostrata	Harsh hakea	120mm	3	
	KuRe	Kunzea recurva	Purple kunzea	120mm	3	
	HePu	Hemiandra pungens	Snake Bush	120mm	3	
	CoCa	Conostylis candicans	Grey Cottonheads	120mm	3	
	ErGi	Eremophila glabra	Kalbarri Carpet	120mm	3	
						0
Native Planting 7	ErGi	Eremophila glabra	Kalbarri Carpet	120mm	2	
	HaPr	Hakea prostrata	Harsh hakea	120mm	2	
	CoCa	Conostylis candicans	Grey Cottonheads	120mm	2	
	AnHu	Anigozanthos humilis	Cats paw	120mm	2	
	BaNi	Banksia nivea	Honeyeater dryandra	120mm	2	
	HePu	Hemiandra pungens	Snake Bush	120mm	2	
	MyPa	Myoporum parvifolium	Carpet Spreading Myoporum	Tube	2	
	PaOc	Pteronia occidentalis	Purple flag	Tube	2	
	VeDi	Vericordia densiflora	Compacted featherflower	120mm	2	
	KuRe	Kunzea recurva	Purple kunzea	120mm	2	
Native Planting 8	LeBr	Leucophyta brownii	Silver cushion bush	Tube	2	
	LoLo	Lomandra longifolia	Mat rush	120mm	2	
						0
	ErGi	Eremophila glabra	Kalbarri Carpet	120mm	9	
	HaPr	Hakea prostrata	Harsh hakea	120mm	9	
	CoCa	Conostylis candicans	Grey Cottonheads	120mm	9	
	AnHu	Anigozanthos humilis	Cats paw	120mm	9	
	BaNi	Banksia nivea	Honeyeater dryandra	120mm	9	
	HePu	Hemiandra pungens	Snake Bush	120mm	9	
	MyPa	Myoporum parvifolium	Carpet Spreading Myoporum	Tube	9	
Native Planting 9	PaOc	Pteronia occidentalis	Purple flag	Tube	9	
	VeDi	Vericordia densiflora	Compacted featherflower	120mm	9	
	KuRe	Kunzea recurva	Purple kunzea	120mm	9	
	LeBr	Leucophyta brownii	Silver cushion bush	Tube	9	
	LoLo	Lomandra longifolia	Mat rush	120mm	9	
						0
	LoLo	Lomandra longifolia	Mat rush	120mm	1	
	LeBr	Leucophyta brownii	Silver cushion bush	Tube	1	
	KuRe	Kunzea recurva	Purple kunzea	120mm	1	
	VeDi	Vericordia densiflora	Compacted featherflower	120mm	1	
Shade Planting 1	PaOc	Pteronia occidentalis	Purple flag	Tube	1	
	HePu	Hemiandra pungens	Snake Bush	120mm	1	
	BaNi	Banksia nivea	Honeyeater dryandra	120mm	1	
	AnHu	Anigozanthos humilis	Cats paw	120mm	1	
	CoCa	Conostylis candicans	Grey Cottonheads	120mm	1	
	HaPr	Hakea prostrata	Harsh hakea	120mm	1	
	ErGi	Eremophila glabra	Kalbarri Carpet	120mm	1	
						0
	AsE-l	Aspidistra elatior	Cast iron plant	140mm	1	
	AdFr	Adiantum frangrans	Maidenhair fern	140mm	1	
BeMa	Begonia maculata	Polka dot begonia	120mm	1		
DrFru	Dracaena fragrans 'Burdley'	Happy plant	120mm	1		
ScAr	Schefflera arboricola	Dwarf umbrella tree	120mm	1		
ChEl	Chamaedorea elegans	Parlor palm	120mm	1		
Shade Planting 2					0	
	AsE-l	Aspidistra elatior	Cast iron plant	140mm	1	
	AdFr	Adiantum frangrans	Maidenhair fern	140mm	1	
	BeMa	Begonia maculata	Polka dot begonia	120mm	1	
	DrFru	Dracaena fragrans 'Burdley'	Happy plant	120mm	1	
	ScAr	Schefflera arboricola	Dwarf umbrella tree	120mm	1	
	ChEl	Chamaedorea elegans	Parlor palm	120mm	1	
						0
	DrFru	Dracaena fragrans 'Burdley'	Happy plant	120mm	11	
	ScAr	Schefflera arboricola	Dwarf umbrella tree	120mm	11	
ChEl	Chamaedorea elegans	Parlor palm	120mm	11		
AdFr	Adiantum frangrans	Maidenhair fern	140mm	11		
Shade Planting 3	AsE-l	Aspidistra elatior	Cast iron plant	140mm	11	
	BeMa	Begonia maculata	Polka dot begonia	120mm	11	
						0
	MyPa	Myoporum parvifolium	Carpet Spreading Myoporum	Tube	4	
	VeDi	Vericordia densiflora	Compacted featherflower	120mm	4	
	LoLo	Lomandra longifolia	Mat rush	120mm	4	
	AnHu	Anigozanthos humilis	Cats paw	120mm	4	
	CoCa	Conostylis candicans	Grey Cottonheads	120mm	4	
						0
	Shade Planting 4	MyPa	Myoporum parvifolium	Carpet Spreading Myoporum	Tube	4
VeDi		Vericordia densiflora	Compacted featherflower	120mm	4	
LoLo		Lomandra longifolia	Mat rush	120mm	4	
AnHu		Anigozanthos humilis	Cats paw	120mm	4	
CoCa		Conostylis candicans	Grey Cottonheads	120mm	4	
						0
MyPa		Myoporum parvifolium	Carpet Spreading Myoporum	Tube	4	
VeDi		Vericordia densiflora	Compacted featherflower	120mm	4	
LoLo		Lomandra longifolia	Mat rush	120mm	4	
AnHu		Anigozanthos humilis	Cats paw	120mm	4	





Deep Soil Area			
Tag	Planted area (m2)	Perm. paving contribution of up to 20% of adjacent planting (m2)	DSA (m2)
DSA 1	9.150	1.830	10.980
DSA 2	5.531		5.531
DSA 3	3.899		3.899
DSA 4	25.401		25.401
DSA 5	5.829		5.829
DSA 6	5.640	1.128	6.768
DSA 7	32.779	6.558	39.338
Total	88.229	9.514	97.7428
Site area (m2)	954		
DSA (% of site)	10.25%		

Twyford Place

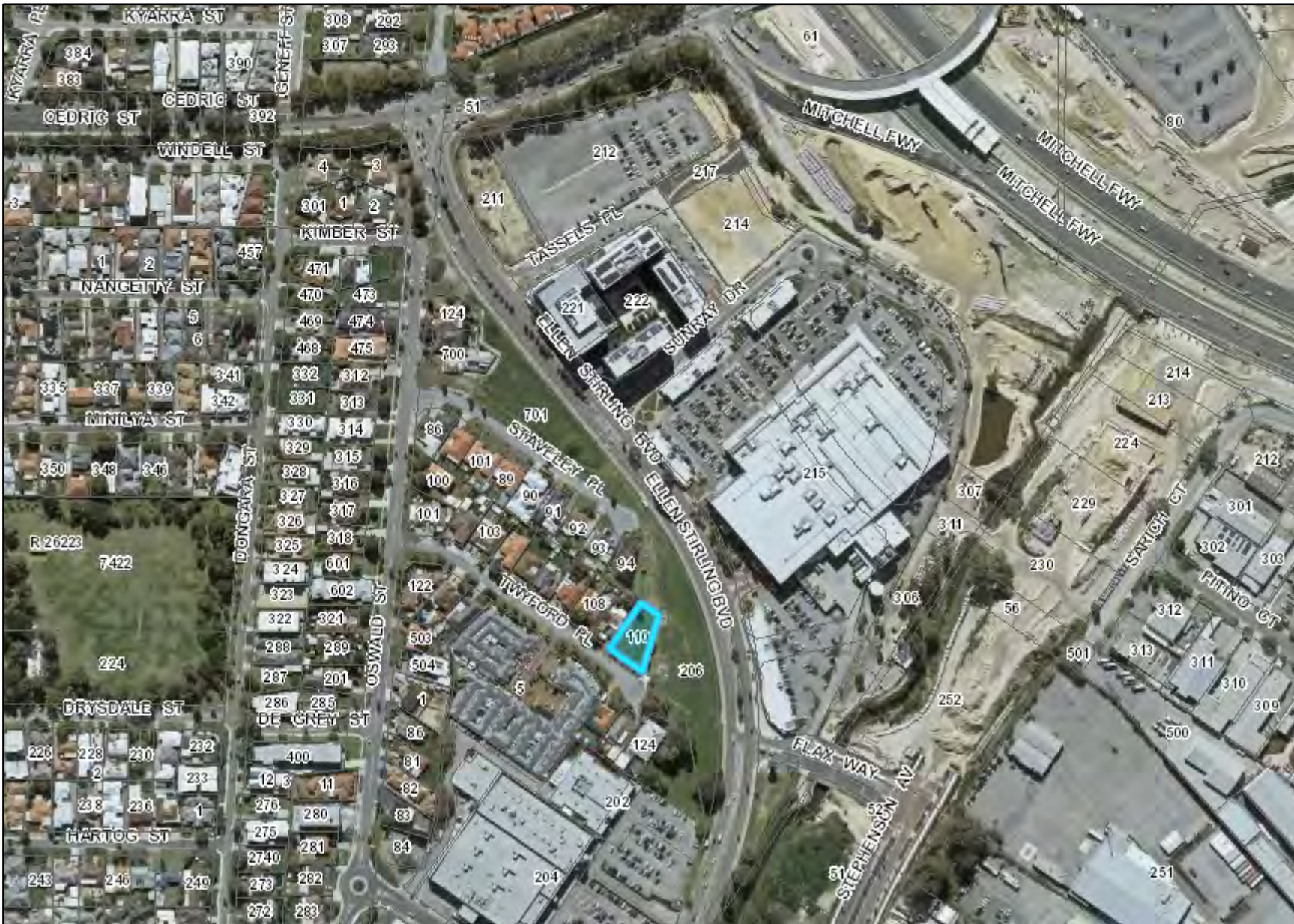
for:
Conquest Capital Pty Ltd.

address:
19 Twyford Place, Innaloo 6018

rev.	issue	date
A	approval	11/1/24

scale:
1:100

DSA DIAGRAM
L104



Legend
☐ Cadastre (View 1)

Notes:

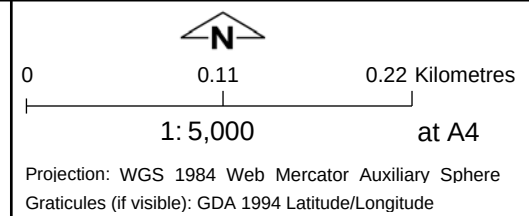
- * The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.
- * This map is not intended for measurement purposes.

Attachment 3 - Location Plan

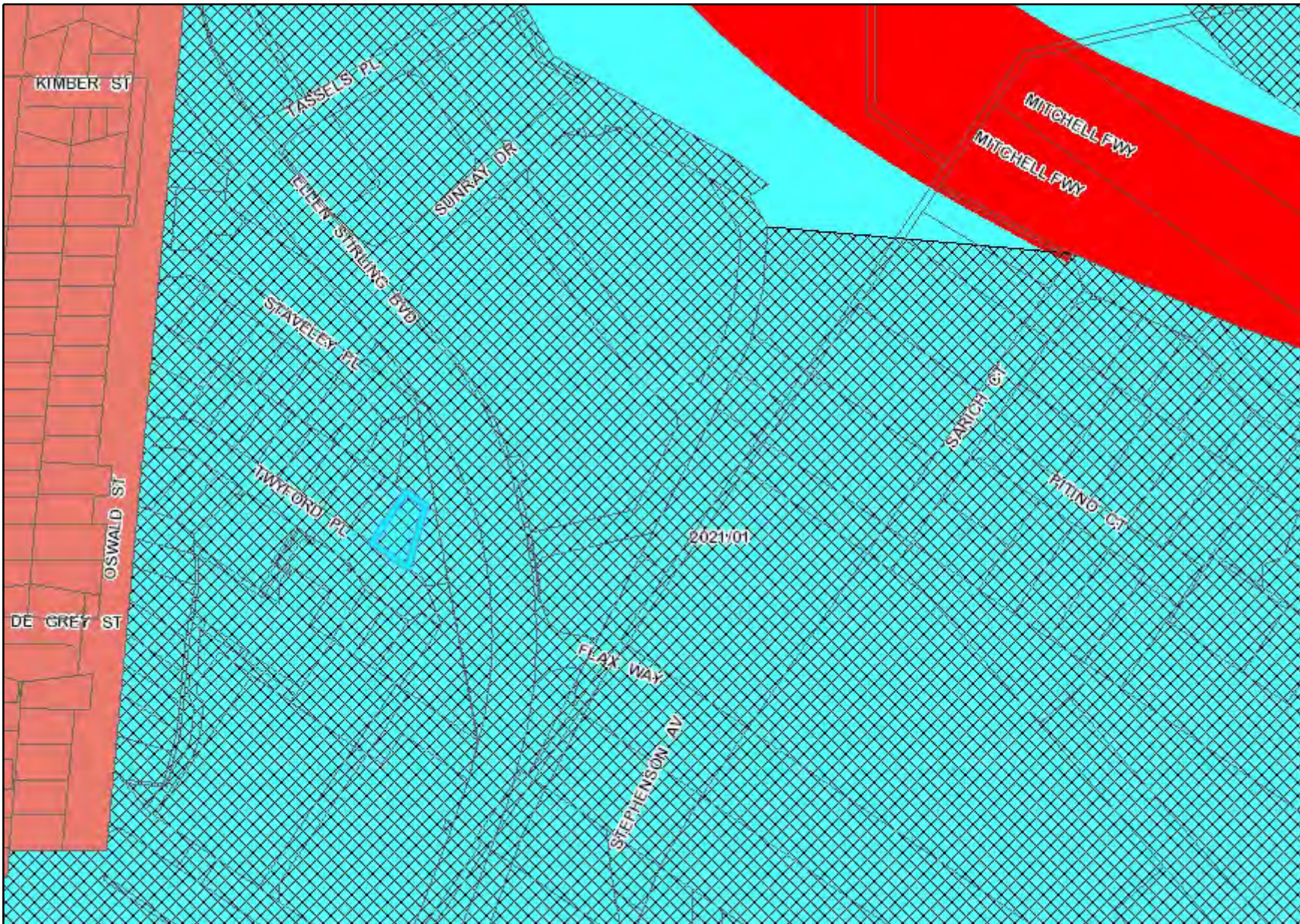
DPLH BUSINESS USE ONLY

Internal Spatial Viewer

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Date produced: 09-Feb-2024



Legend

- Cadastre (View 1)
- RS Application Clause 21, 27 & 32
- Region Scheme Boundary
- Region Scheme Zones and Reserves
- Central city area
- Primary regional roads
- Urban

Notes:

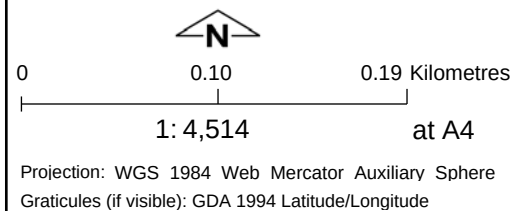
- * The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. The map should only be used in matters related to Department of Planning, Lands and Heritage business.
- * This map is not intended for measurement purposes.

Attachment 4 - Zoning Plan

DPLH BUSINESS USE ONLY

Internal Spatial Viewer

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Date produced: 09-Feb-2024



PART D – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

The DAP notes the status of the following State Administrative Tribunal Applications and Supreme Court Appeals:

Current SAT Applications				
File No. & SAT DR No.	LG Name	Property Location	Application Description	Date Lodged
DAP/22/02219 DR154/2022	City of Bayswater	589-591 (Lot 160-161) Morley Drive, Morley	Proposed Childcare Centre	14/09/2022
DAP/22/02229 DR172/2022	Town of Cambridge	413 (Lot 11) Vincent Street West, West Leederville	Two-Storey Childcare Centre	04/10/2022
DAP/22/02366 DR74/2023	City of Stirling	House Numbers 432, 438 And 440 (Lots 23, 15 And 351) Scarborough Beach Road and House Number 57 (Lot 31) Howe Street, Osborne Park	Additions - Motor Vehicle, Boat or Caravan Sales and Motor Vehicle Repair to existing Automotive Sales	22/05/2023
DAP/22/02364 DR75/2023	City of Bayswater	504A & 504-508 (Lot 30,4) Guildford Road, Bayswater	Proposed service station, fast food outlet and showroom development	23/05/2023
DAP/22/02317 DR81/2023	City of Vincent	41-43 and 45 Angove Street, North Perth	Proposed Service Station	31/05/2023
DAP/23/02480 DR184/2023	City of Vincent	Lot 3 (37-43) Stuart Street, Perth	Proposed Unlisted Use (Community Purpose) & Alterations & Additions	
DAP/22/02259 DR166/2023	City of South Perth	Lots 253 & 50 (4-8) Charles Street, South Perth	Mixed use development	03/11/2023
DAP/23/02550 DR196/2023	City of Belmont	Lots 2, 606, 608 and 609 (No. 97-107) Great Eastern Hwy and Lots 302, 304, 305 (No.2) Acton Ave, Rivervale	Warehouse (Self Storage Facility)	21/12/2023



Finalised SAT Applications				
File No. & SAT DR No.	LG Name	Property Location	Application Description	Date Lodged
DAP/18/01521 DR15/2023	City of Belmont	225 (Lot 500), Great Eastern Highway, Belmont	Use Not Listed: Third Party Signage	31/01/2023
DAP/22/02248 DR76/2023	City of Vincent	No. 129 (Lot: 62; D/P: 956) Loftus Street, Leederville	Proposed Child Care Premises	24/05/2023
DAP/20/01770 DR140/2022	City of Nedlands	97 (Lots 1-4) and 105 (Lot 500) Stirling Highway, Nedlands	Mixed use development comprising of basement car parking, restaurants, offices, motor vehicle sales and multiple dwellings.	23/08/2022

*Matters finalised during the last meeting cycle.

2. General Business

3. Meeting Closure

In accordance with Section 7.3 of the DAP Standing Orders 2024 a DAP member must not publicly comment on any action or determination of a DAP.