



Metro Inner Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 12 February 2025; 9:30am
Meeting Number: MIDAP/60
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[MIDAP/60 - 12 February 2025 - City of Bayswater - City of Stirling](#)

PART A – INTRODUCTION

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

PART B – CITY OF BAYSWATER

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
 - 4.1 Lot 213, 4 Collier Road; Lot 1, 37 Rudloc Road; Lot 53 and 1152, 96 Russell Street; and Lot 50, 266-282 Walter Road West, Morley - Morley Galleria Shopping Centre Redevelopment – DAP/16/01047
5. Section 31 SAT Reconsiderations

PART C – CITY OF STIRLING

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
 - 4.1 Lot 7 and 12 (190 and 200) Karrinyup Road, Karrinyup - Mixed Use Development - 253 Multiple Dwellings and Two (2) Commercial Tenancies – DAP/22/02226
5. Section 31 SAT Reconsiderations

PART D – OTHER BUSINESS

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

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



ATTENDANCE

DAP Members

Francesca Lefante (Presiding Member)
Clayton Higham (Deputy Presiding Member)
Karen Hyde (Specialist Member)

Part B – City of Bayswater

Mayor Filomena Piffaretti (Local Government DAP Member, City of Bayswater)
Cr Josh Eveson (Local Government DAP Member, City of Bayswater)

Part C – City of Stirling

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

Minute Secretary

Laura Simmons (DAP Secretariat)

Officers in Attendance

Ashlee Kelly (DAP Secretariat)



PART A – INTRODUCTION

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



PART B – CITY OF BAYSWATER

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil.

4. Form 2 DAP Applications

4.1 Lot 213, 4 Collier Road; Lot 1, 37 Rudloc Road; Lot 53 and 1152, 96 Russell Street; and Lot 50, 266-282 Walter Road West, Morley - Morley Galleria Shopping Centre Redevelopment – DAP/16/01047

5. Section 31 SAT Reconsiderations

Nil.

Part B - Item 4.1 - LOT 213, 4 COLLIER ROAD; LOT 1, 37 RUDLOC ROAD; LOT 53 AND 1152, 96 RUSSELL STREET; AND LOT 50, 266-282 WALTER ROAD WEST, MORLEY – MORLEY GALLERIA SHOPPING CENTRE REDEVELOPMENT

Form 2 – Responsible Authority Report
(Regulation 17)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Bayswater
Proposed Amendments:	Minor modifications to a number of tenancies
Applicant:	Sean Fairfoul, Lateral Planning
Owner:	Vicinity Centres PM Pty Ltd and Perron Investments Pty Ltd,
Value of Amendment:	No net increase
Responsible Authority:	City of Bayswater
Authorising Officer:	Adrian Di Nella, Acting Manager Statutory Planning and Compliance
LG Reference:	DA16-0281.04
DAP File No:	DAP/16/01047
Date of Original DAP decision:	14 September 2016
Application Received Date:	5 December 2024
Application Statutory Process Timeframe:	60 Days
Attachment(s):	1. Development Plans 2. Modification Schedule 3. Previous Determination Notices

Responsible Authority Recommendation

That the Metro Inner DAP resolves to:

1. **Accept** that the DAP Application reference DAP/16/01047 as detailed on the DAP Form 2 dated 5 December 2024 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/16/01047 and accompanying plans 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 Bayswater Town Planning Scheme No. 24, subject to the following conditions:

Amended Conditions

Condition 1 is removed and replaced with the following:

- 1(a) The development shall be carried out and fully implemented in accordance with the details indicated on the approved plans included in **Attachment 1**

and conditions be substantially commenced within 4 years of the date of this approval. The first stage of development shall as a minimum, include the Bishop Street interim town square and Russell Street plaza and associated integration with Galleria Bus Station, including the provision of awnings / covered pedestrian walkways on the portions of the building fronting the plaza, to the satisfaction of the City of Bayswater. The Bishop Street final town square shall be included in the second stage of development.

- 1(b) 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.

Condition 2(c)(v) is amended to the following:

- 2(c) An updated Transport Assessment Report incorporating amendments and resolving issues relating to the following matters:

- (v) The number of employee and visitor bicycle bays to be provided on site be amended to 236 and 127 respectively, and details of the additional bicycle facilities proposed for the services apartments/hotel and office buildings.

All other conditions and requirements detailed on the previous approvals dated 14 September 2016, 7 March 2018, 13 February 2019 and 12 November 2021 shall remain unless altered by this application.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme (MRS)
Region Scheme Zone/Reserve	Central City Area
Local Planning Scheme	City of Bayswater Town Planning Scheme No. 24
Local Planning Scheme Zone/Reserve	Centre
Structure Plan/Precinct Plan	City of Bayswater Morley Activity Centre Plan
Structure Plan/Precinct Plan Land Use Designation	Centre (R-AC0) - Precinct 1 'Central Core'
Use Class and permissibility:	<u>Existing Approved Uses</u> 'P' Uses • Amusement Parlour • Betting Agency • Car Park • Cinema / Theatre • Civic Buildings • Consulting Rooms (Medical) • Convenience Store • Dry Cleaning / Laundry Premises • Health Studio • Hotel • Kiosk • Liquor Store – Small

	• Medical Centre • Multiple Dwelling • Occasional Uses • Office • Recreation Facility (Private and Public) • Restaurant • Shop • Small Bar • Tavern 'D' Uses • Fast Food Outlet • Showroom 'A' Uses • Automotive Repair Use Not Listed • Serviced Apartments
Lot Size:	221,508m ²
Net Lettable Area (NLA):	263,500m ² (Approved)
Number of Dwellings:	144 (Approved)
Existing Land Use:	Shop, Office, Consulting Rooms, Medical Centre, Cinema, Restaurant, Fast Food Outlet, Automotive Repairs, Kiosk, Liquor Store – Small
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:

Primary and Ultimate Development

This proposal represents the fourth amendment to the initial approval issued by the then Metro Central JDAP at its meeting on 14 September 2016. The proposal is set out in two parts, being the primary development and the ultimate development.

The primary development represents the first phase of development of the site, which comprises of the redevelopment of the main shopping centre, modifications to the exterior of the site and the relocation of the Water Corporation drainage basin. The planned ultimate development covers the development surrounding the shopping centre and includes several other commercial tenancies as well as residential apartment buildings. Several conditions of approval imposed on the previous approval

require detailed plans for these residential apartment buildings to be provided at a later stage for the ultimate development.

Due to the significant scale and nature of the primary and ultimate developments, construction is planned to be staged and the applicant advised that the ultimate development will likely commence after 2031.

Proposed Amendments

This application involves the following key amendments to the primary development phase:

- The expansion of an existing retail tenancy close to the proposed Bishop Town Square, resulting in an increase of 275m² NLA;
- The expansion of a retail tenancy on the ground floor, within Car Park 01 which is accessed from Old Collier Road, resulting in an increase of 153m² NLA; and
- The expansion of an existing retail tenancy on the first floor, resulting in an increase of 270m² NLA.

A copy of the Development Plans highlighting the amended changes is included as **Attachment 1**.

A modification schedule, which includes a comparison between the current approved plans and the proposed development plans is included as **Attachment 2**.

Background:

Site Context

The subject site is bound by Walter Road West to the north, Collier Road to the east, Dewar Street to the southeast, Russell Road to the southwest and Bishop Street to the northwest.

The site comprises the Galleria Shopping Centre, Galleria Bus Station and a Water Corporation drainage basin.

The subject site is zoned 'Central City Area' under the Metropolitan Region Scheme, 'Centre' under the City's Town Planning Scheme No. 24 (TPS 24) and is designated within Precinct 1 'Central Core' Zone of the City's Morley Activity Centre Structure Plan (MACSP), with a zoning of RAC0.

The immediate surrounding area to the northwest, west and south consists to the primarily of commercial development and varying residential densities ranging from R30 to R160.



Figure 1 - Aerial photo of subject site.

Approval History and Changes to Planning Framework

An application for the redevelopment of the Galleria Shopping Centre was conditionally approved by the then Metro Central JDAP at its meeting on 14 September 2016. The approval encompassed both the primary and ultimate development, however due to the significant scale and nature of the development, those aspects relating to the ultimate development were provided with minimal details. However, conditions of approval were imposed which required a greater level of detail to be provided to the City, prior to the lodgement of a building permit of each stage of construction.

Three subsequent amendments have been approved with two being determined by the then Metro Central JDAP and one being determined by the City of Bayswater. The amended applications were approved on 7 March 2018, 13 February 2019 and 12 November 2021.

Since the initial approval, there have also been changes to the local planning framework. The approval history of the development and changes to the relevant planning framework are summarised below:

Date	Comment
28 April 2015 <i>Morley Activity Centre Structure Plan</i>	At its Ordinary Meeting on 28 April 2015, Council resolved to adopt the MACSP both as a strategic planning document and a local planning policy. At the time, the Western Australian Planning Commission (WAPC) did not endorse the MACSP, advising that further amendments to the Structure Plan were required.

Date	Comment
	However the Morley Activity Centre Local Planning Policy progressed and was adopted as an interim measure to assist in guiding development and was used in the assessment of the original approval.
14 September 2016 <i>Form 1 JDAP Approval</i>	The original Form 1 approval issued on 14 September 2016 incorporated the complete redevelopment of the existing Morley Galleria Shopping Centre, into two major development milestones, being the primary development and ultimate development. The Form 1 approval comprised the following key features: • The expansion of Retail, Dining and Non-Retail net lettable areas (NLA) as follows: - o Primary Development ▪ Retail - 151,172m²; ▪ Dining - 9,000m²; ▪ Non-Retail - 19,243m²; - o Ultimate Development ▪ Retail - 155,000m²; ▪ Dining - 15,000m²; ▪ Non-Retail - 90,000m²; • Between 7,200 to 7,500 car bays for the primary development and 8,800 car bays for the ultimate development; • Town square to Bishop Street; • A plaza to Russell Street adjoining the Galleria Bus Station; • A six-storey office tower (located above a two-storey car park); • A six-storey serviced apartment/hotel tower (located above a three-storey car park), inclusive of 144 apartments and 244 dedicated car parking bays; • Upgrades to the Galleria Bus Station and adjoining road intersections; • Upgrades and the relocation of the Water Corporation drainage basin; and • Associated landscaping.
28 November 2017 <i>Amendment No. 61 into TPS24</i>	On 28 November 2017, all provisions of the Morley Activity Centre Local Planning Policy were adopted into TPS 24 under Schedule 1.
17 July 2018 <i>Adoption of the Morley Activity Centre Plan</i>	At its meeting on 17 July 2018, the WAPC resolved to formally approve and endorse the MACSP. As part of the approval, the document was renamed the Morley Activity Centre Plan (MACP).
7 March 2018 <i>First Amendment</i> -	The approval issued by the JDAP on 7 March 2018 incorporated the following key changes: • Adjustments to the developments NLA as follows: - o Primary Development

Date	Comment
<i>Form 2 JDAP Approval</i>	▪ Retail – a 4,500m² reduction to 146,672m²; ▪ Dining – a 4,636m² increase to 13,963m²; - o Ultimate Development ▪ Retail – a 1,500m² reduction to 153,500m²; ▪ Dining – a 2,000m² increase to 17,000m² ; • Modifications to the Russell Street Plaza; • The relocation of Water Corporation drainage basin to a position between Rudloc Road and the Galleria Bus Station; • Modifications to the office tower building; and • Minor adjustments to services and loading area access roads.
11 February 2019 <i>Second Amendment - Form 2 JDAP Approval</i>	The approval issued by the JDAP on 7 March 2018 incorporated the following key changes: • Adjustments to developments NLA as follows: - o Primary Development ▪ Retail – a 3,272m² reduction to 143,400m²; ▪ Dining – a 1,077m² reduction to 15,040m² ; ▪ Non-Retail – a 2,552m² increase to 21,795m²; - o Ultimate Development ▪ Retail/ Dining a 500m² reduction to 170,000m²; ▪ Non-Retail – a 3,500m² to 93,500m²; • Modifications to the Bishop Street road layout; • The inclusion of an additional town square at the north-east corner of the site adjacent Walter Road West and Collier Road; • The reconfiguration of internal layout and parking areas; • The redesign of the serviced apartment/hotel tower; and • Updated landscape concept plans.
12 November 2021 <i>Third Amendment – Approved under Delegation by the City of Bayswater</i>	The approval issued by the City of Bayswater on 12 November 2021 incorporated the following key changes: • An increase in the size of a number of the tenancies on the north-western side of the first level of the shopping centre. The additional floorspace is offset by an increased mall/walkway space on the proposed east-west mall and resulted in no changes to the NLA; and • The removal of 196 parking bays on level one, and an additional parking level (level two mezzanine) comprising 225 parking bays. This results in an overall increase of 29 parking bays.

Due to the significant scale and nature of the development, a greater level of detail will be required at each stage of construction, particularly those aspects relating to the ultimate development, which have only been provided with minimal detail throughout each application. These matters have already been addressed in the conditions of approval which will require several detailed plans to be provided to the City's satisfaction prior to each stage of development.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- Metropolitan Region Scheme Text
- City of Bayswater Town Planning Scheme No. 24

State Government Policies

- State Planning Policy 4.2 - Activity Centres for Perth and Peel

Structure Plans/Activity Centre Plans

- Morley Activity Centre Plan

Local Policies

- Payment in Lieu of Car Parking Policy
- Percent for Public Art Policy
- Signage Policy

Consultation:

Public Consultation

This application was not advertised as the application does not propose any significant changes or variations to the planning framework that requires public consultation. Notwithstanding, the proposed plans were published on the City's website and shared on social media for informative purposes only.

It should be noted that public consultation was undertaken by the City for the initial Form 1 and subsequent Form 2 amendments.

The third amended application determined by the City was not advertised as the application did not propose any significant changes or variations to the planning framework that required public consultation.

Referrals/consultation with Government/Service Agencies

The subject site abuts Walter Road West and Collier Road which is designated as Category 2 Other Regional Roads. This application was not referred to the Department of Planning, Lands and Heritage (DPLH) as the application does not satisfy any of the listed characteristics within Table 2 of the Instrument of Delegation (Del 2022/03 Powers of Local Governments Metropolitan Region Scheme)

Planning Assessment:

The City has undertaken an assessment of the proposed development against the relevant provisions of the City's TPS 24, the MACP and local planning policies. The proposed minor amendments results in non-compliance to the bicycle parking requirements under Table No. 5 - Car Parking and Bicycle Parking Standards of the City's TPS24.

The amended application seeks consideration of the following:

- 234 employee bicycle bays, where 659 bays are required (shortfall of 425); and
- 126 employee bicycle bays, where 366 bays are required (shortfall of 240).

Officer Comments:

Bicycle Parking

The discretion being sought of the bicycle parking requirements under TPS 24 is a result of the increase in NLA for the primary development, which requires two additional employee bays and one visitor bay for the primary development when compared to the previous approval.

An assessment has only been undertaken for the primary development as no information has been provided on the number of bicycle bays provided for the ultimate development under this proposal or any of the previous approvals.

An updated calculation of the bicycle parking requirements for the primary development is provided below:

Car Parking Summary - Primary Development	
Land Use	Requirement
Serviced Apartments/ Hotel – 144 Apartments	Employee: One per 40 bedrooms - Unknown Visitor: Two spaces – Two bays
Retail – 146,640m ²	Employee: One per 300m ² NLA - 488.8 bays Visitor: One per 500m ² NLA – 293.3 bays
Dining – 12,498m ²	Employee: One per 100m ² NLA - 124.98 bays Visitor: Two spaces - Two bays
Non-Retail	
Office – 8,150m ²	Employee: One per 200m ² NLA - 40.75 bays Visitor: One per 750m ² NLA - 10.87 bays
Entertainment – 10,510m ²	Employee: One per 4 staff members - Unknown Visitor: One per 200m ² NLA - 52.55 bays
Bulky Goods – 2,635m ²	Employee: One per 750m ² NLA - 3.51 bays Visitor: One per 1,000m ² NLA - 2.6 bays
Health – 500m ²	Employee: One per 400m ² GFA - 0.8 bays Visitor: One per 200m ² GFA - 2.5 bays
Total	Employee Bicycle Bays Required - 659 bays* Employee Bicycle Bays Proposed - 234 bays Visitor Bicycle Bays Required – 366 bays Visitor Bicycle Bays Proposed - 126 bays

**Does not account for employee bicycle bays required for short term accommodation or entertainment uses.*

As the proposal would result in an additional two employee bays and one visitor, it is recommended that Condition 2c (v) of the original approval is modified to reflect the updated numbers. This would ensure that there are no changes to the bicycle parking shortfall for the primary development.

The City notes that a further assessment will need to be undertaken for the ultimate development once more detailed plans are provided. Condition 3c (iii) of the original approval requires the submission of detailed plans for the ultimate development, including the provision for bicycle bays. This would ensure that the bicycle parking for the ultimate development is accommodated for at a later stage.

Car Parking

The amendment to the NLA varies the car parking requirement for the primary development compared to the current approval, resulting in the need for an additional 28 car bays. A total of 7,002 car parking bays is required where 7,200 car parking bays are proposed, resulting in a 198 bay surplus.

The approved parking arrangement for the ultimate development will remain unchanged under this proposal, as the applicant has confirmed that there are no modifications to the NLA.

The additional NLA for the primary development can be supported given the surplus of parking and there are no changes to the parking requirements for the ultimate development, which was approved under a previous amendment. Therefore, the proposed modifications are supported.

Conclusion:

The proposed amendment to the Morley Galleria Shopping Centre Redevelopment, has been assessed in accordance with and is consistent with the planning framework, including the City's TPS 24, MACP and local planning policies.

The proposed changes to the NLA for the primary development result in minor changes to the car and bicycle parking requirements but would not result in any significant parking issues. The conditions imposed as part of the original approval and subsequent approved amendments ensure that sufficient parking can be provided on site, once more detailed plans are prepared.

In light of the above assessment, it is recommended the Form 2 DAP Application is approved.



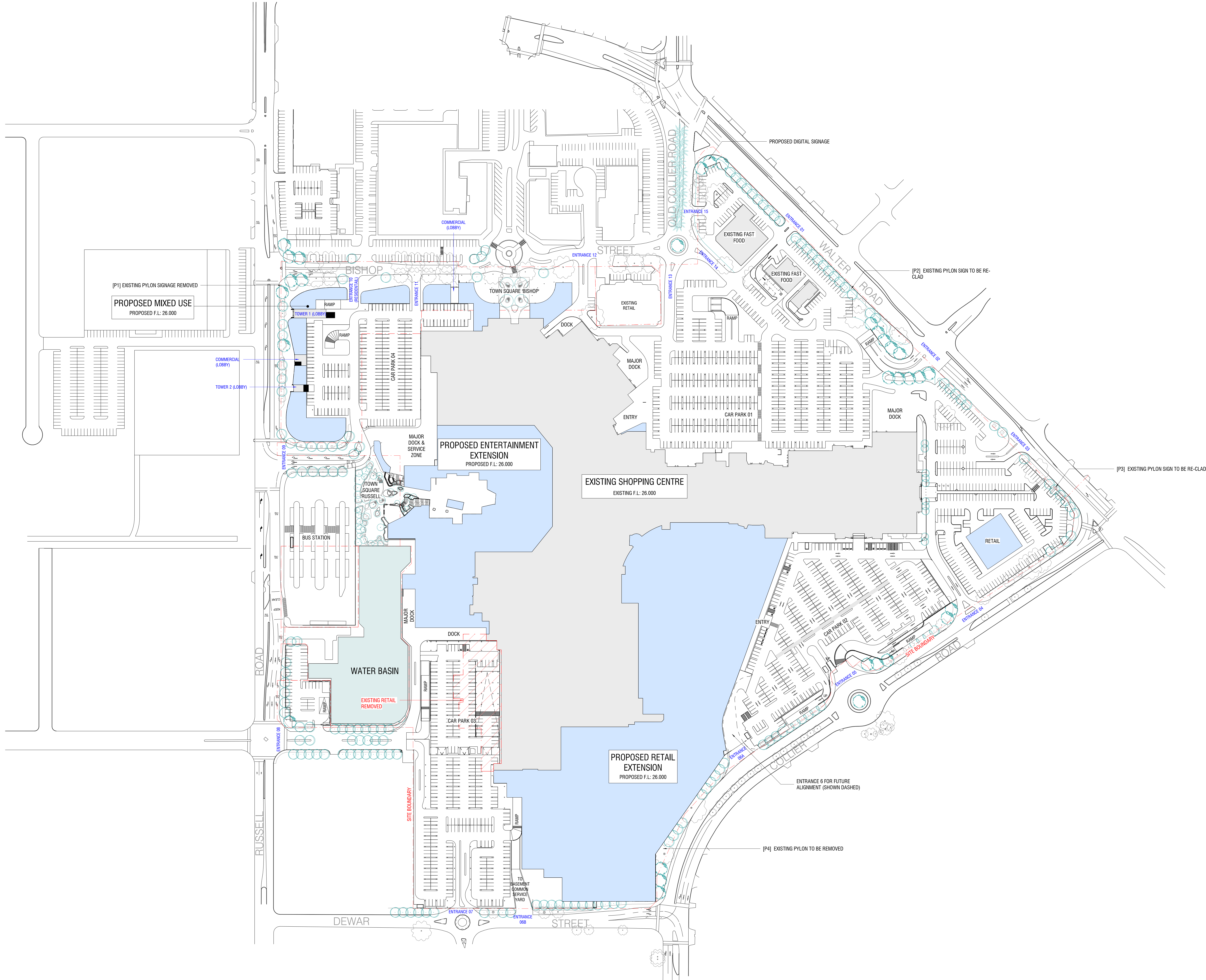
City of Bayswater

Attachment 1
Development Plans



DA02_ GALLERIA SHEET LIST

Drawing No.		Drawing Discription	Current Revision	Issued Date
000 Series	DA_000	COVER PAGE	B	11/12/2018
	DA_011	PERSPECTIVES	A	18/06/2018
	DA_012	PERSPECTIVES	A	18/06/2018
	DA_013	PERSPECTIVES	A	18/06/2018
	DA_014	PERSPECTIVES	A	18/06/2018
100 Series	DA_102	PROPOSED SITE PLAN	B	11/12/2018
	DA_110	PEDESTRIAN ENTRANCE / VEHICULAR MOVEMENTS / SERVICES ACCESS	B	11/12/2018
	DA_121	PROPOSED ULTIMATE DEVELOPMENT - AXO_01	B	11/12/2018
	DA_122	PROPOSED ULTIMATE DEVELOPMENT - AXO_02	B	11/12/2018
	DA_123	PROPOSED ULTIMATE DEVELOPMENT - AXO_03	B	11/12/2018
	DA_124	PROPOSED ULTIMATE DEVELOPMENT - AXO_04	B	11/12/2018
200 Series	DA_201	EXISTING - GROUND LEVEL	A	18/06/2018
	DA_202	EXISTING - FIRST LEVEL		
	DA_203	EXISTING - ROOF	A	18/06/2018
	DA_211	DEMOLITION - GROUND LEVEL	A	18/06/2018
	DA_212	DEMOLITION - FIRST LEVEL	A	18/06/2018
	DA_213	DEMOLITION - SECOND LEVEL	A	18/06/2018
	DA_214	DEMOLITION - ROOF	A	18/06/2018
	DA_220	PROPOSED - BASEMENT LOADING DOCK	A	11/12/2018
	DA_221	PROPOSED - GROUND LEVEL	B	11/12/2018
	DA_222	PROPOSED - MEZZANINE LEVEL	B	11/12/2018
	DA_223	PROPOSED - FIRST MEZZANINE LEVEL	B	11/12/2018
	DA_224	PROPOSED - FIRST MEZZANINE LEVEL	B	11/12/2018
	DA_225	PROPOSED - SECOND LEVEL	B	11/12/2018
	DA_226	PROPOSED - MIXED USE	B	18/01/2019
300 Series	DA_331	ELEVATIONS - STREETSCAPE	A	18/06/2018
	DA_332	ELEVATIONS - BISHOP & RUSSELL	A	18/06/2018
600 Series	DA_621	PROPOSED - CAR SHADE SAILS	A	11/12/2018
700 Series	DA_701	FINISHES	A	18/06/2018
	DA_702	FINISHES	A	18/06/2018
900 Series	DA_910	PHASE 01 - 120K - AXO	B	11/12/2018
	DA_912	PHASE 01 - GROUND LEVEL	B	11/12/2018
	DA_913	PHASE 01 - MEZZANINE LEVEL	B	11/12/2018
	DA_914	PHASE 01 - FIRST LEVEL	B	11/12/2018
	DA_915	PHASE 01 - FIRST MEZZANINE LEVEL	B	11/12/2018
	DA_920	PHASE 02 - 150K - AXO	B	11/12/2018
	DA_922	PHASE 02 - GROUND LEVEL	B	11/12/2018
	DA_923	PHASE 02 - MEZZANINE LEVEL	B	11/12/2018
	DA_924	PHASE 02 - FIRST LEVEL	B	11/12/2018
	DA_925	PHASE 02 - FIRST MEZZANINE LEVEL	B	11/12/2018
	DA_926	PHASE 02 - SECOND LEVEL	B	11/12/2018
	DA_930	PHASE 03 - 180K - AXO	B	11/12/2018
	DA_932	PHASE 03 - GROUND LEVEL	B	11/12/2018
	DA_933	PHASE 03 - MEZZANINE LEVEL	B	11/12/2018
	DA_934	PHASE 03 - FIRST LEVEL	B	11/12/2018
	DA_935	PHASE 03 - FIRST MEZZANINE LEVEL	B	11/12/2018
	DA_936	PHASE 03 - SECOND LEVEL	B	11/12/2018
	DA_940	PHASE 04 - 260K - AXO	B	11/12/2018



Rev.	Date	Description	Iss.	Appr.
A	18/06/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
B	11/12/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	

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Drawing to be read in conjunction with associated drawings from other disciplines, including, but not limited to structural, civil, mechanical, electrical, plumbing and traffic. This drawing describes design intent only. Final relocated telecommunications infrastructure location to be determined.

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File



PERRON GROUP

Project
Galleria Shopping Centre Redevelopment
Perth, Australia

Project Number
13505

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Date Plotted 1/18/2019 3:12:21 PM
Date Issued
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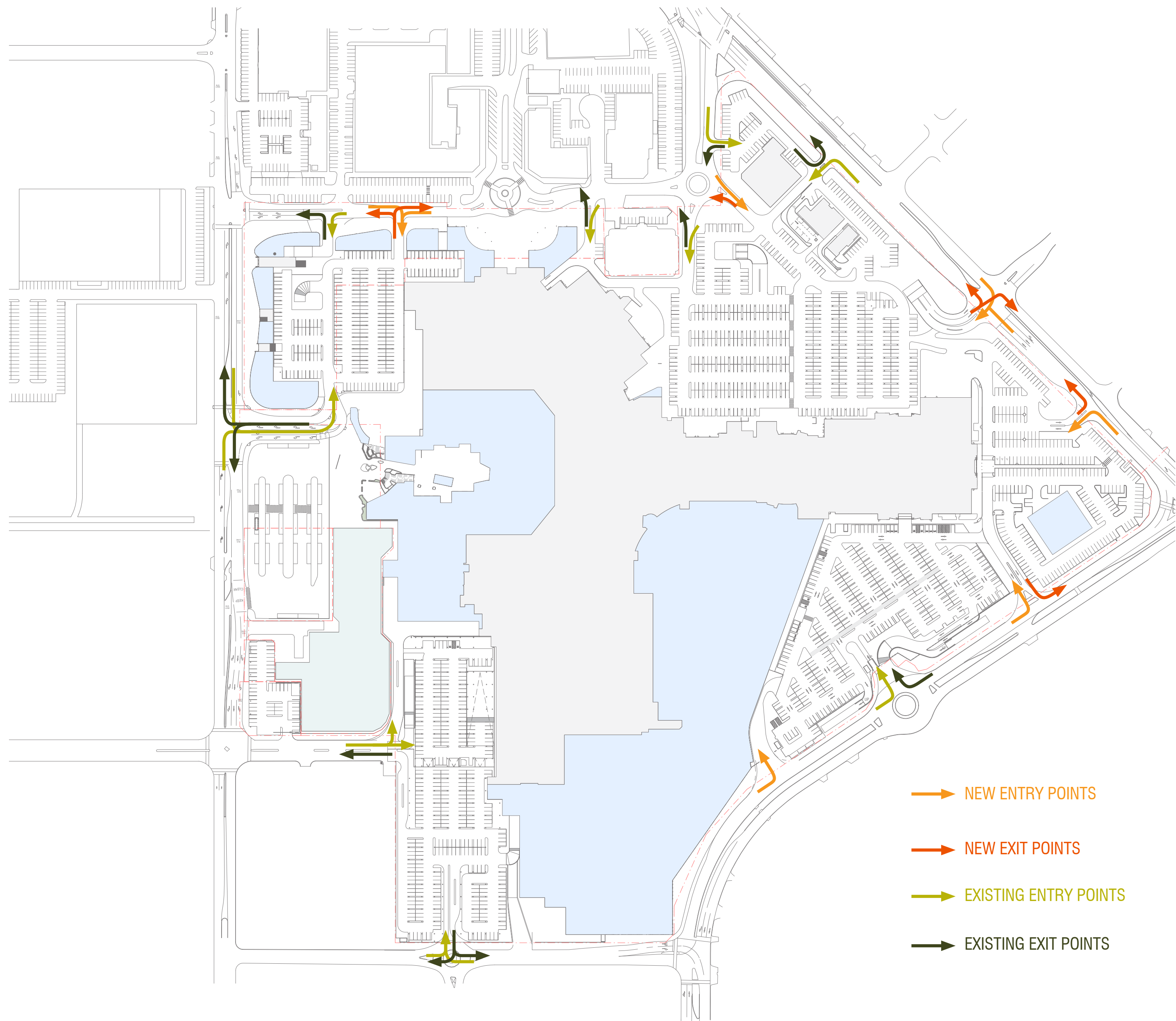
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PROPOSED SITE PLAN

Drawing Number
DA_102

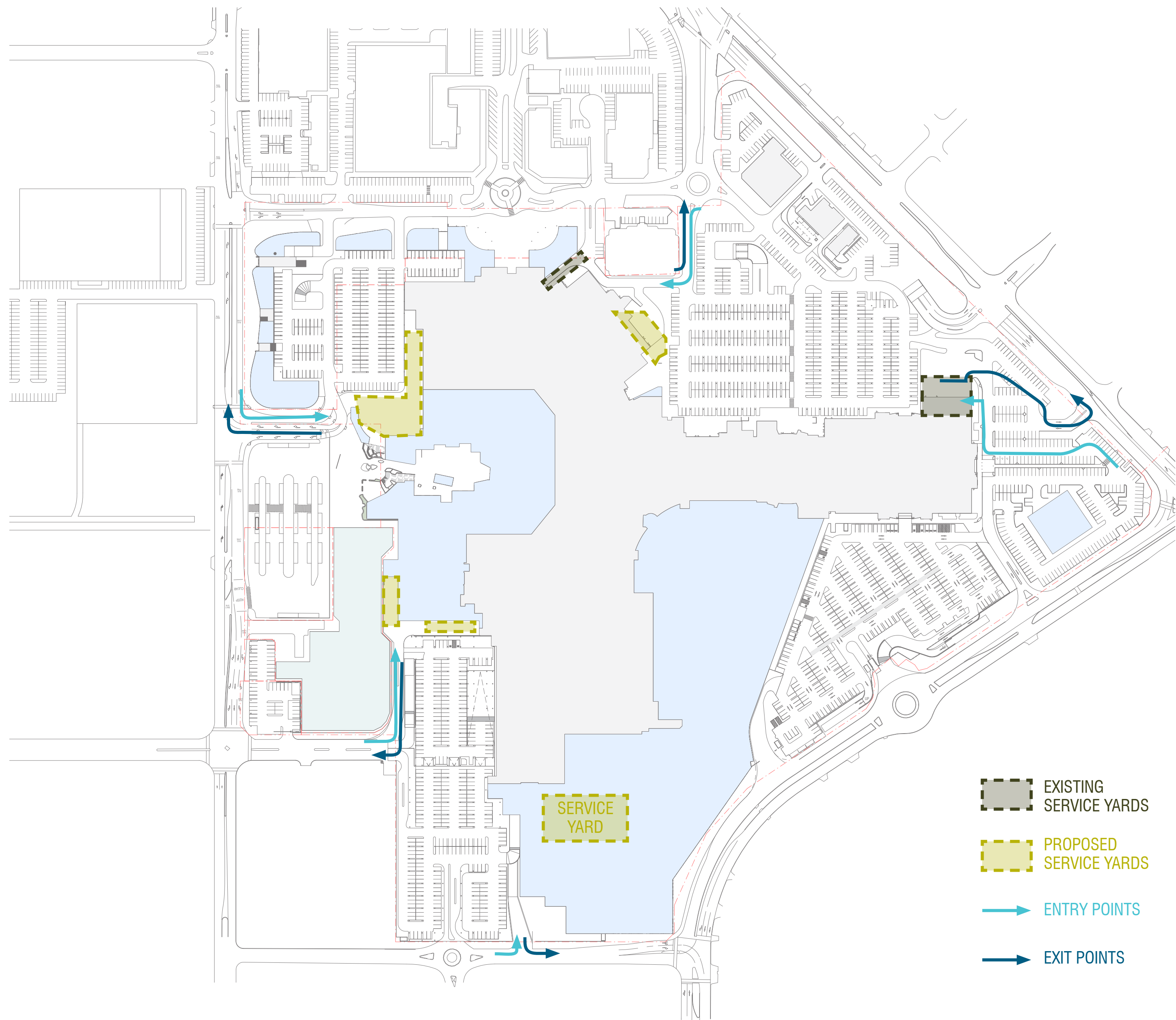
Revision
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BUCHAN

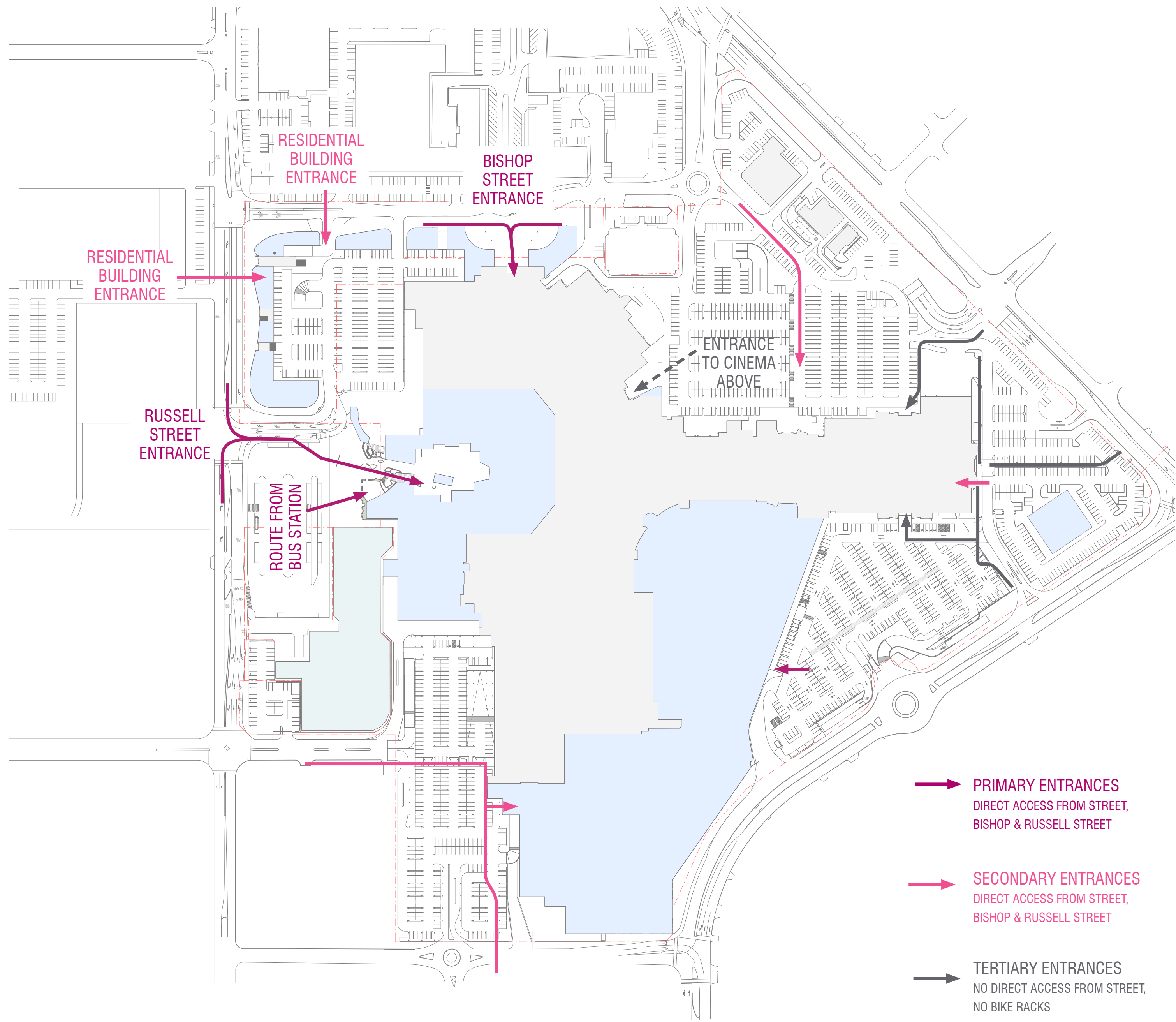
Perth Studio
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VEHICULAR ENTRANCES



SERVICES YARDS AND ACCESS



PEDESTRIAN ENTRANCES

Rev.	Date	Description	Iss.	App.
A	18/06/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
B	11/12/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	

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File



Project
Galleria Shopping Centre Redevelopment
Perth, Australia

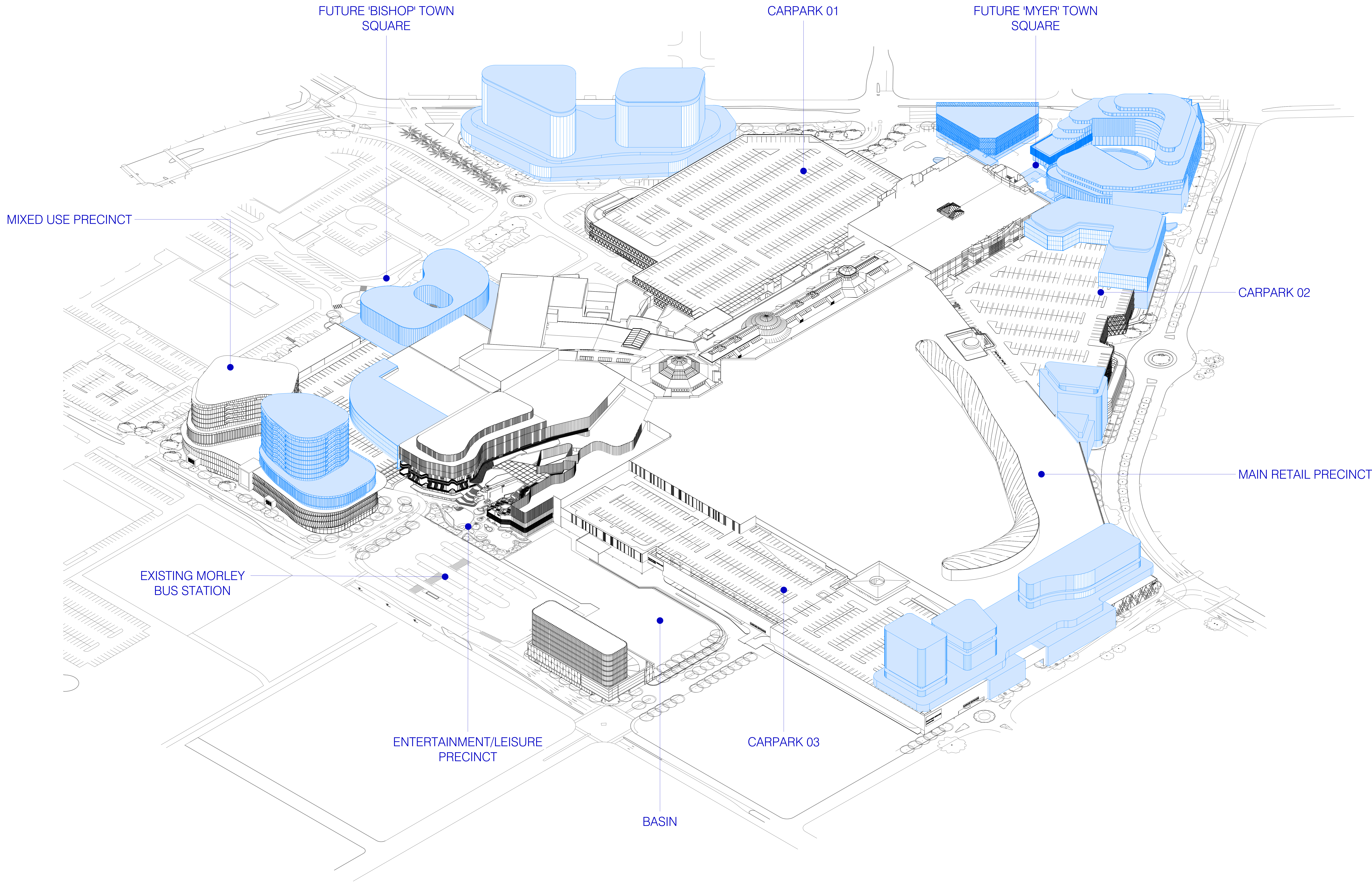
Project Number
13505

Status	
Date Plotted	11/12/2018 3:05:47 PM
Date Issued	
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0 20 40 80 120 160M	

Drawing Title
**PEDESTRIAN ENTRANCE / VEHICULAR
MOVEMENTS / SERVICES ACCESS**
Drawing Number
DA_110

Revision
B

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Rev.	Date	Description	Iss.	Appr.
A	18/06/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
B	11/12/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	

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Galleria Shopping Centre Redevelopment
Perth, Australia

Project Number
13505

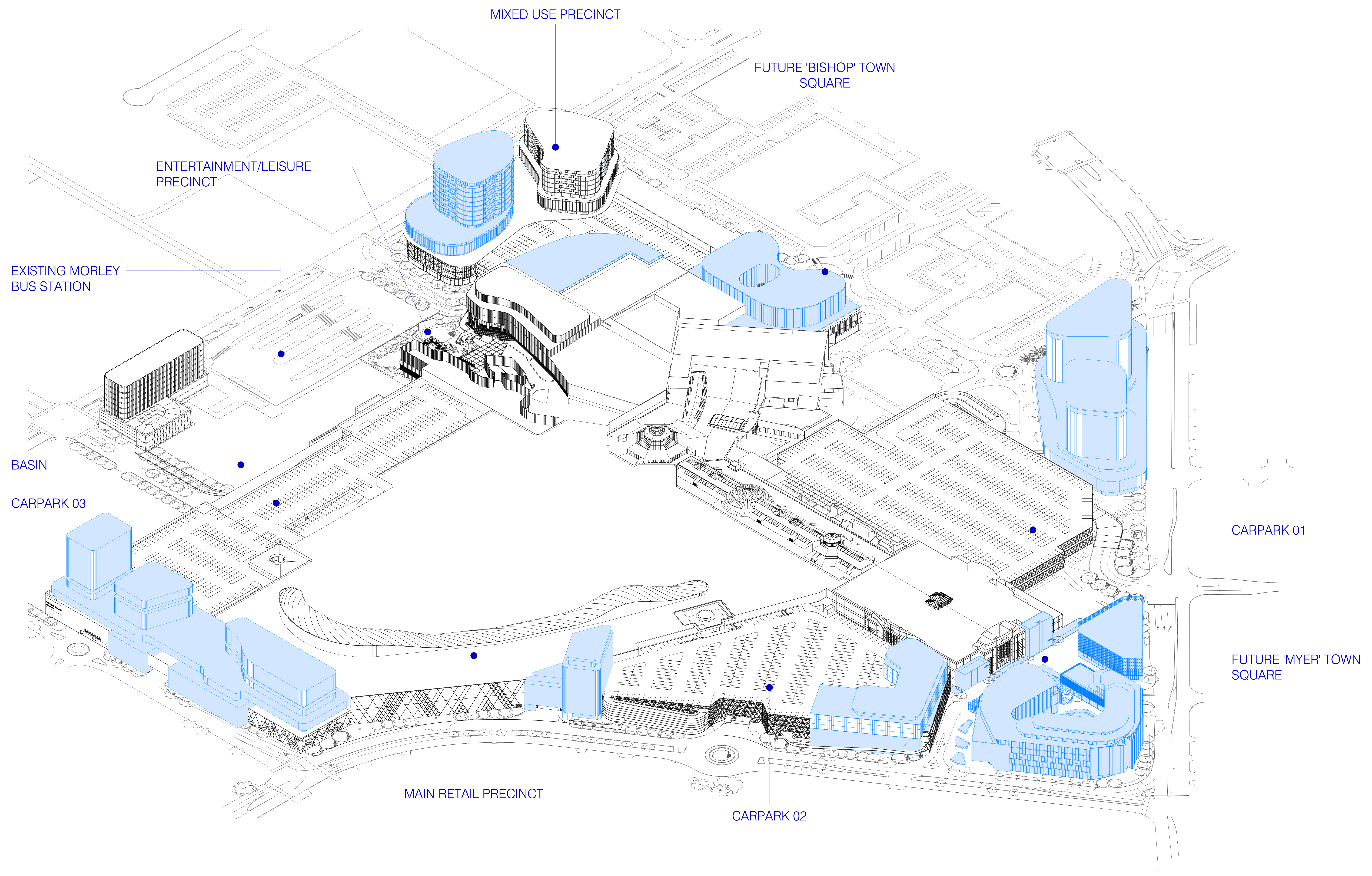
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Date Plotted 1/18/2019 10:17:47 AM
Date Issued
Scale

Drawing Title
PROPOSED ULTIMATE DEVELOPMENT - AXO_01
Drawing Number
DA_121

Revision
B

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Rev.	Date	Description	Iss.	Appr.
A	18/06/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
B	11/12/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	

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Project Number
13505

Status
Date Plotted 1/18/2019 10:18:45 AM
Date Issued
Scale

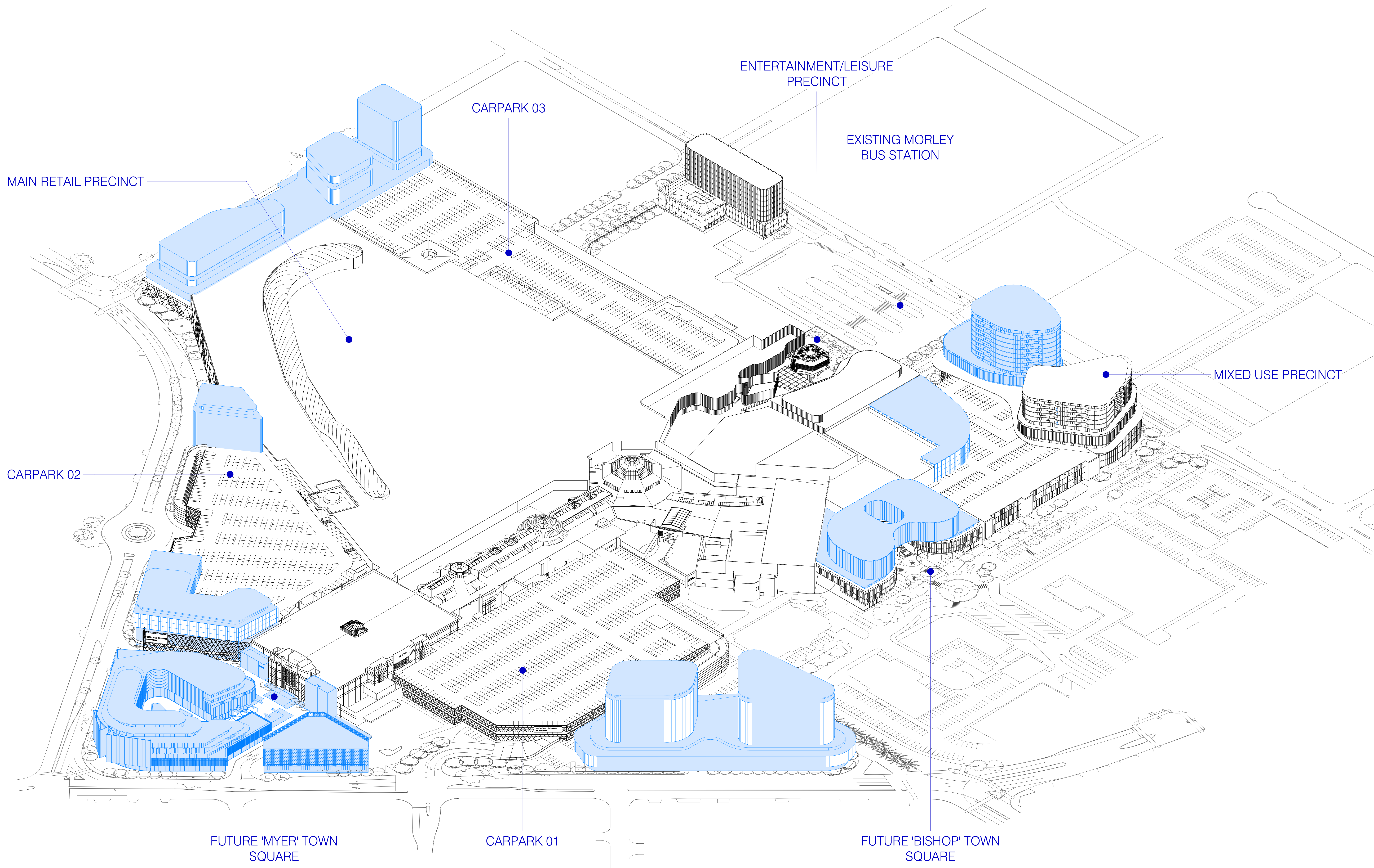
Drawing Title
PROPOSED ULTIMATE DEVELOPMENT - AXO_02

Drawing Number
DA_122

Revision
B

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A	18/06/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
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Date Plotted 1/18/2019 10:20:02 AM
Date Issued
Scale

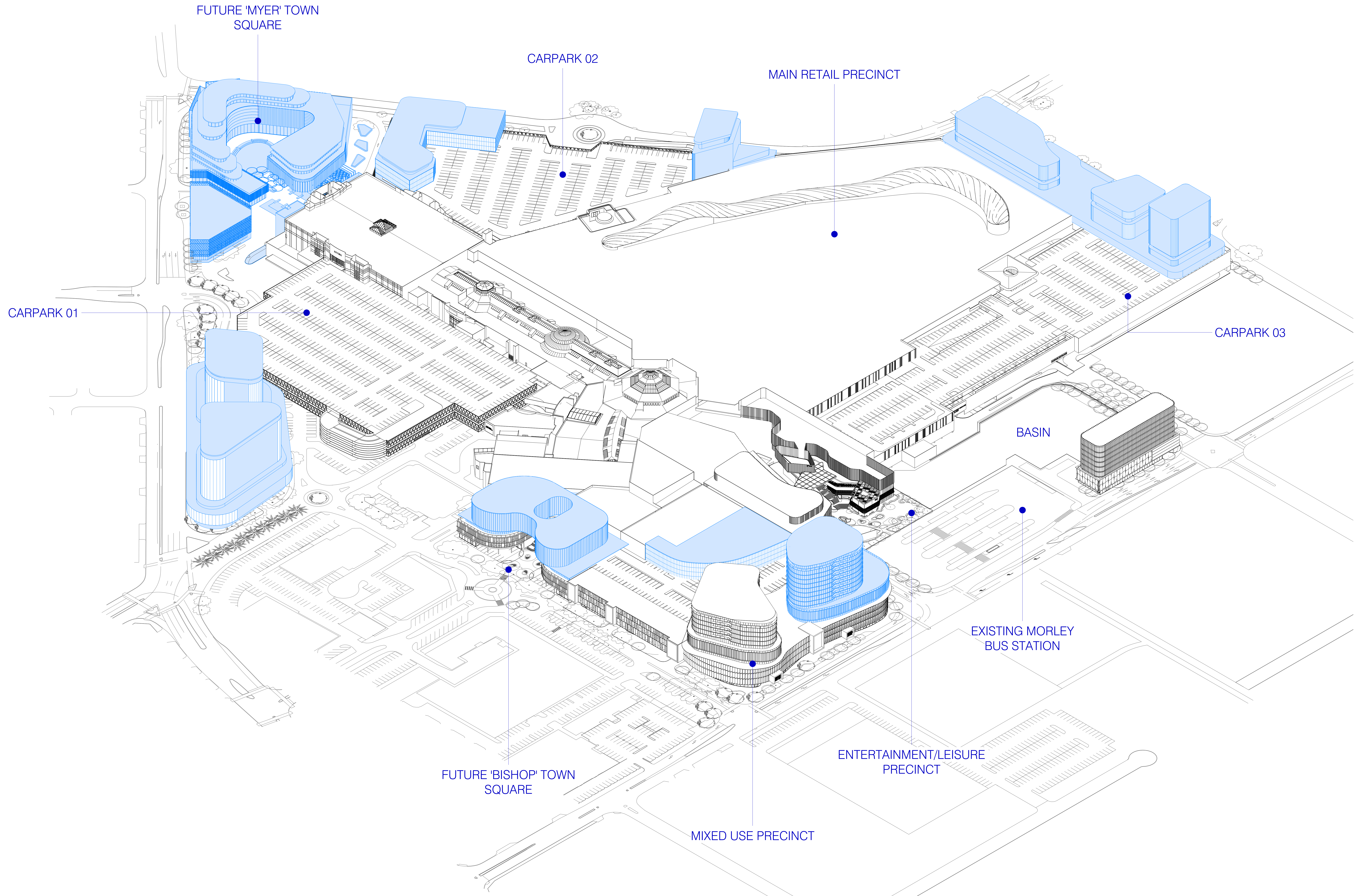
Drawing Title

PROPOSED ULTIMATE DEVELOPMENT -
AXO_03
Drawing Number
DA_123

Revision
B

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A	18/06/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
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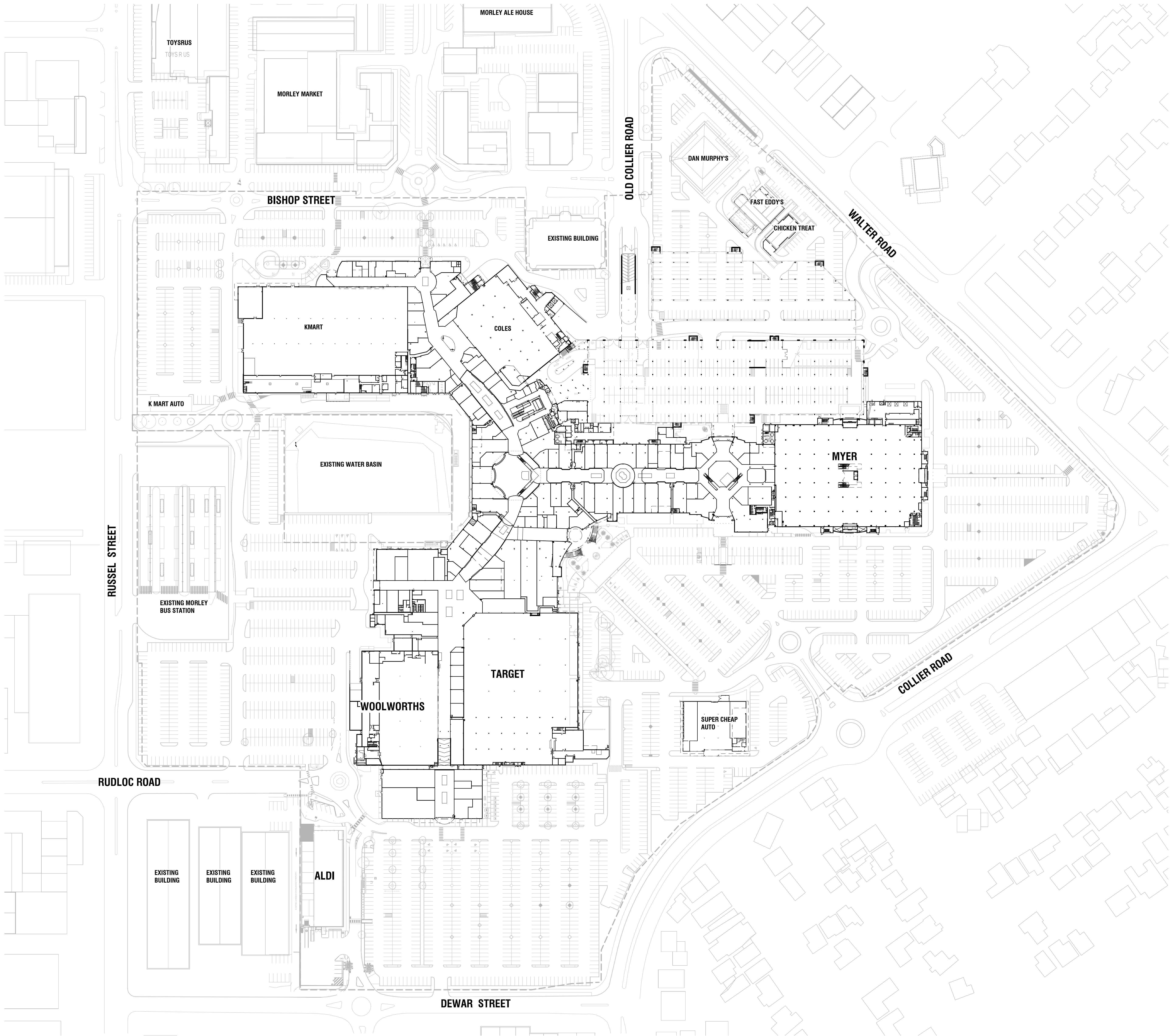
Project Number
13505

Status
Date Plotted 1/18/2019 10:21:07 AM
Date Issued
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Drawing Title
PROPOSED ULTIMATE DEVELOPMENT - AXO_04
Drawing Number DA_124
Revision
B

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Status	
Date Plotted	6/15/2018 6:39:36 PM
Date Issued	
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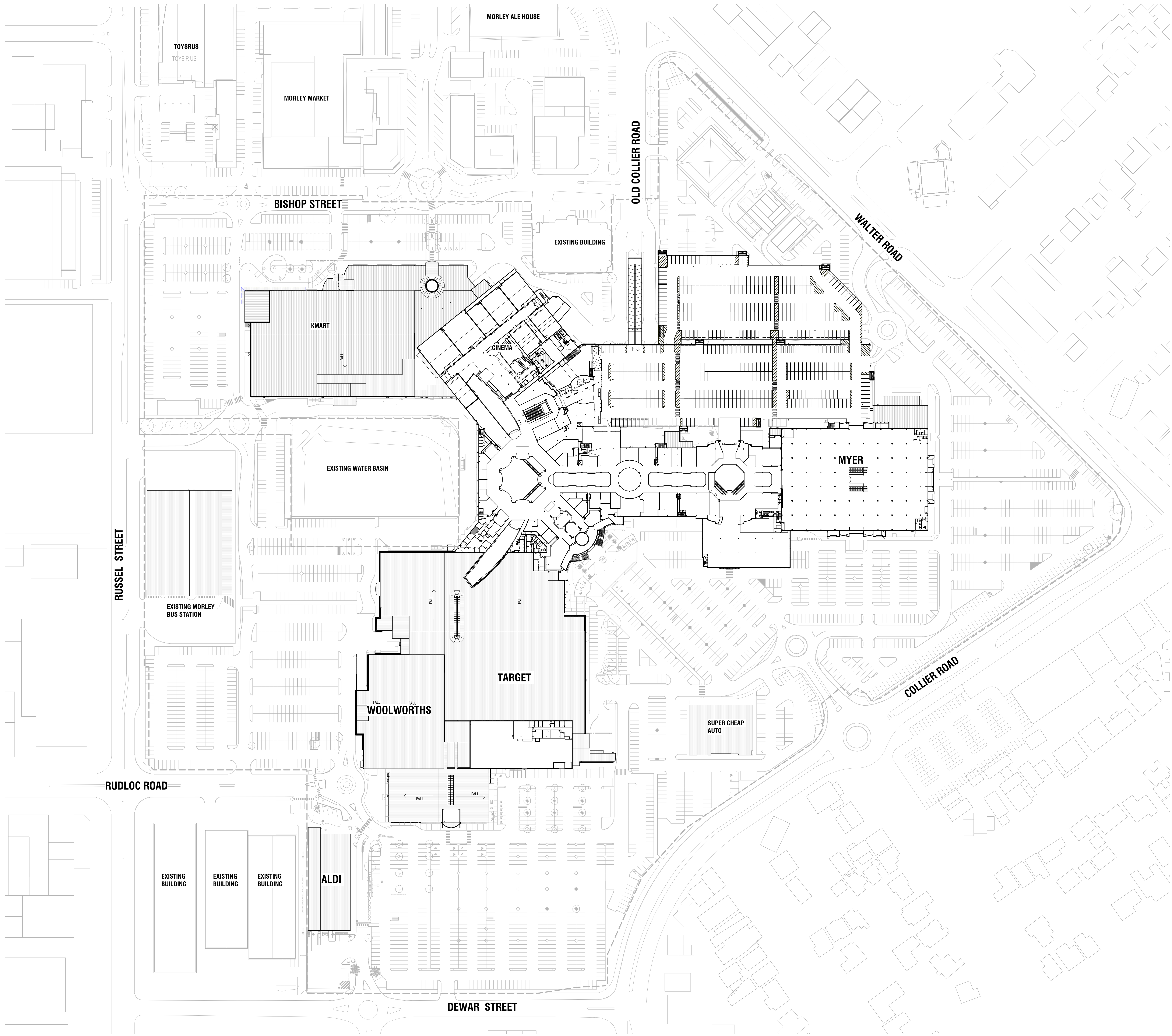
Drawing Title
EXISTING - GROUND LEVEL

Drawing Number
DA_201

Revision
A

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13505

Status	
Date Plotted	6/15/2018 6:39:40 PM
Date Issued	
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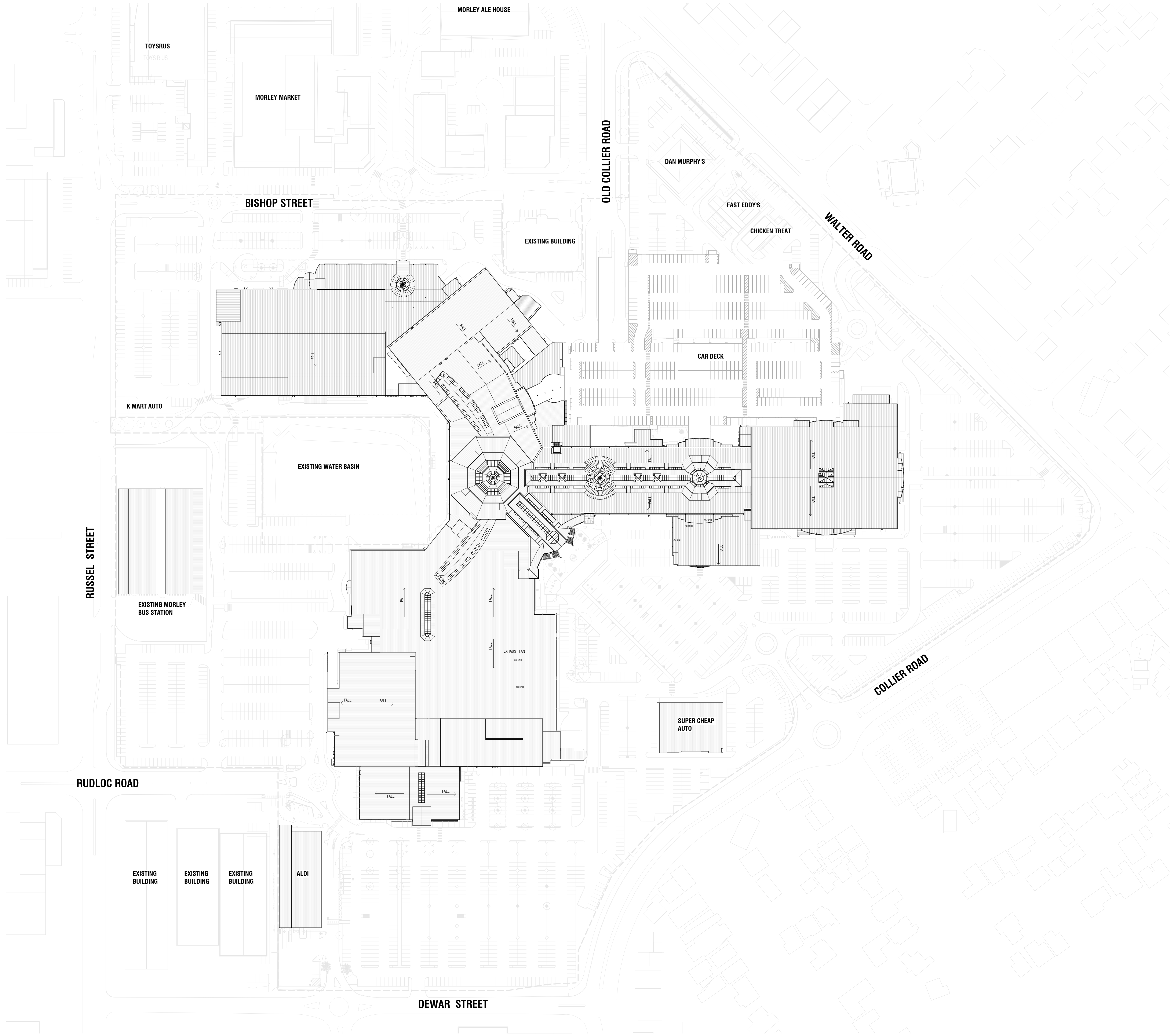
Drawing Title
EXISTING - FIRST LEVEL

Drawing Number
DA_202

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Status
Date Plotted 6/15/2018 6:39:43 PM
Date Issued
Scale 1 : 1000 @A0
0 10 20 40 60 80M

Drawing Title
EXISTING - ROOF
Drawing Number
DA_203

Revision

A

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NO CHANGES TO STRUCTURE

SLAB TO BE DEMOLISHED WHERE APPLICABLE / UPDATES TO FINISHES / INTERNAL AND EXTERNAL RECONFIGURATION AS INDICATED / POSSIBLE RELOCATION OF COLUMNS AND NEW ROOF ADDITION

DEMOLISHED

DASHED RED LINES DENOTE DEMOLITION

ROUNDABOUT, REMOVAL PROPOSED

PYLON SIGN TO REMAIN / BE RELOCATED

PARKING LAYOUT TO BE RECONFIGURED / MSCP DECK ADDED

PARKING TO BE REMOVED DUE TO NEW BUILDING FOOTPRINT

EXISTING BUILDING

BISHOP STREET

OLD COLLIER ROAD

EXISTING BUILDING

EXISTING BUILDING

PYLON SIGN TO REMAIN / BE RELOCATED

ROAD ENTRY LOCATION FROM WALTER ROAD WEST TO BE RELOCATED

INTERNALISED ROAD TO BE RECONFIGURED

WALTER ROAD WEST

ADDITIONAL ROAD ENTRY FROM WALTER RD WEST PROPOSED

PYLON SIGN TO REMAIN / BE RELOCATED

MSCP DECK TO BE DEMOLISHED / REPLACED AND LAYOUT TO BE RECONFIGURED

INTERNALISED ROAD TO BE RECONFIGURED

EXISTING WATER BASIN - TO BE RELOCATED

LANDSCAPING TO BE RECONFIGURED

EXISTING MORLEY BUS STATION

PARKING LAYOUT TO BE RECONFIGURED / MSCP DECK ADDED

INTERNALISED ROAD TO BE RECONFIGURED

RUSSELL STREET

EXISTING SUPER CHEAP AUTO TO BE RELOCATED

INTERNALISED ROAD TO BE RECONFIGURED

COLLIER ROAD

ADDITIONAL ROAD ENTRY FROM COLLIER RD PROPOSED

PYLON SIGN TO REMAIN / BE RELOCATED

ADDITIONAL ROAD ENTRY FROM DEWAR ST PROPOSED

DEWAR STREET

PARKING TO BE REMOVED DUE TO NEW BUILDING FOOTPRINT

EXISTING BUILDING

EXISTING BUILDING

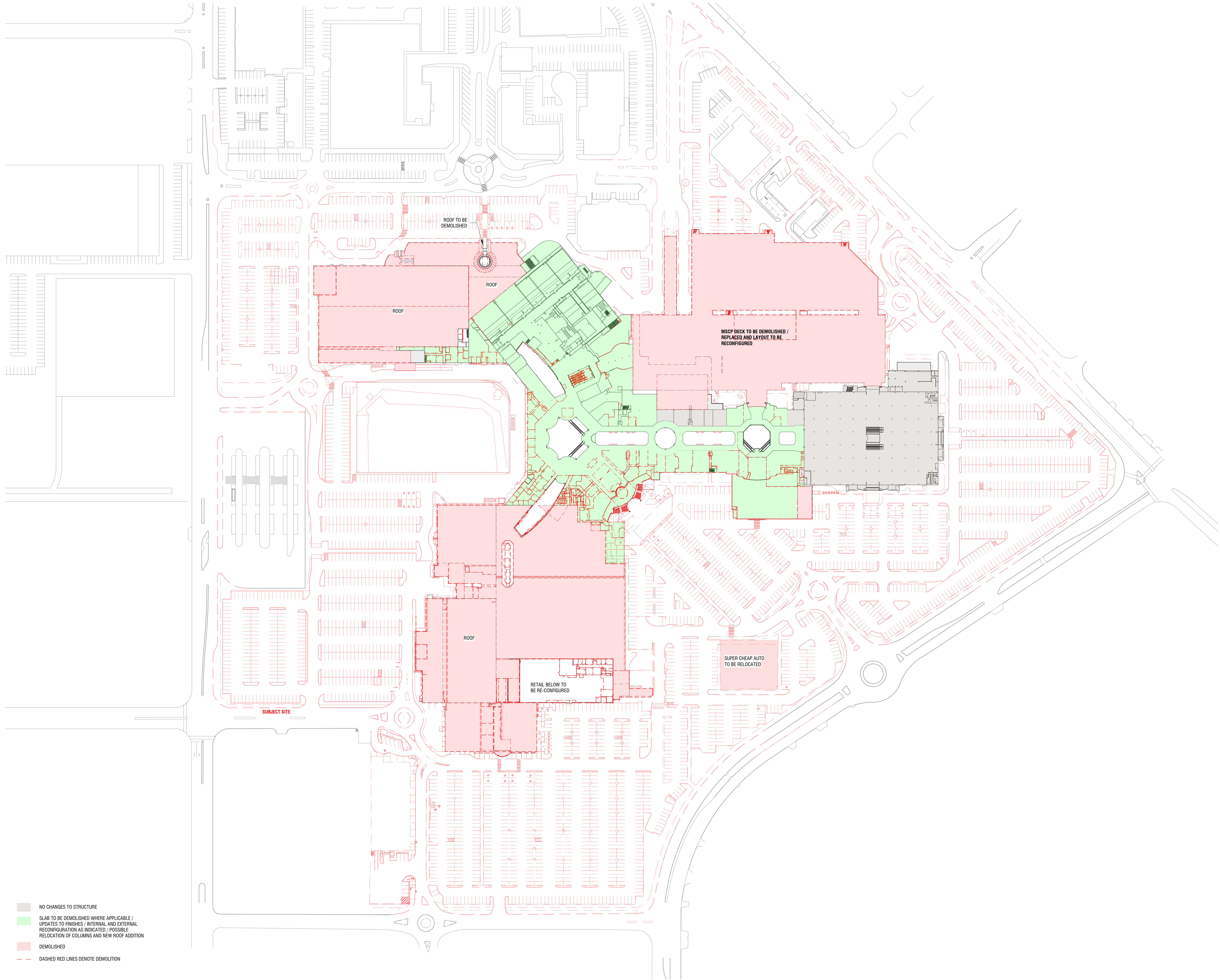
EXISTING BUILDING

RUDLOD ROAD

INTERNALISED ROAD TO BE RECONFIGURED

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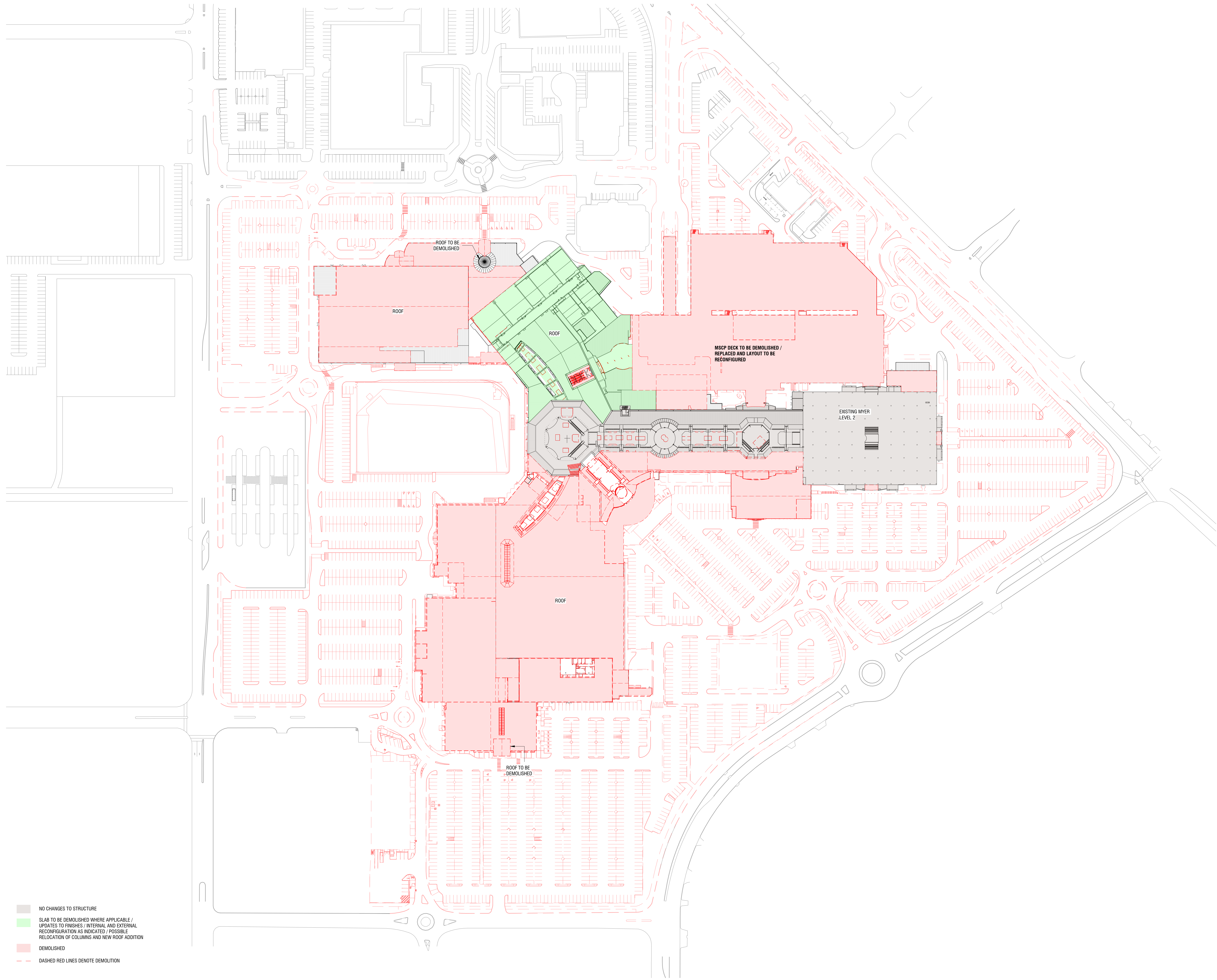
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Date Plotted	6/15/2018 6:39:50 PM
Date Issued	
Scale	1 : 1000 @A0
0 10 20 40 60 80M	

Drawing Title	
DEMOLITION - FIRST LEVEL	
Drawing Number	DA_212

Revision
A

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- NO CHANGES TO STRUCTURE
- SLAB TO BE DEMOLISHED WHERE APPLICABLE / UPDATES TO FINISHES / INTERNAL AND EXTERNAL RECONFIGURATION AS INDICATED / POSSIBLE RELOCATION OF COLUMNS AND NEW ROOF ADDITION
- DEMOLISHED
- DASHED RED LINES DENOTE DEMOLITION

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A	18/06/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	

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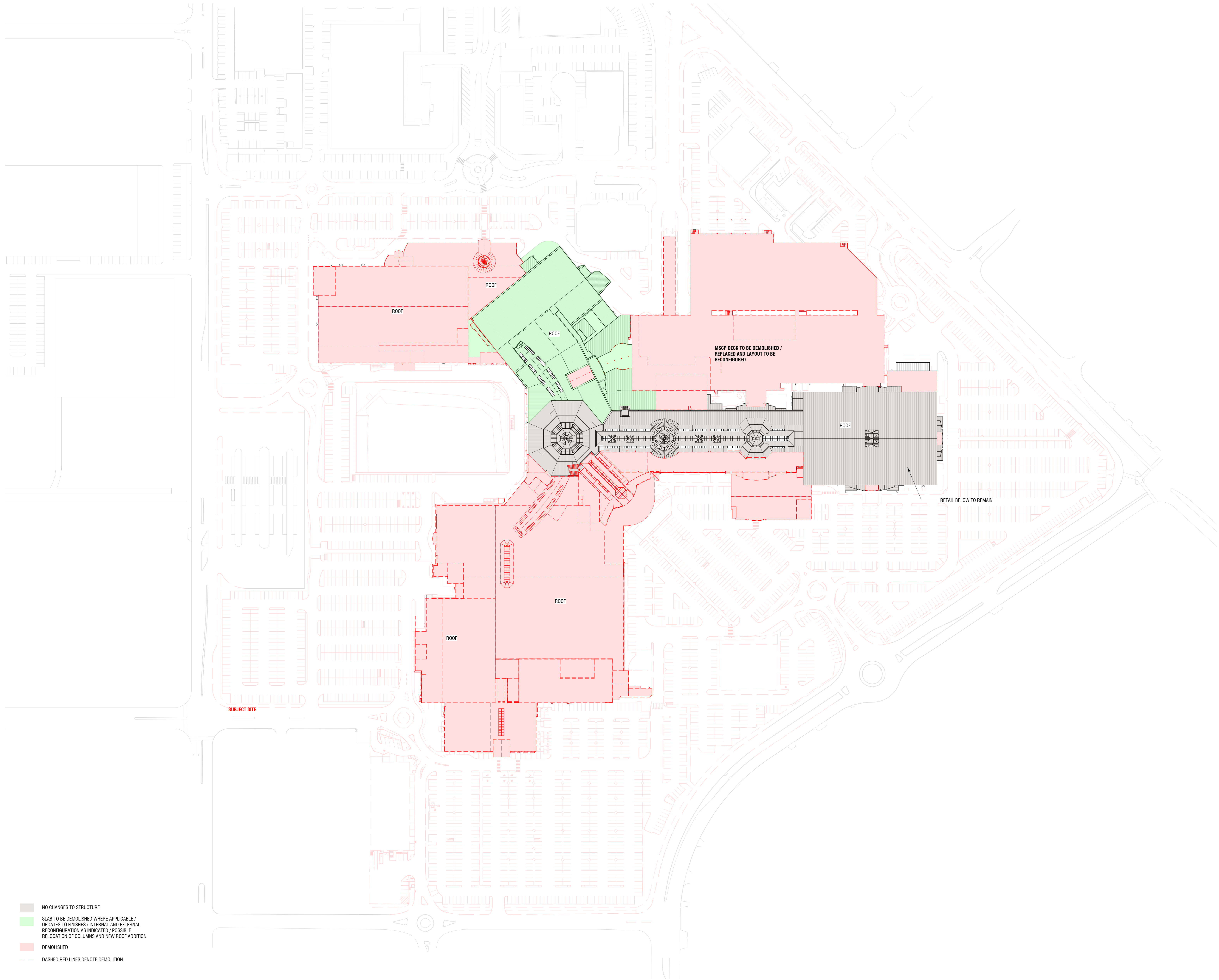
Status	
Date Plotted	6/15/2018 6:39:54 PM
Date Issued	
Scale	1 : 1000 @A0
0 10 20 40 60 80M	

Drawing Title	DEMOLITION - SECOND LEVEL
Drawing Number	DA_213

Revision
A

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Status

Date Plotted 6/15/2018 6:39:58 PM

Date Issued

Scale 1 : 1000 @A0

0 10 20 40 60 80M

Drawing Title

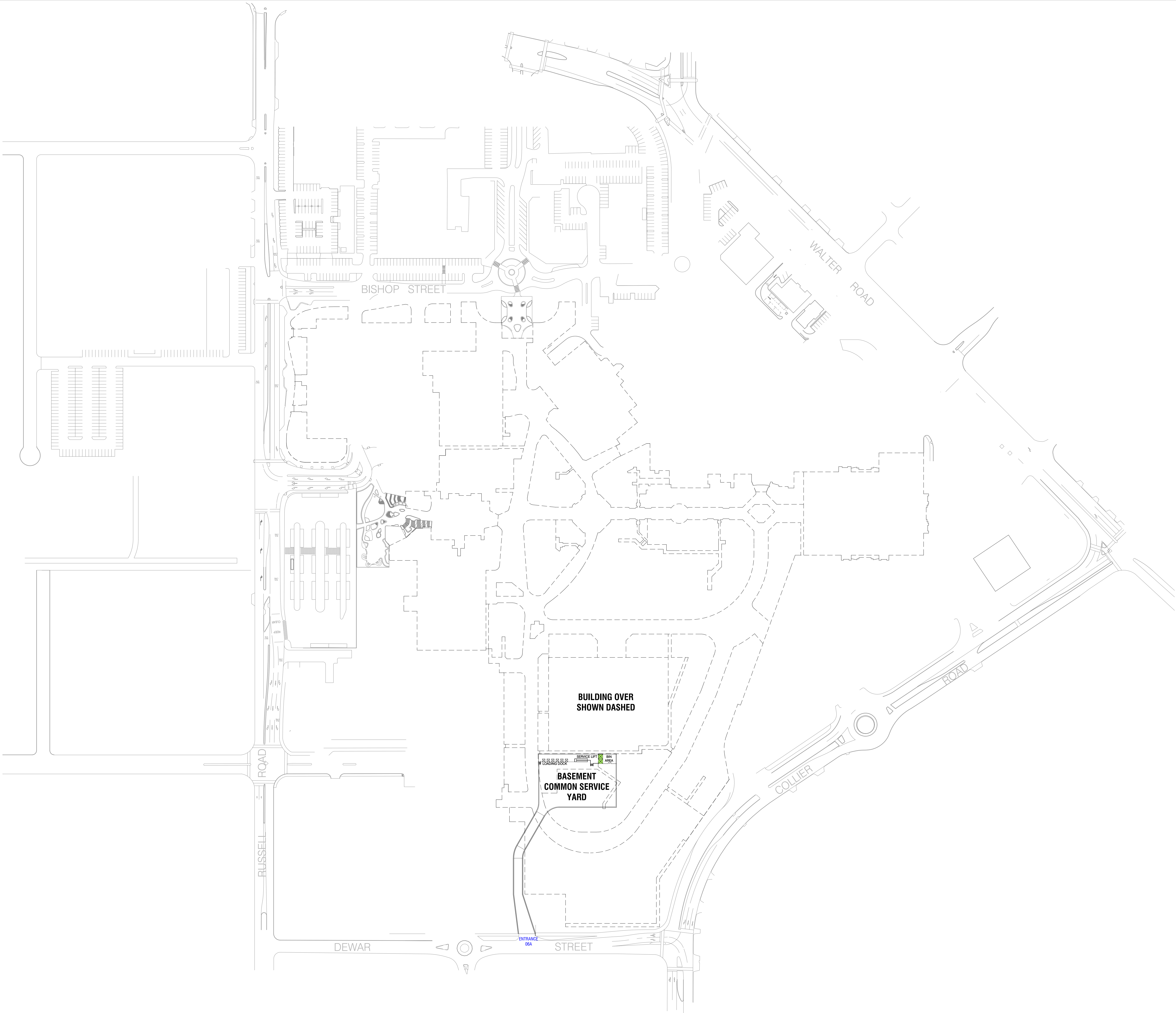
DEMOLITION - ROOF

Drawing Number
DA_214

Revision
A

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13505

Status
Date Plotted 12/12/2018 9:59:11 AM
Date Issued
Scale 1 : 1000 @A0
0 10 20 40 60 80M

Drawing Title
PROPOSED - BASEMENT LOADING DOCK
Drawing Number DA_220

Revision
A

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A	18/09/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
B	11/12/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
C	23/11/2024	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	

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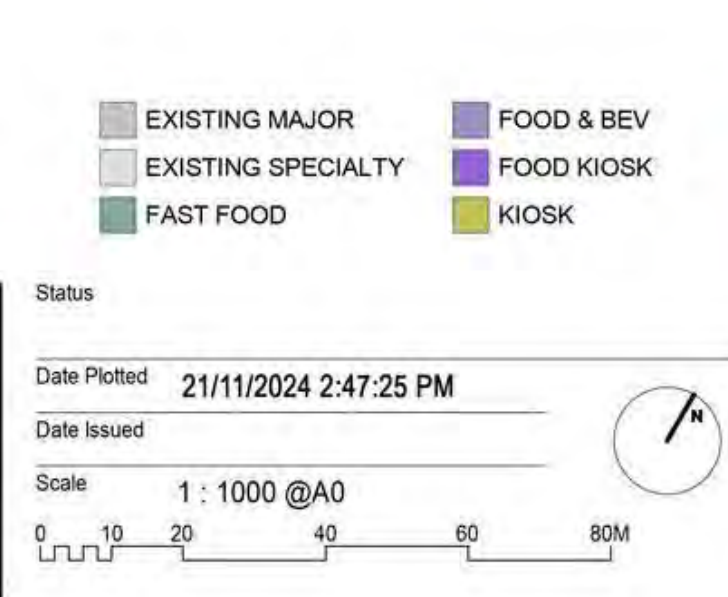
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Drawing Title
PROPOSED - GROUND LEVEL

Drawing Number
DA_221

Revision
C

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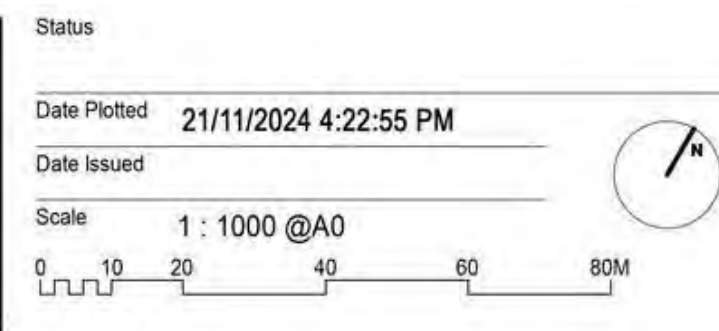


Rev.	Date	Description	Iss.	Appr.
A	18/09/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
B	11/12/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
C	21/11/2024	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	

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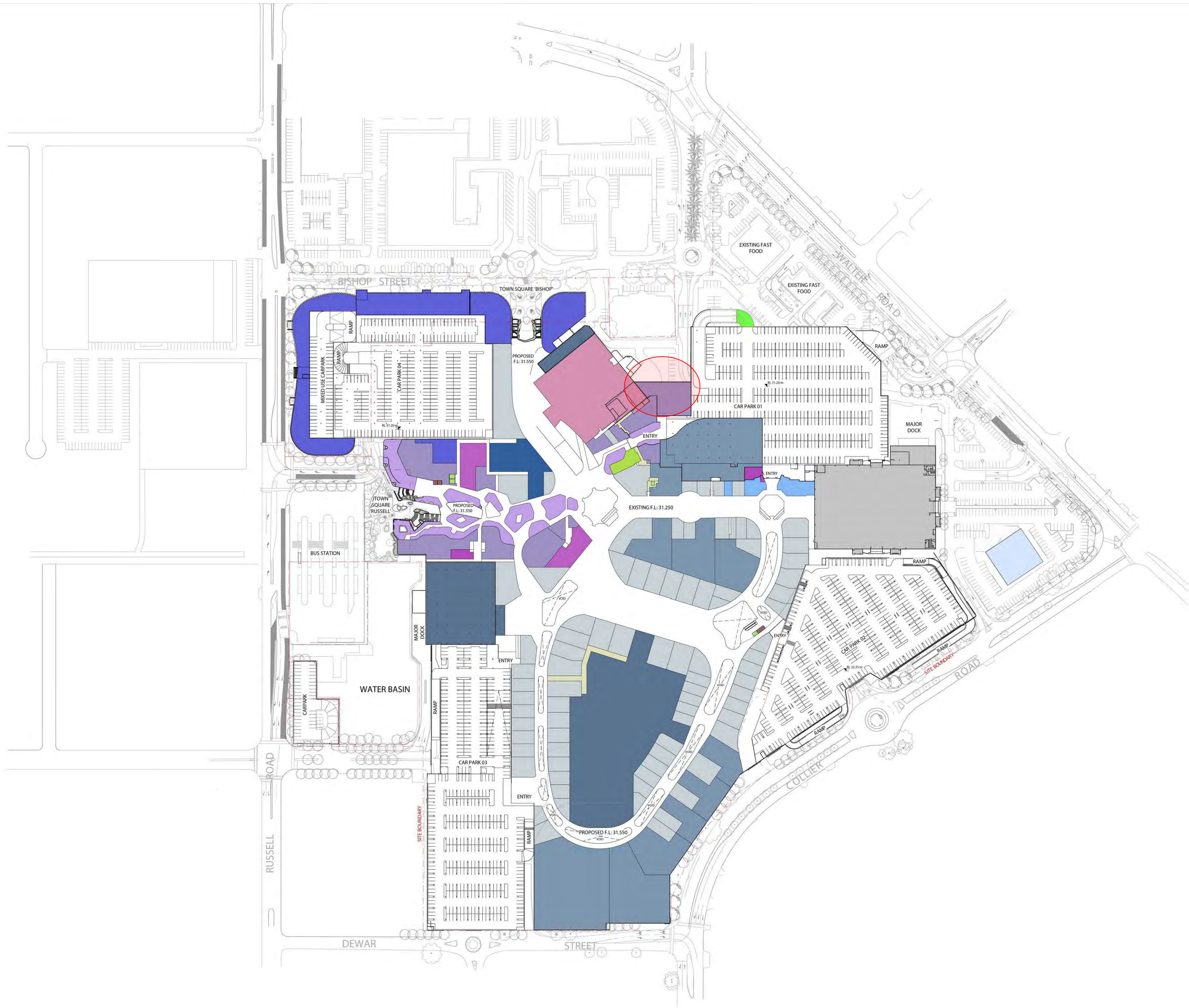
Project
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Project Number
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Drawing Title
PROPOSED - MEZZANINE LEVEL
Drawing Number
DA_222

Revision
C

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A	18/06/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
B	11/02/2019	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
C	05/04/2021	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	
D	26/08/2021	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	
E	29/11/2024	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	

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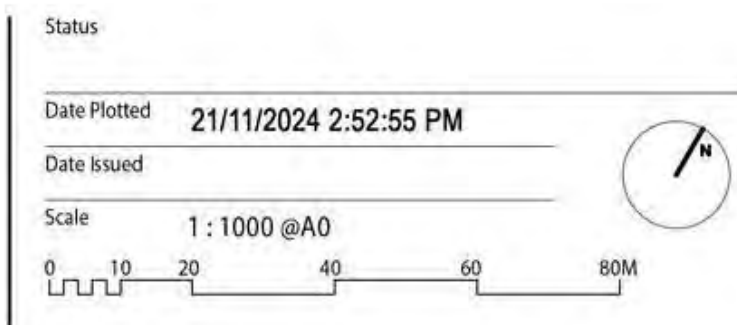
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Project Number
19049A



Drawing Title
PROPOSED - FIRST LEVEL

Drawing Number
DA_223

Revision
E

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A	18/09/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
B	11/12/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
C	05/04/2021	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	
D	28/08/2021	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	
E	21/11/2024	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	

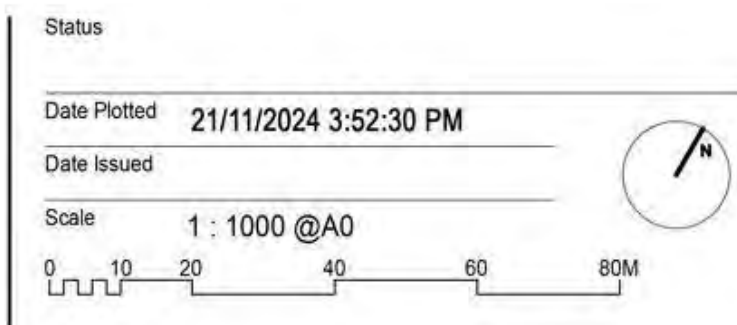
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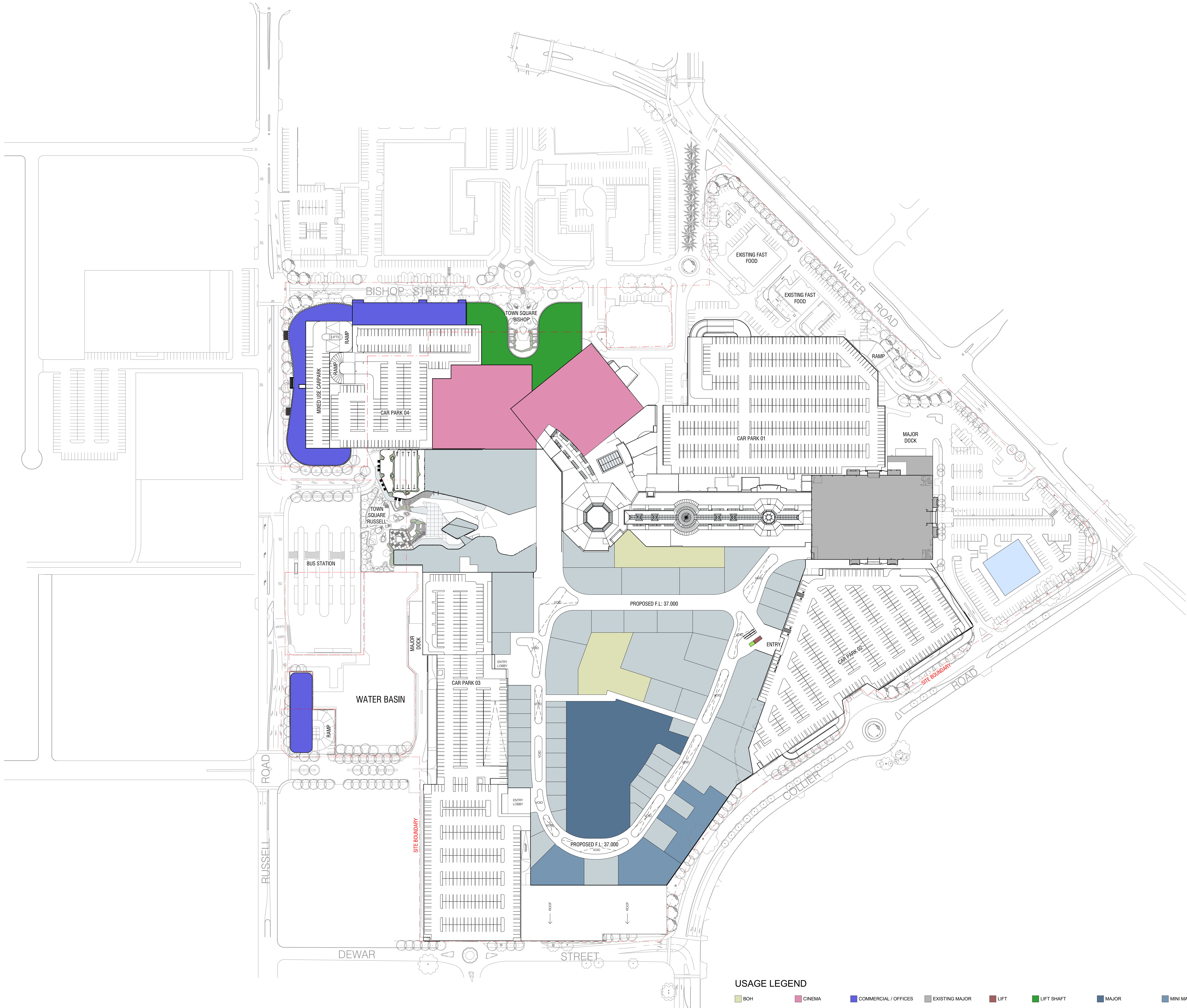
Drawing Title
PROPOSED - FIRST MEZZANINE LEVEL

Drawing Number
DA_224

Revision
E

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USAGE LEGEND

- BOH CINEMA COMMERCIAL / OFFICES EXISTING MAJOR LIFT LIFT SHAFT MAJOR MAJOR DOCK SERVICE LIFT SPECIALTY

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Project Number
13505

Status	
Date Plotted	1/12/2019 6:46:46 PM
Date Issued	
Scale	1 : 1000 @A0
	0 10 20 40 60 80M

Drawing Title
PROPOSED - SECOND LEVEL

Drawing Number
DA_225

Revision
B

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A	05/04/2021	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	

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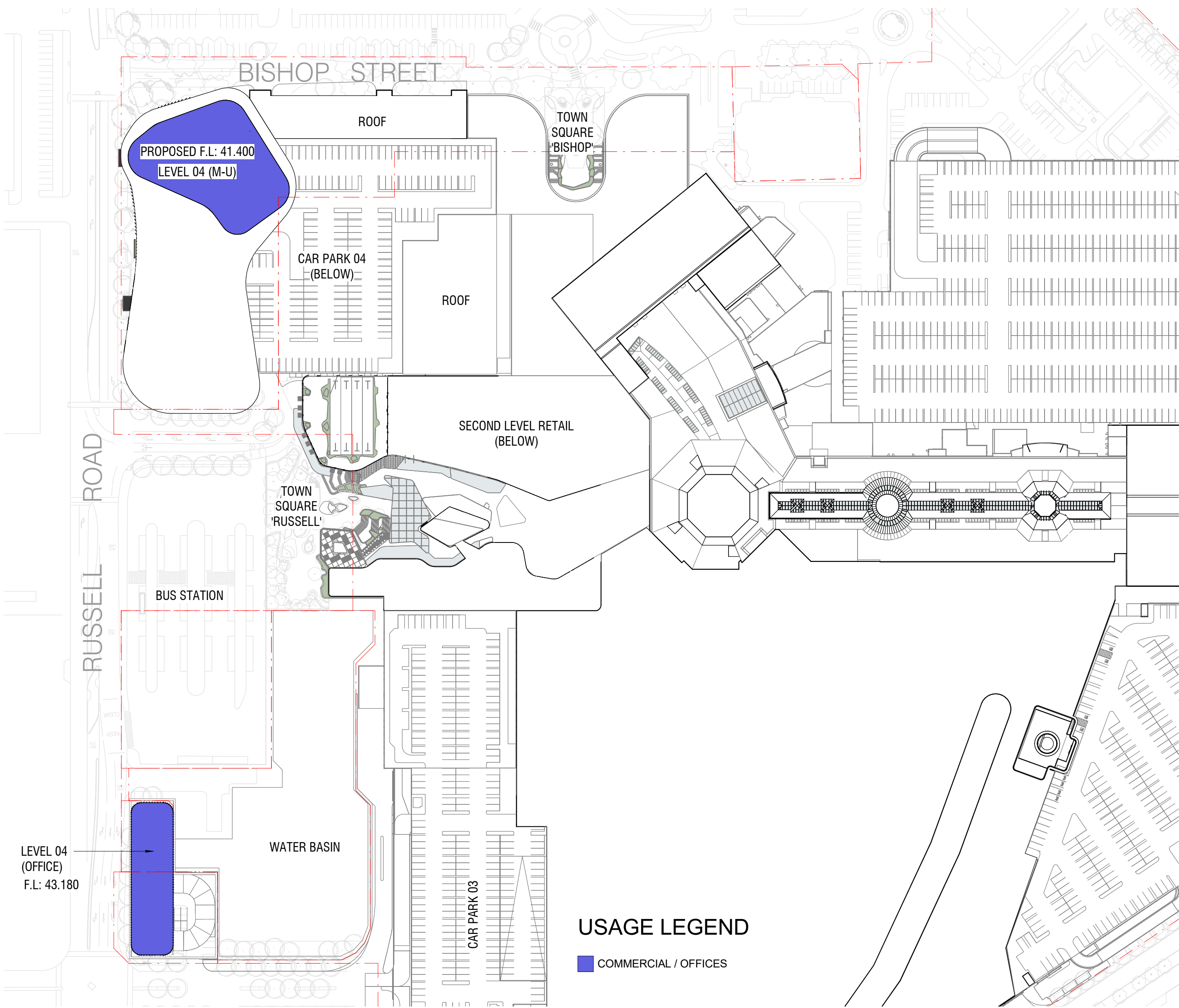
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Drawing Title
PROPOSED - SECOND MEZZANINE LEVEL
Drawing Number
DA_230
Revision
A

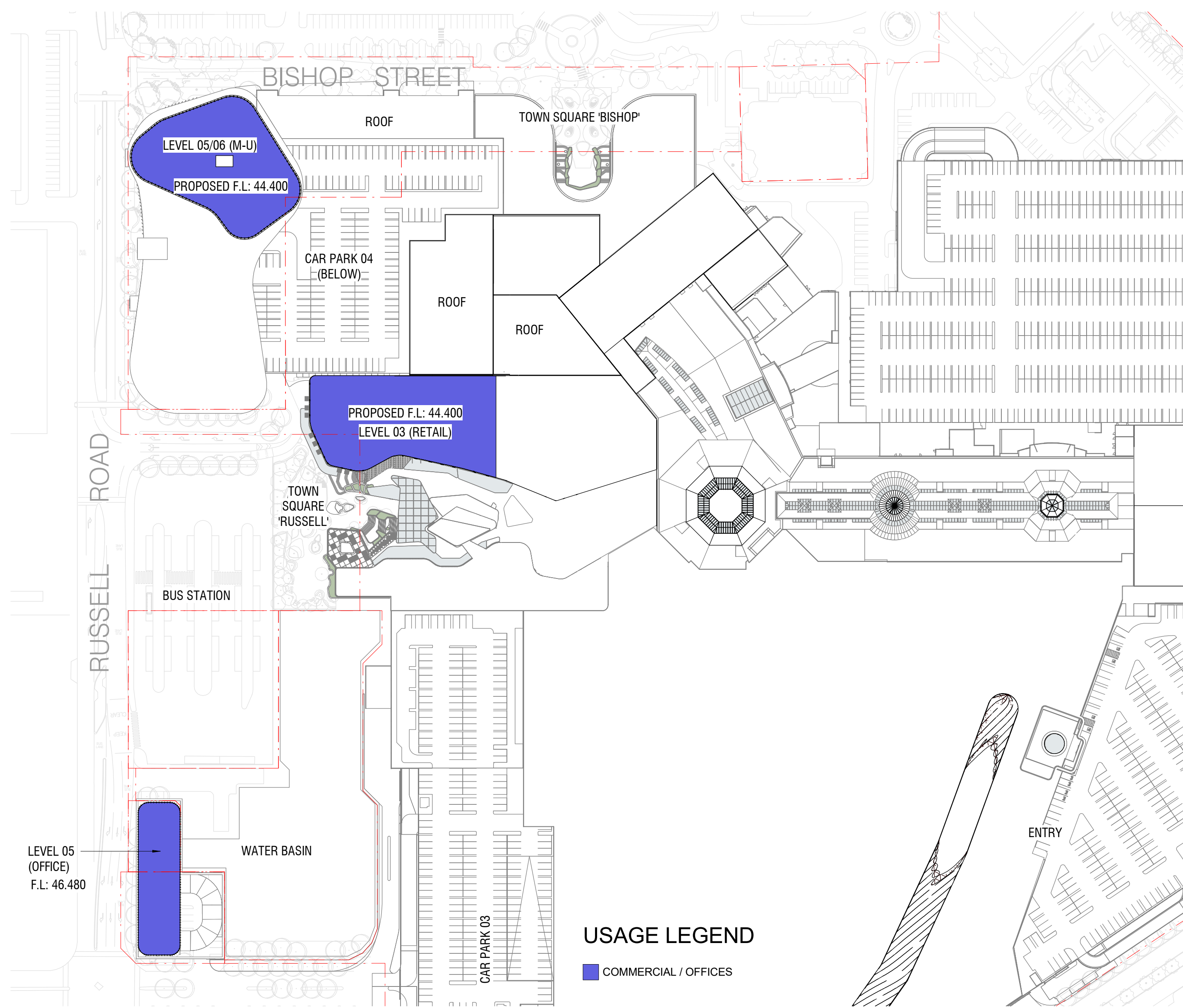
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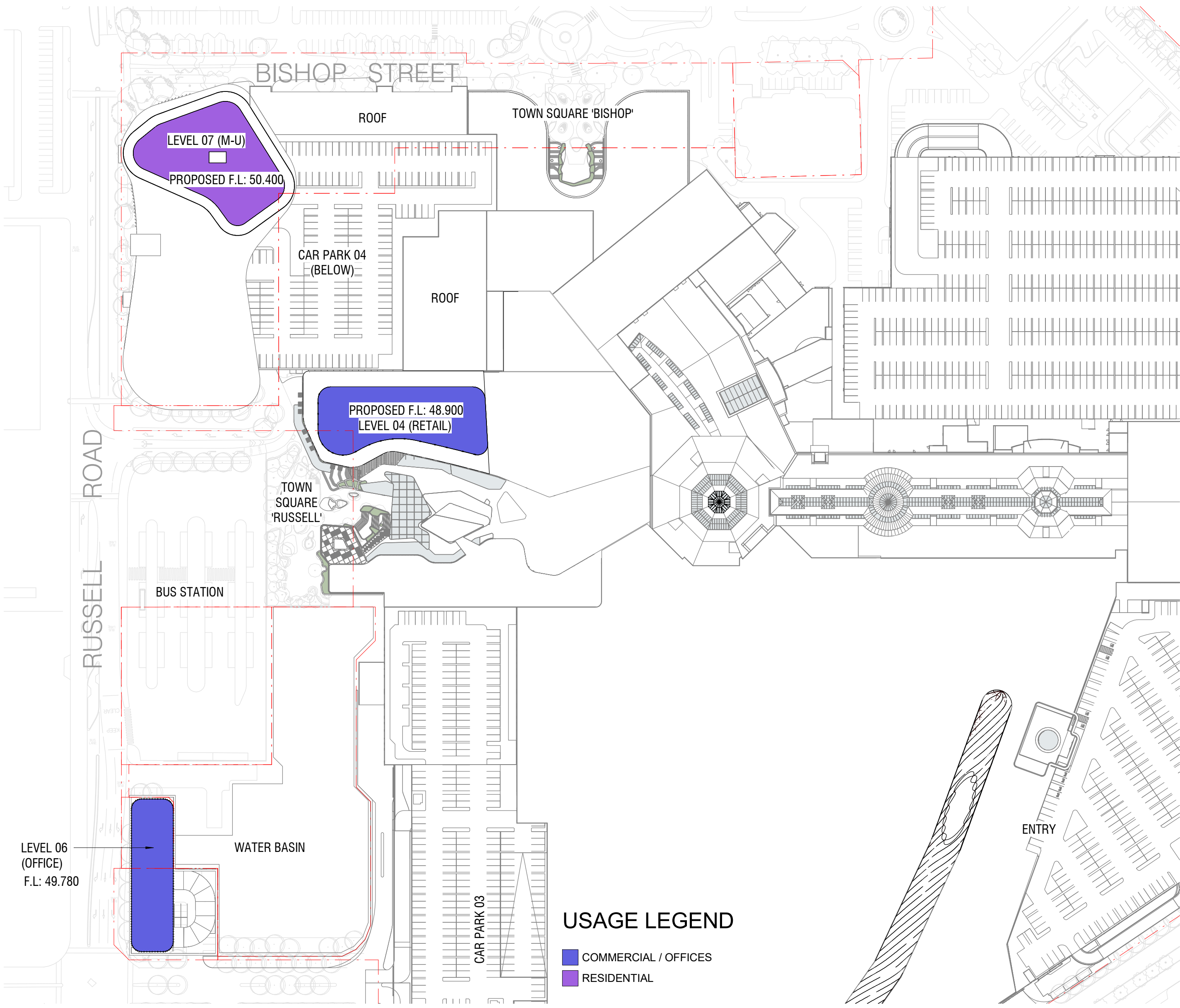
DEVELOPMENT APPLICATION - ISSUE



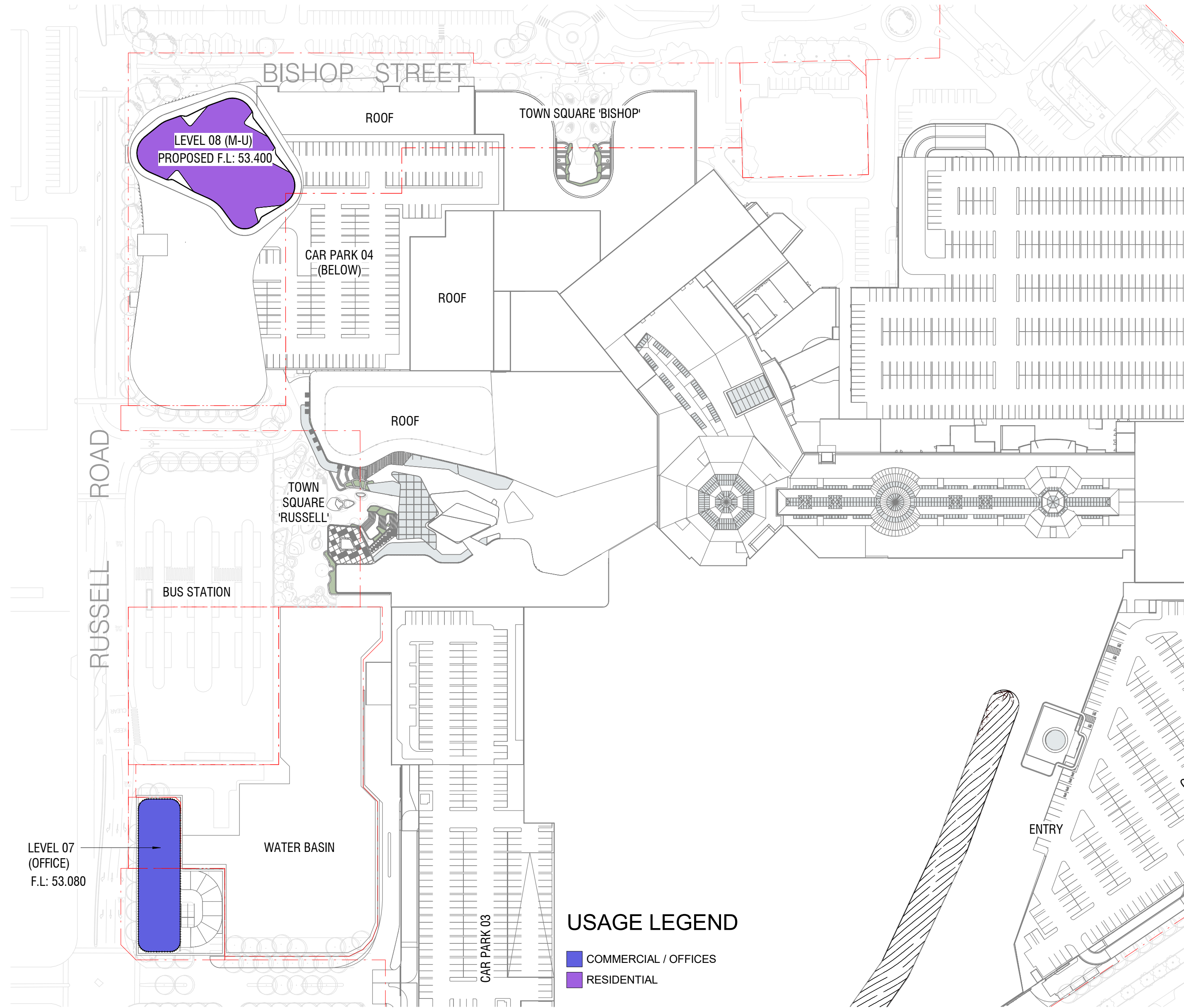
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Scale: 1 : 1250



2 FLOOR PLAN : LEVEL 5/6 (MIXED - USE), LEVEL 3 (RETAIL), LEVEL 5 (OFFICE)
Scale: 1 : 1250



3 FLOOR PLAN : LEVEL 7 (MIXED - USE), LEVEL 4 (RETAIL), LEVEL 06 (OFFICE)
Scale: 1 : 1250



4 FLOOR PLAN : LEVEL 8 to 12 (MIXED - USE), LEVEL 7 (OFFICE)
Scale: 1 : 1250

Rev.	Date	Description	Iss.	Appr.
A	18/06/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
B	18/01/2019	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	

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File



Project
Galleria Shopping Centre Redevelopment
Perth, Australia

Project Number
13505

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Date Issued
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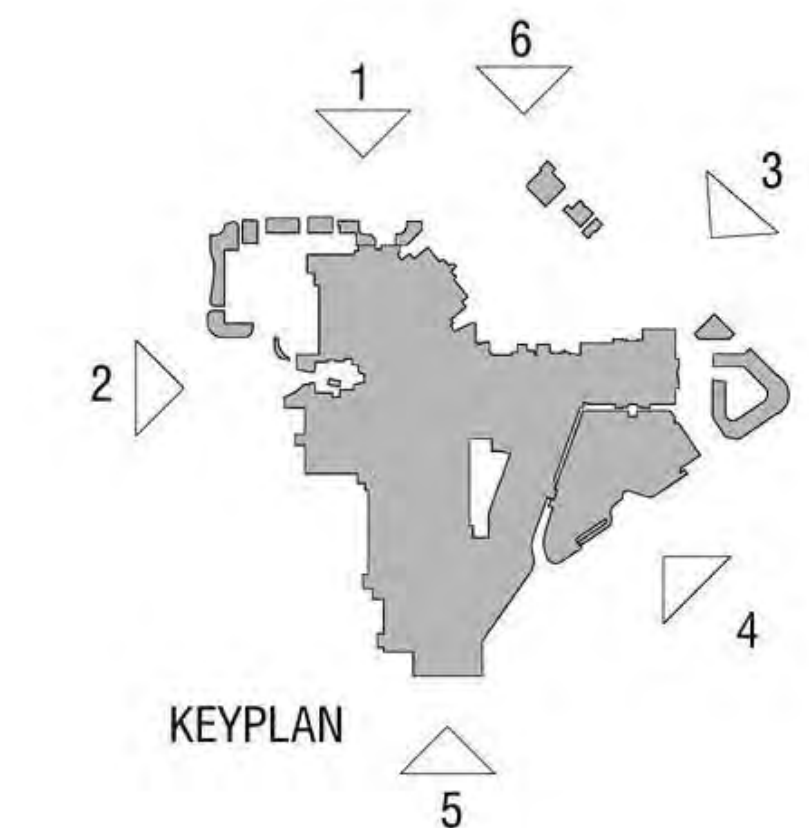
Drawing Title
PROPOSED - MIXED USE

Drawing Number
DA_226

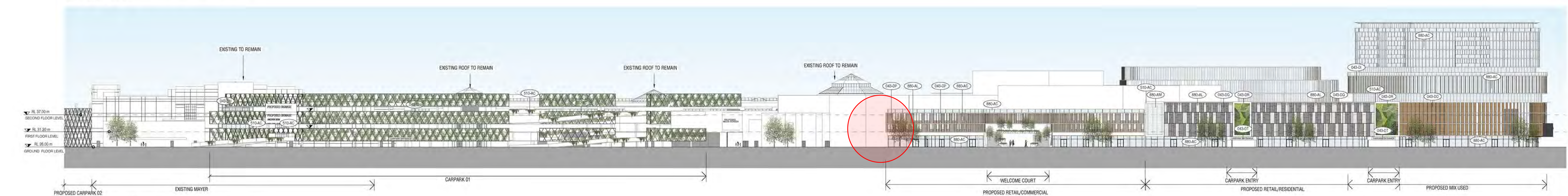
Revision
B

BUCHAN

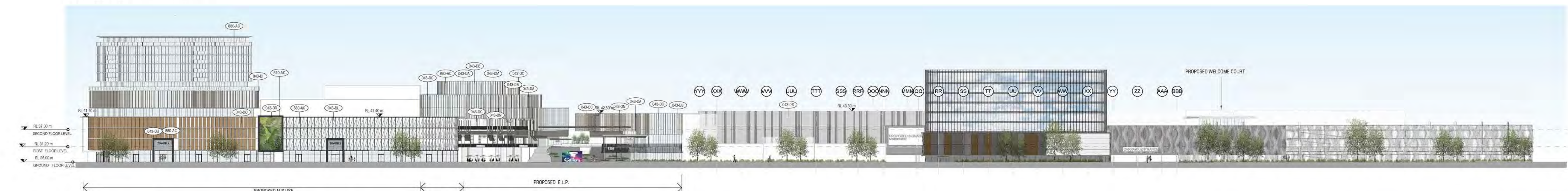
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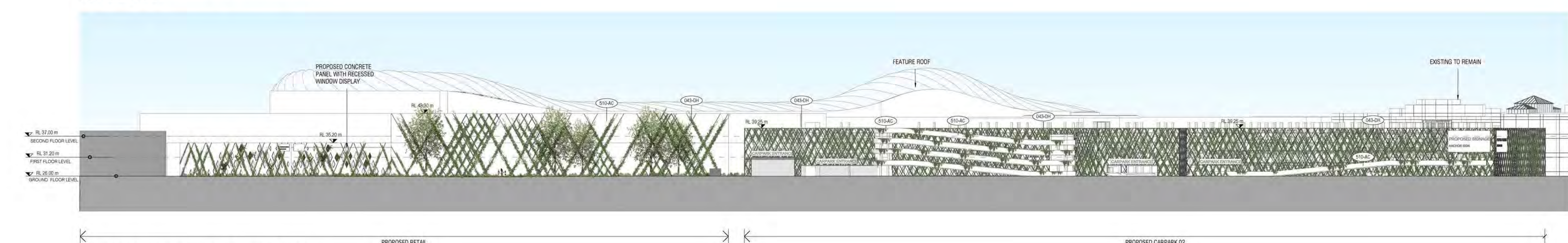
3 PROPOSED ELEVATION WALTER ROAD
Scale: 1:500



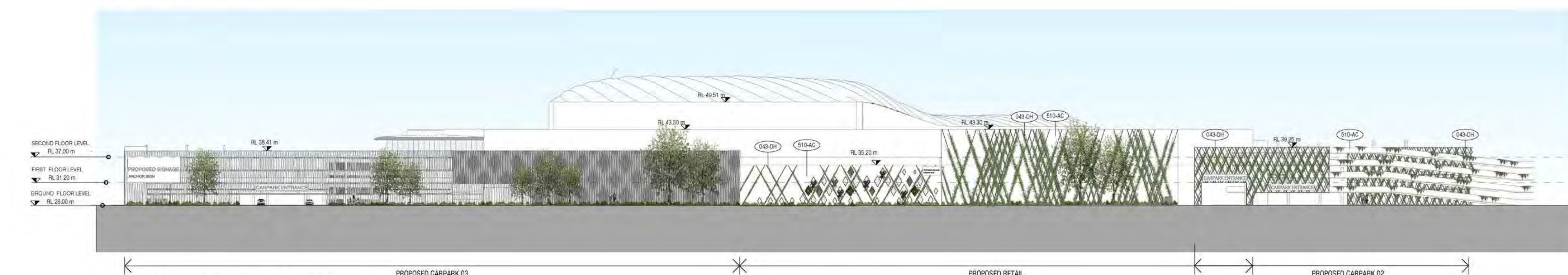
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Scale: 1:500



2 PROPOSED ELEVATION RUSSEL STREET
Scale: 1:500



4 PROPOSED ELEVATION COLLIER ROAD
Scale: 1:500



5 PROPOSED ELEVATION DEWAR STREET
Scale: 1:500



6 Proposed Screen Media
Scale: 1:500

MATERIAL LEGEND	
Key Value	Keynote Text
043-DA	FEATURE CFC WALL CLADDING (BLACK)
043-DB	FEATURE CFC WALL CLADDING (WHITE)
043-DC	FEATURE CFC WALL CLADDING GREEN
043-DH	ANODISED ALUMINIUM FINIS
043-DI	TIMBER BATTENS
043-DL	FEATURE ALUMINIUM SCREEN
043-DM	CONCRETE PANEL
043-DN	FEATURE TIMBER SCREEN
043-DO	TIMBER BALUSTRADE
043-DP	BRONZE ALUMINIUM PANEL
043-DQ	EQUITONE PANEL (GREY)
043-DR	FEATURE GREEN WALL
043-DS	PRECAST CONCRETE PANEL (MIDDLE GREY) TEXTURED PAINT FINISH WITH ANTIGRAFFITI COATING
043-DT	POLYCARBONATE PANEL
043-DU	ALUMINIUM WALL PANEL
510-AC	PRECAST CONCRETE PAINT FINISH
880-AC	CLEAR LAMINATED SAFETY GLASS WITH BLUE INTERLAYER AS SPECIFIED
880-AL	OBSCURE BRONZE COLOUR GLASS
880-AM	CLEAR GLASS BRICK

Rev.	Date	Description	Iss.	Appr.
A	18/09/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
B	05/04/2021	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	
C	20/09/2021	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	
D	21/11/2024	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	

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File



Project
Galleria Shopping Centre Redevelopment
Perth, Australia

Project Number
19049A

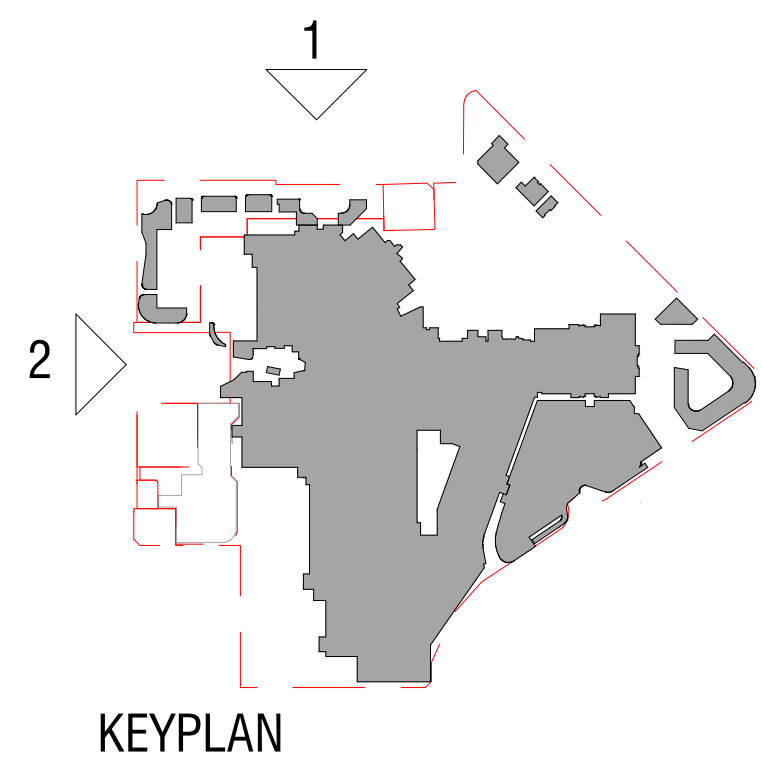
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Date Issued:
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Drawing Title
**PHASE 03
ELEVATIONS - STREETSCAPE**

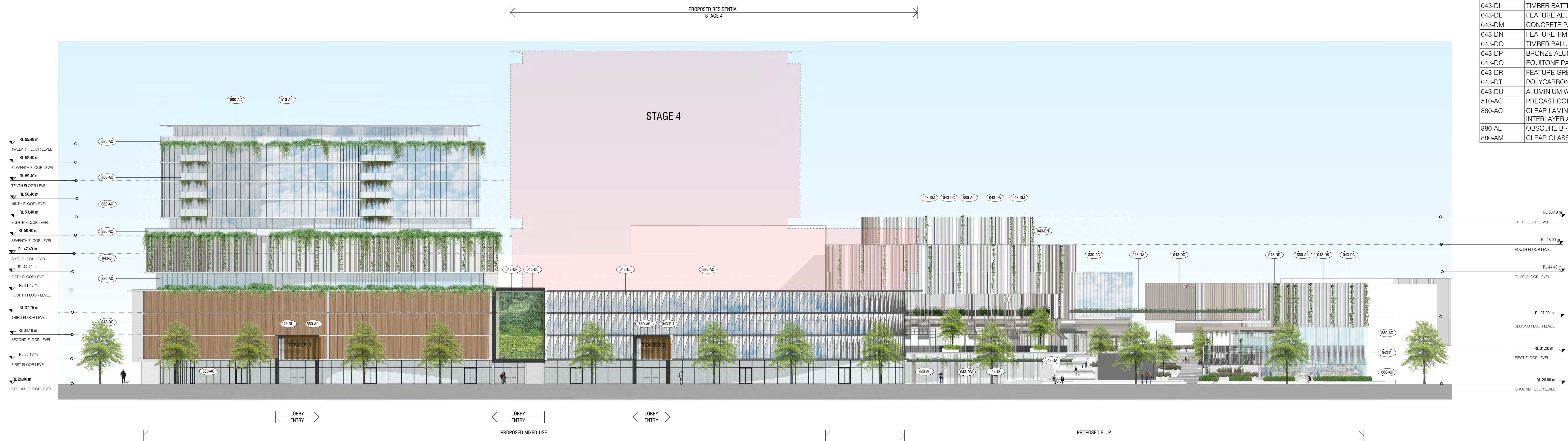
Drawing Number
DA_331

Revision
D

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1 Proposed Elevation Bishop Street_(Stage 3)
Scale: 1 : 250



2 Proposed Elevation Russel Street_1.200 (stage 1)
Scale: 1 : 250

MATERIAL LEGEND	
Key Value	Keynote Text
043-DA	FEATURE CFC WALL CLADDING (BLACK)
043-DB	FEATURE CFC WALL CLADDING (WHITE)
043-DC	FEATURE CFC WALL CLADDING GREEN
043-DI	TIMBER BATTENS
043-DL	FEATURE ALUMINIUM SCREEN
043-DM	CONCRETE PANEL
043-DN	FEATURE TIMBER SCREEN
043-DO	TIMBER BALUSTRADE
043-DP	BRONZE ALUMINIUM PANEL
043-DQ	EQUITONE PANEL (GREY)
043-DR	FEATURE GREEN WALL
043-DT	POLYCARBONATE PANEL
043-DU	ALUMINIUM WALL PANEL
510-AC	PRECAST CONCRETE PAINT FINISH
880-AC	CLEAR LAMINATED SAFETY GLASS WITH BLUE INTERLAYER AS SPECIFIED
880-AL	OBSOURE BRONZE COLOUR GLASS
880-AM	CLEAR GLASS BRICK

Rev.	Date	Description	Iss.	App.
A	15/02/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	

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Perth, Australia

Project Number
13505

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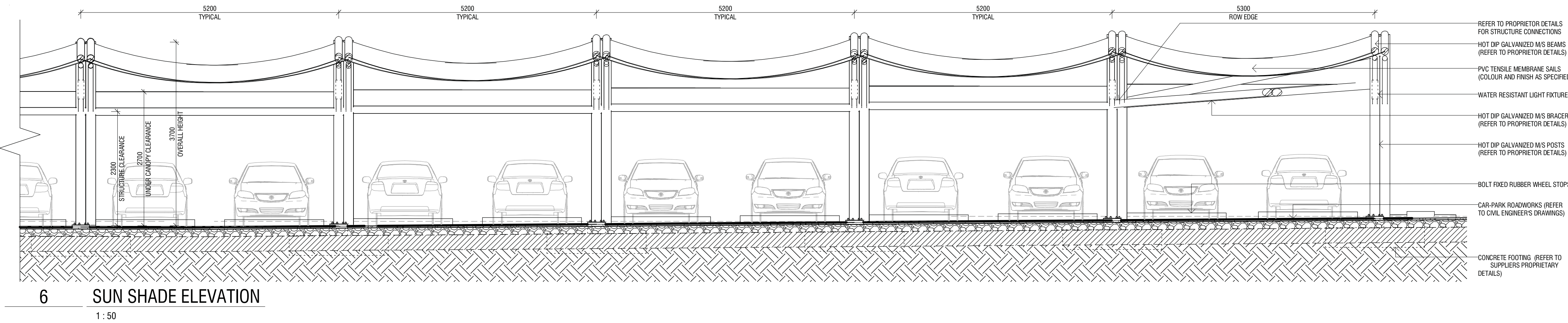
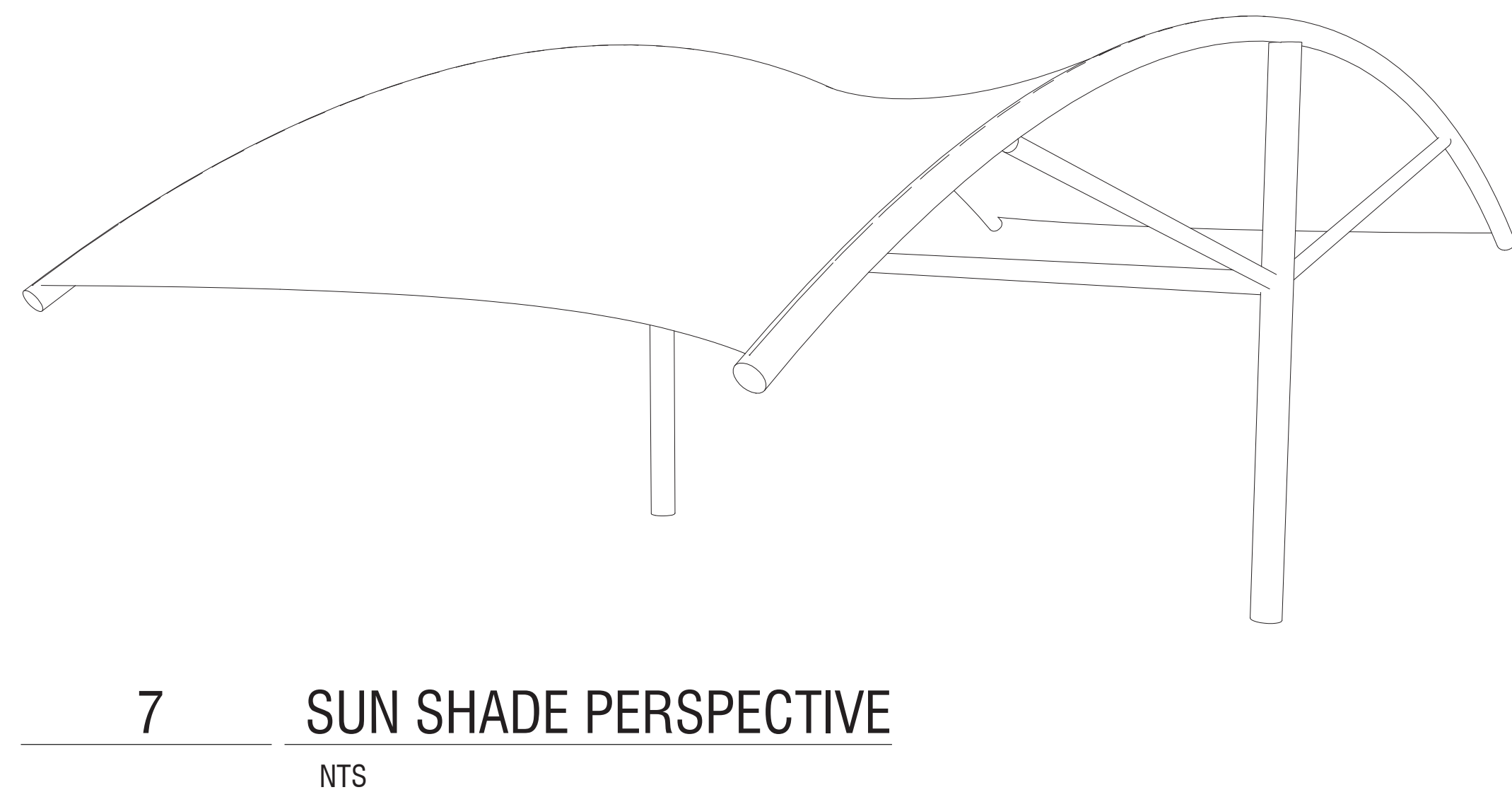
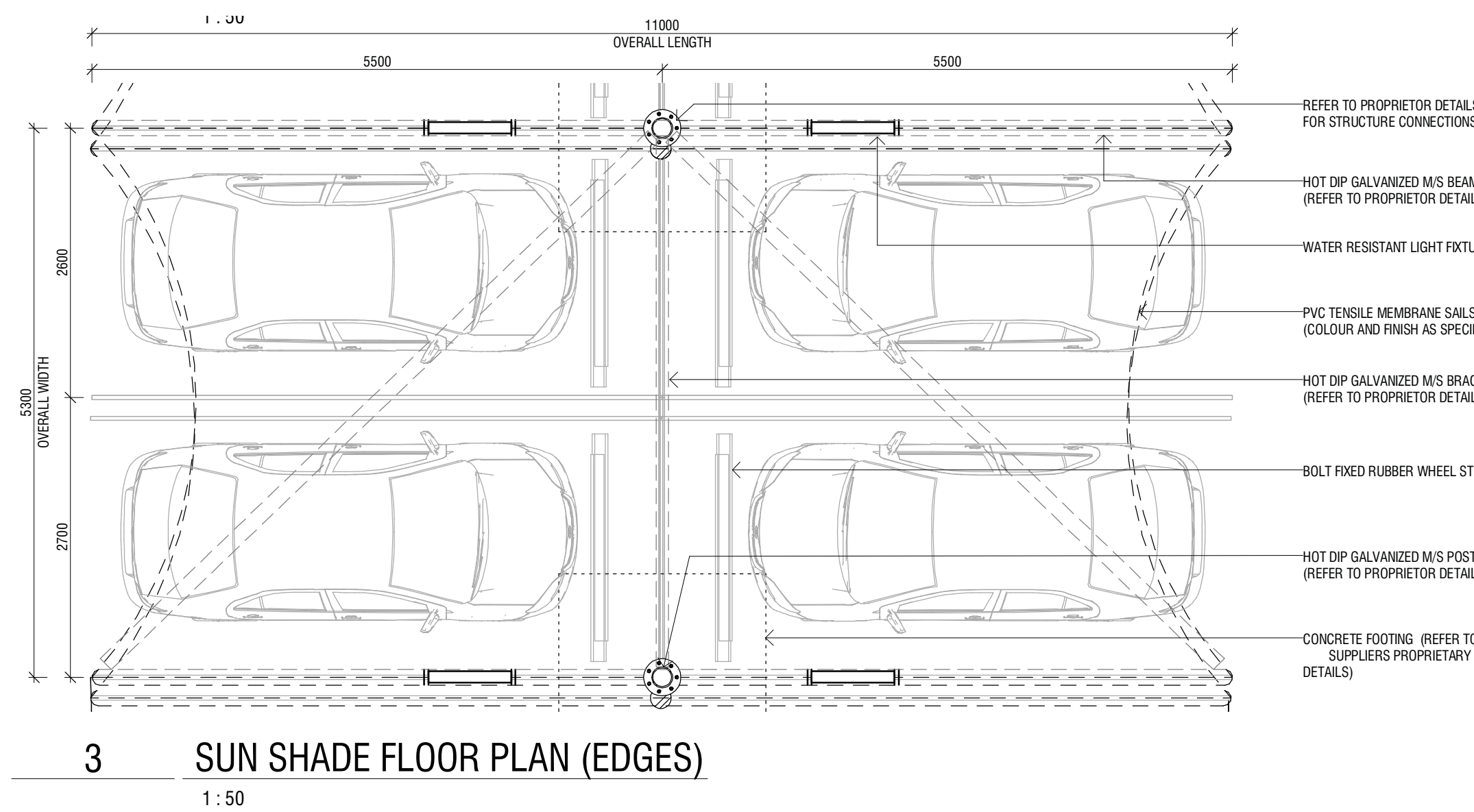
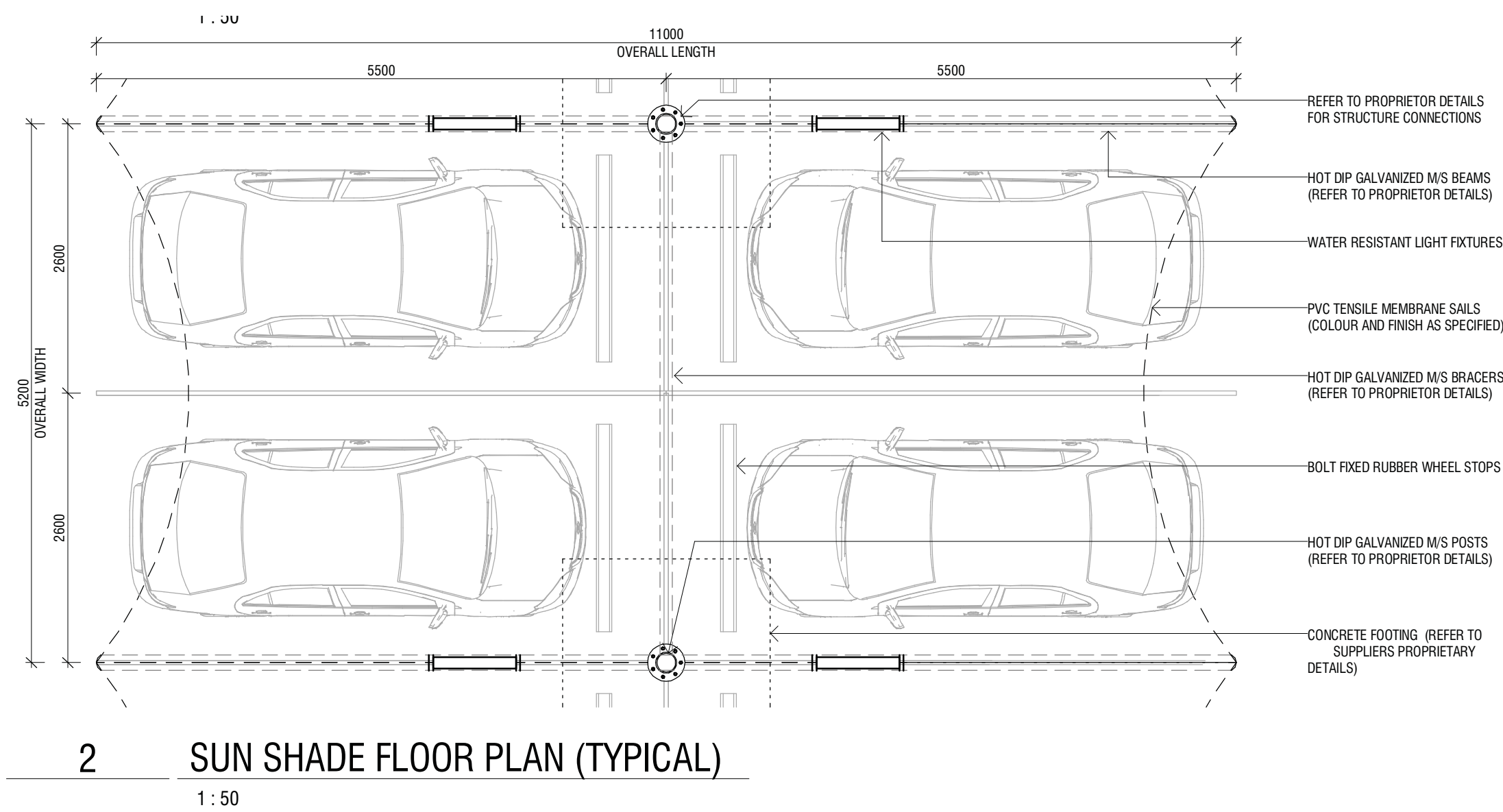
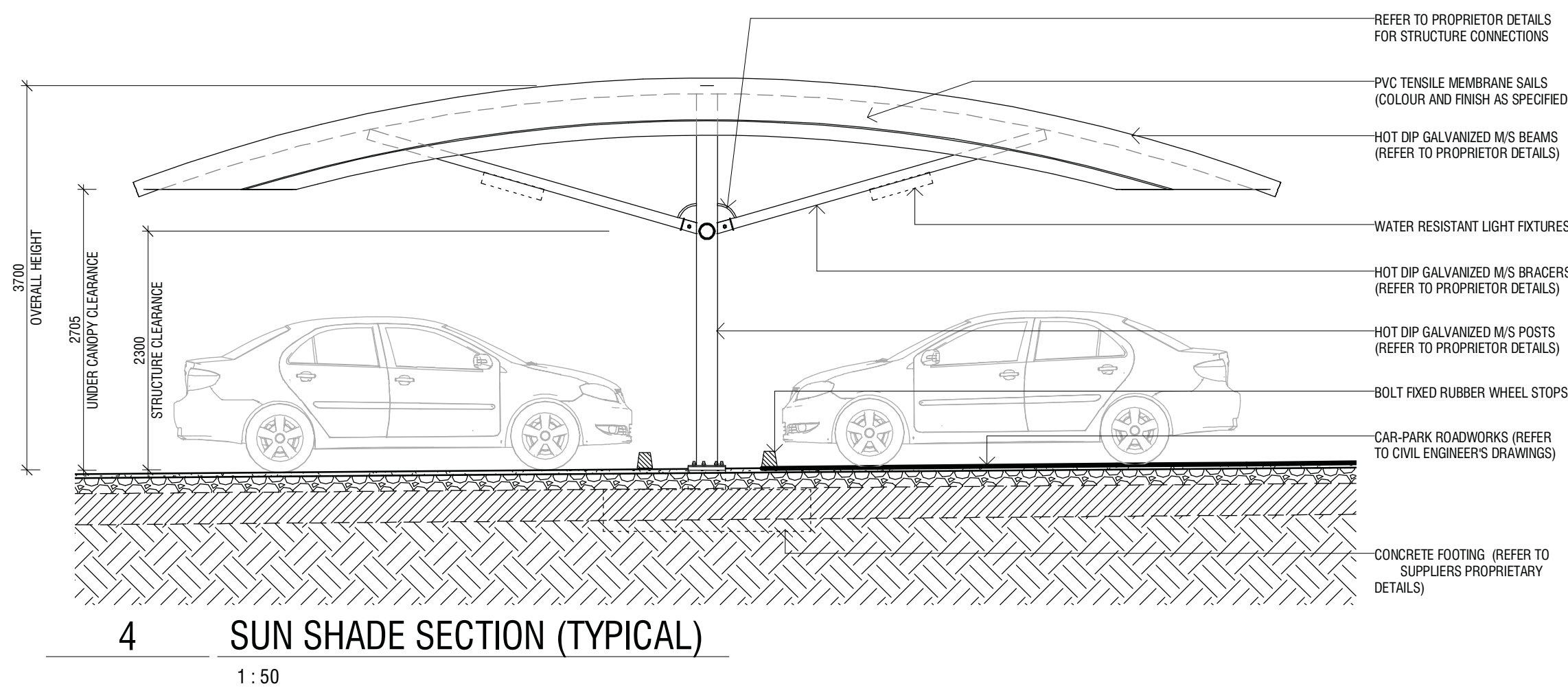
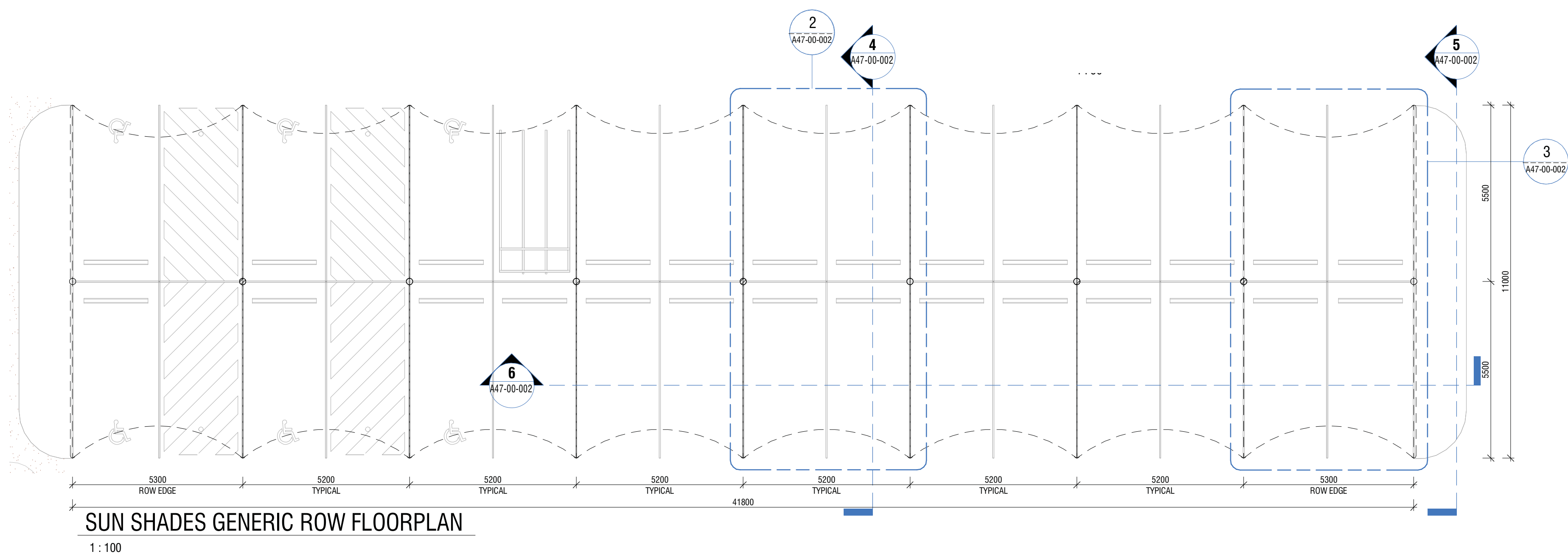
Drawing Title	
PHASE 03	ELEVATIONS - BISHOP & RUSSELL
Drawing Number	DA_332

Revision
A

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A	11/12/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	

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Galleria Shopping Centre Redevelopment
Perth, Australia

Project Number
13505

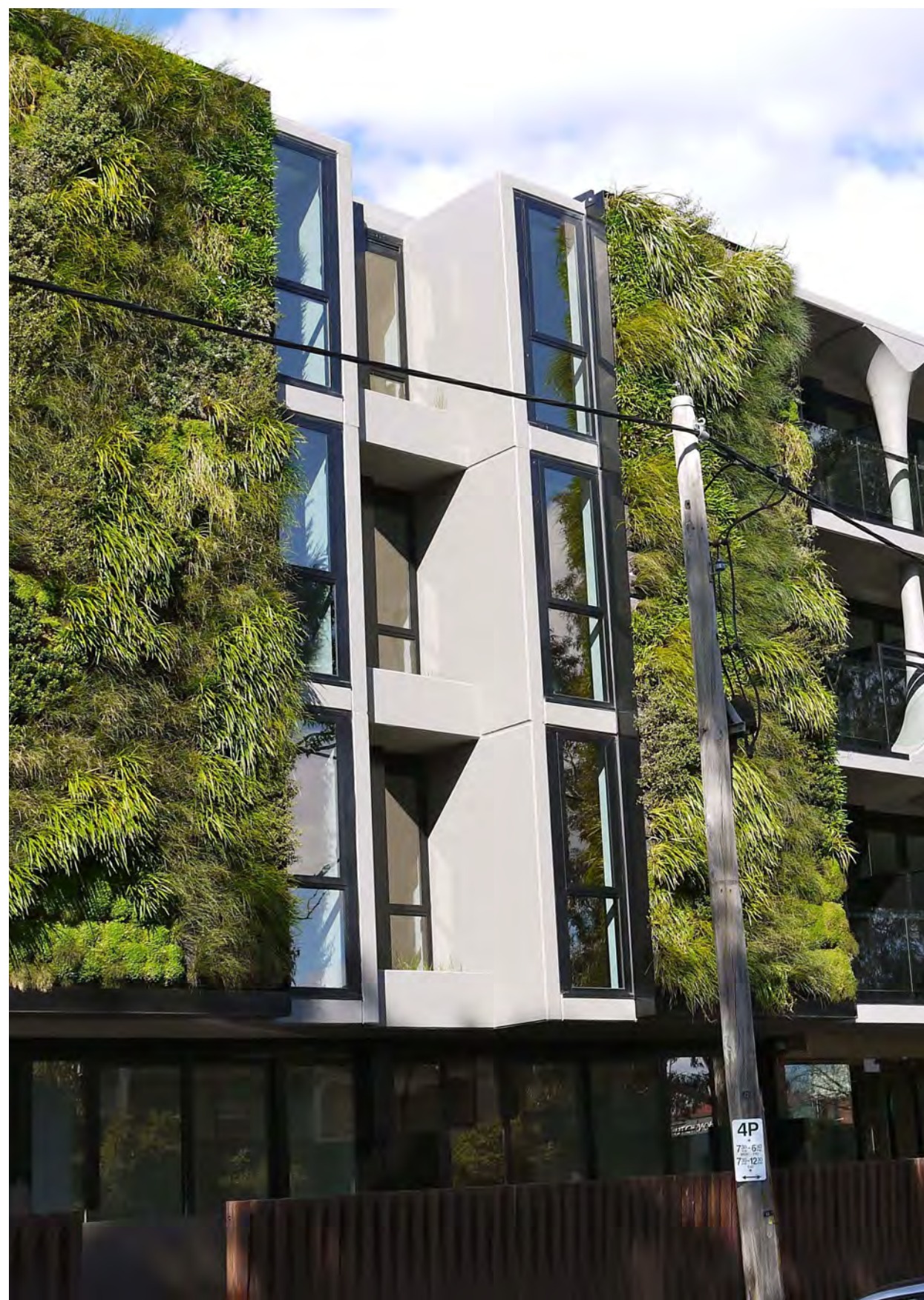
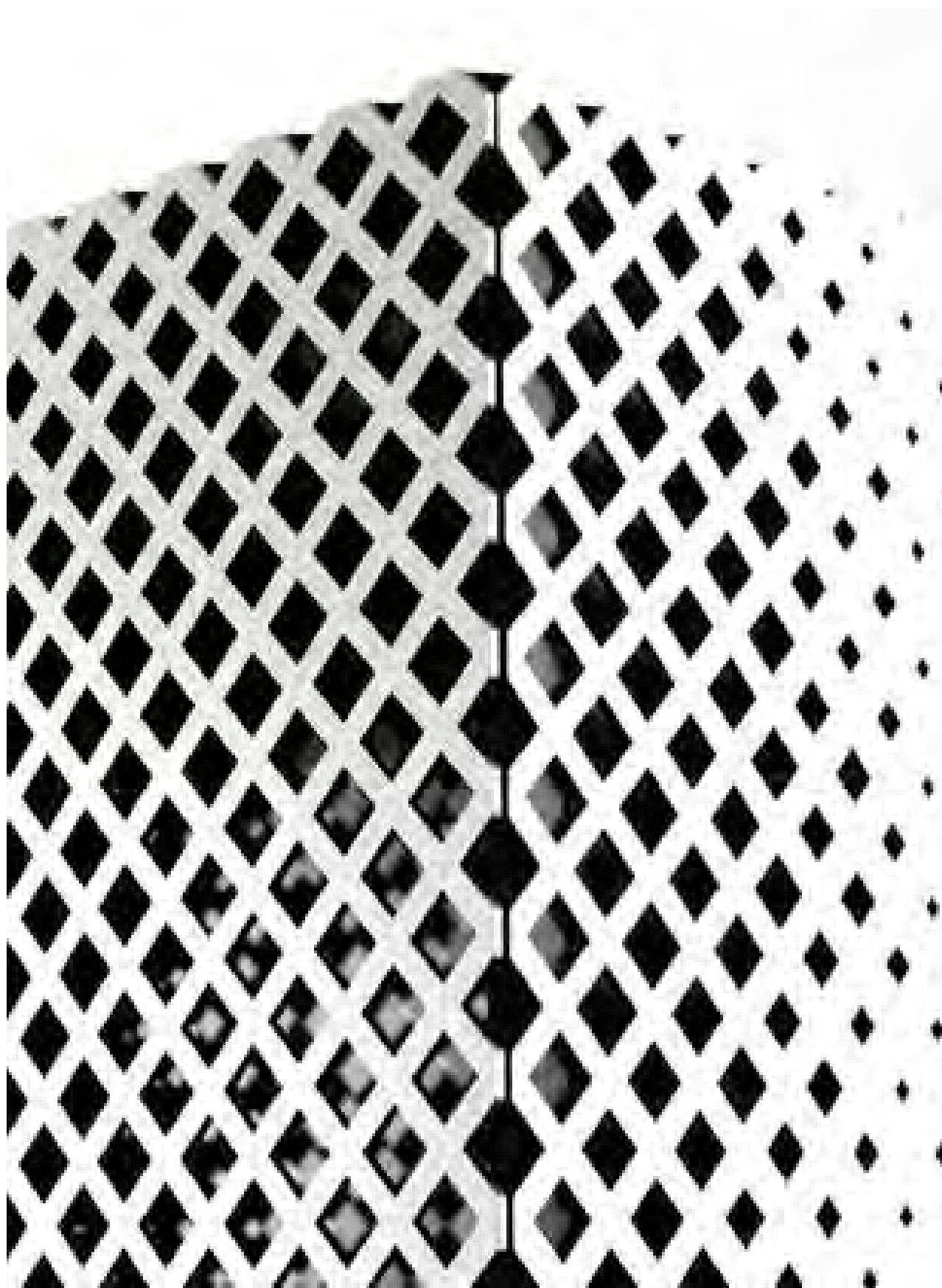
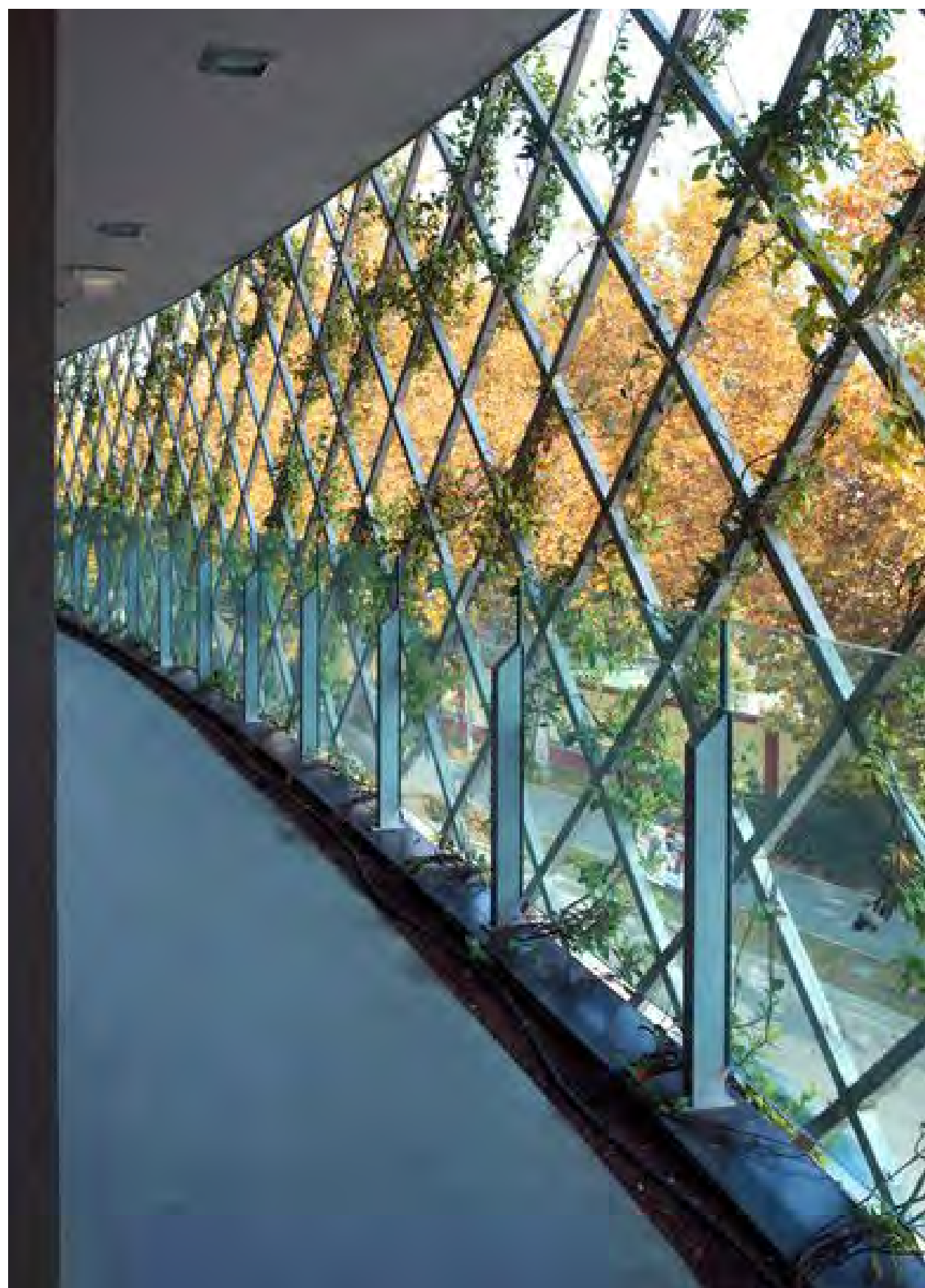
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Date Plotted	12/12/2018 10:04:12 AM
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Drawing Title	PROPOSED - CAR SHADE SAILS
Drawing Number	DA_621

Revision
A

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A	15/06/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	

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File



PERRON GROUP

Project
Galleria Shopping Centre Redevelopment
Perth, Australia

Project Number
13505

Status	
Date Plotted	6/15/2018 8:25:57 PM
Date Issued	
Scale	

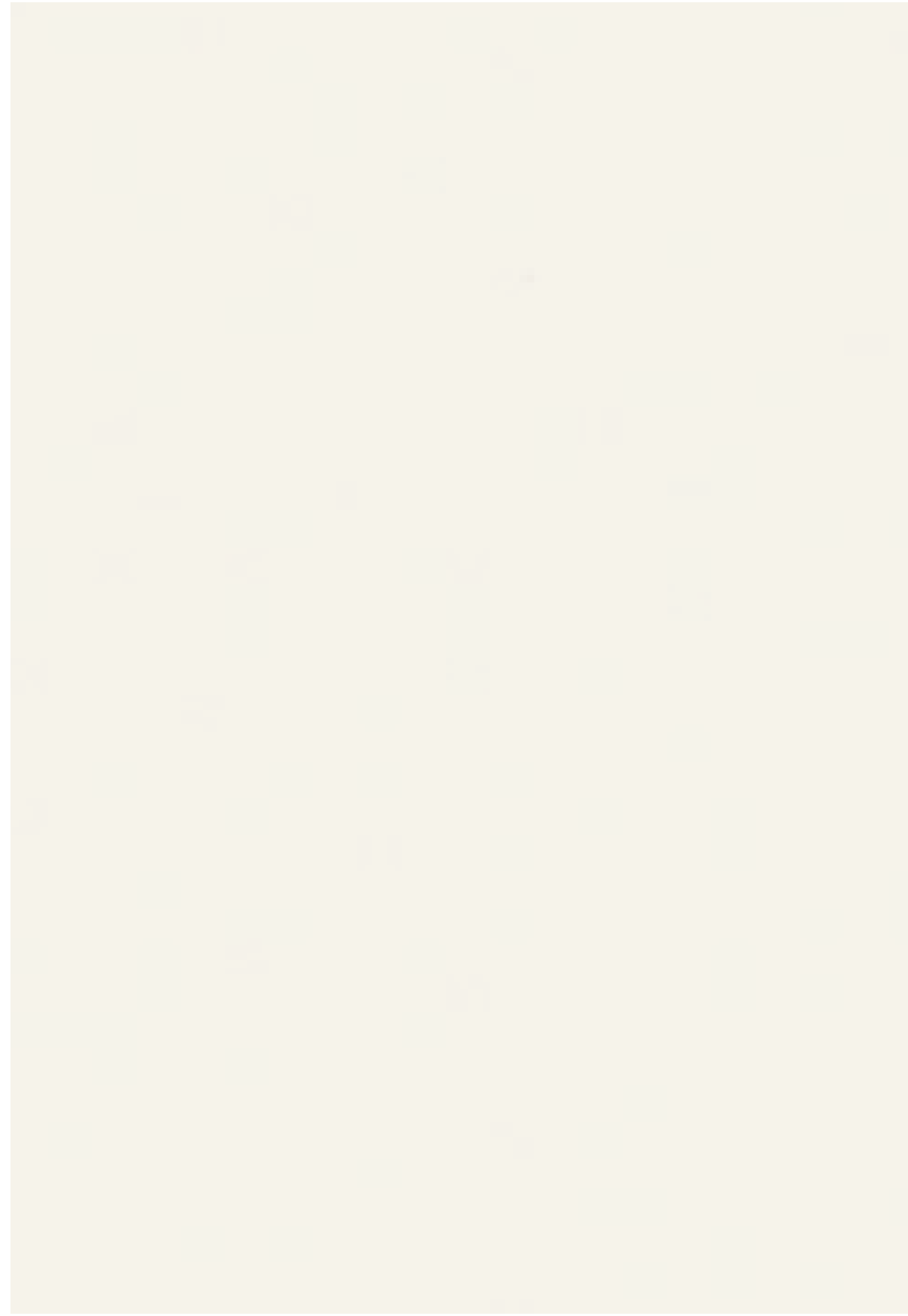
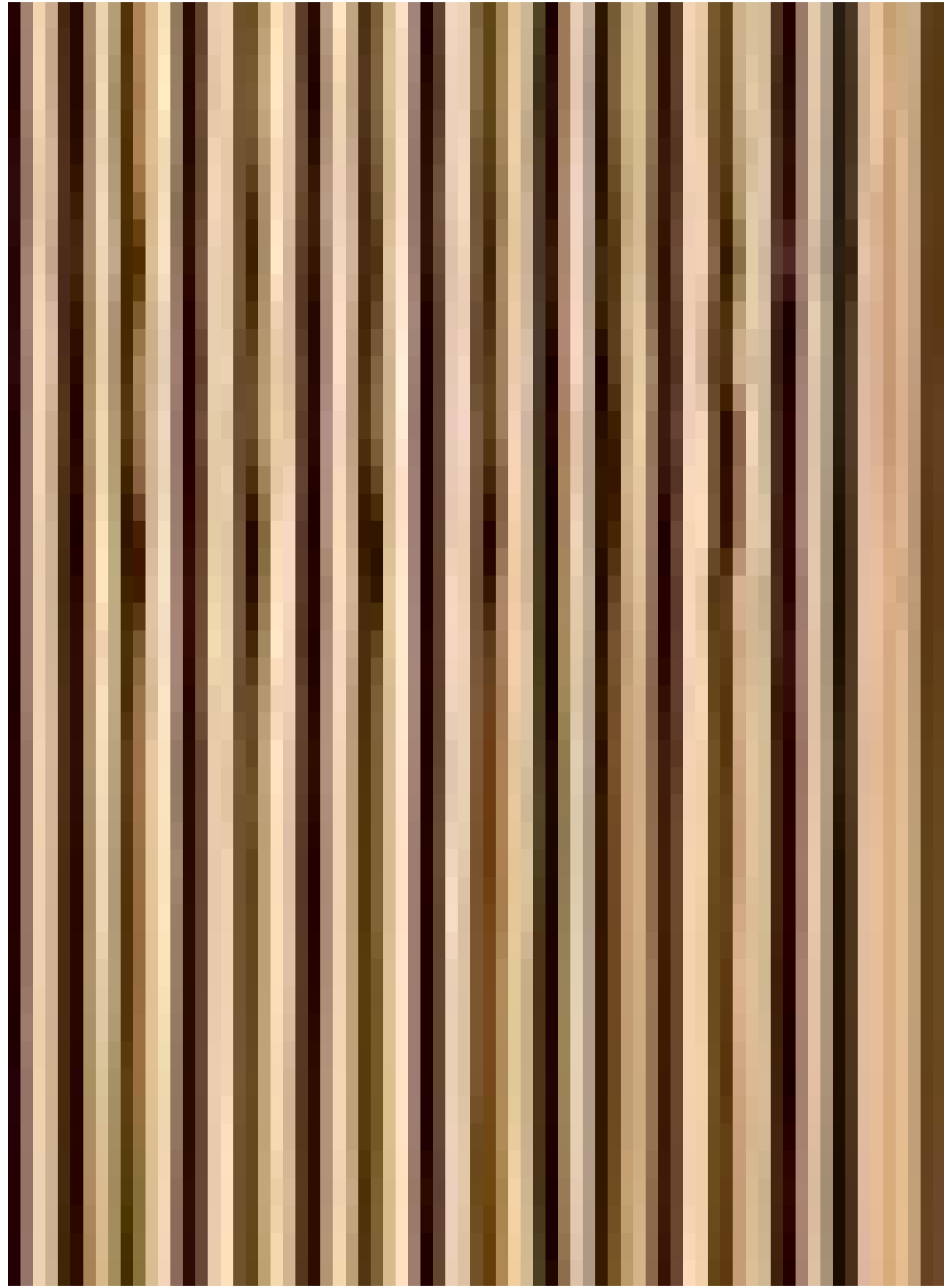
Drawing Title
FINISHES

Drawing Number
DA_701

Revision
A

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A	18/09/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	

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Galleria Shopping Centre Redevelopment
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Project Number
13505

Status	
Date Plotted	6/15/2018 8:25:57 PM
Date Issued	
Scale	

Drawing Title
FINISHES
Drawing Number
DA_702

Revision

A

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The overall design intent is for the Galleria project to be an exemplar of good neighbourliness in terms of how it relates to its surroundings. A series of places and neighbour specific interactions which respond to each unique environment, ensure Galleria sits comfortably in its neighbourhood. Some edges are heavily treed and vegetated, others are open invitations to enter, dwell and interact while others ensure views and nodal points are respected.

Bishop Street. Entry proposes to implement a linear geometry to the street alignment which aligns with Progress Street. Trees, seating, large garden beds and a water feature form the nodal point which announces the entry to Galleria and terminates the Progress Street intersection.

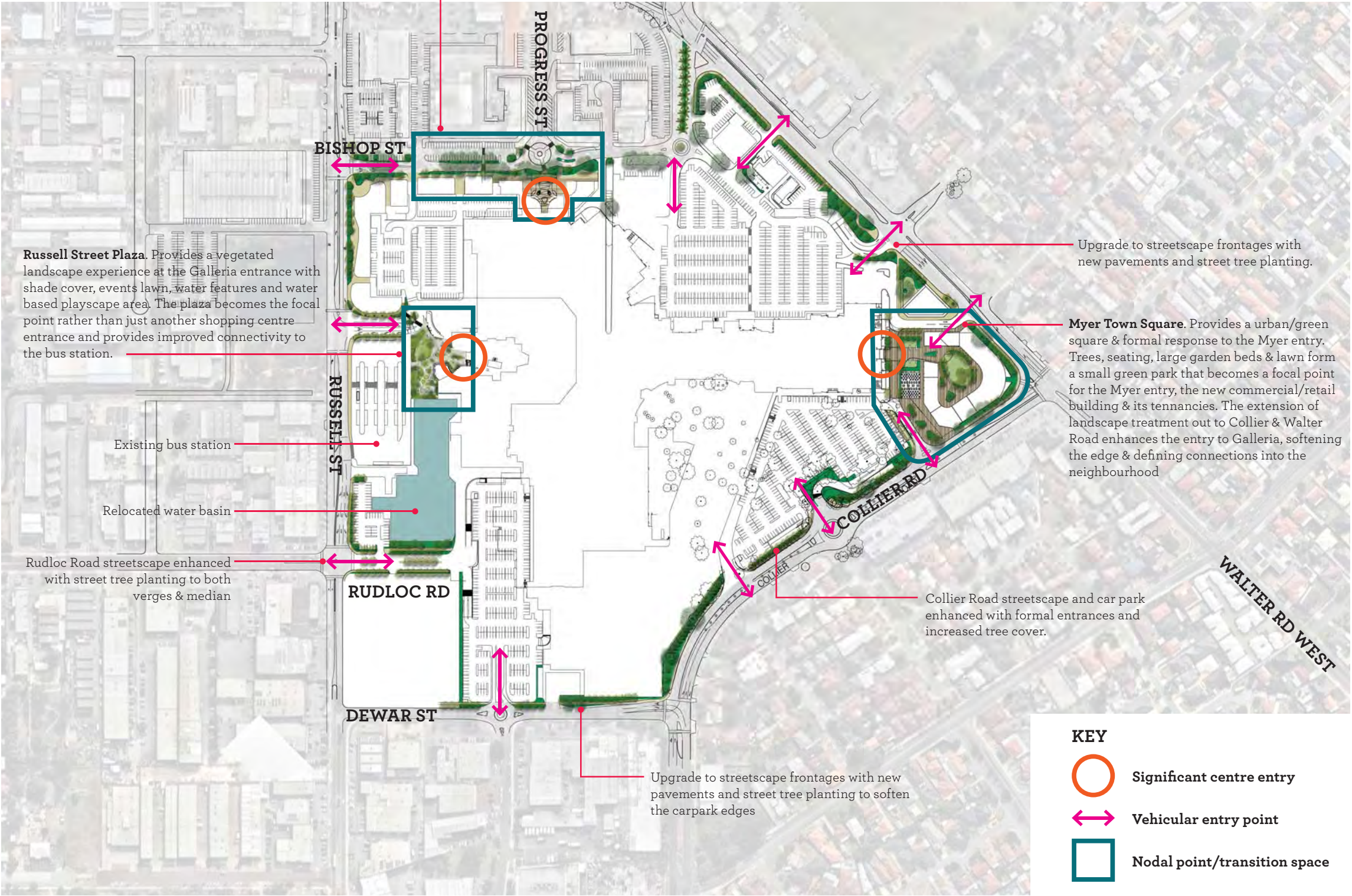
Russell Street Plaza. Provides a vegetated landscape experience at the Galleria entrance with shade cover, events lawn, water features and water based playscape area. The plaza becomes the focal point rather than just another shopping centre entrance and provides improved connectivity to the bus station.

Upgrade to streetscape frontages with new pavements and street tree planting.

Myer Town Square. Provides a urban/green square & formal response to the Myer entry. Trees, seating, large garden beds & lawn form a small green park that becomes a focal point for the Myer entry, the new commercial/retail building & its tennancies. The extension of landscape treatment out to Collier & Walter Road enhances the entry to Galleria, softening the edge & defining connections into the neighbourhood

Collier Road streetscape and car park enhanced with formal entrances and increased tree cover.

Upgrade to streetscape frontages with new pavements and street tree planting to soften the carpark edges



GALLERIA SHOPPING CENTRE REDEVELOPMENT

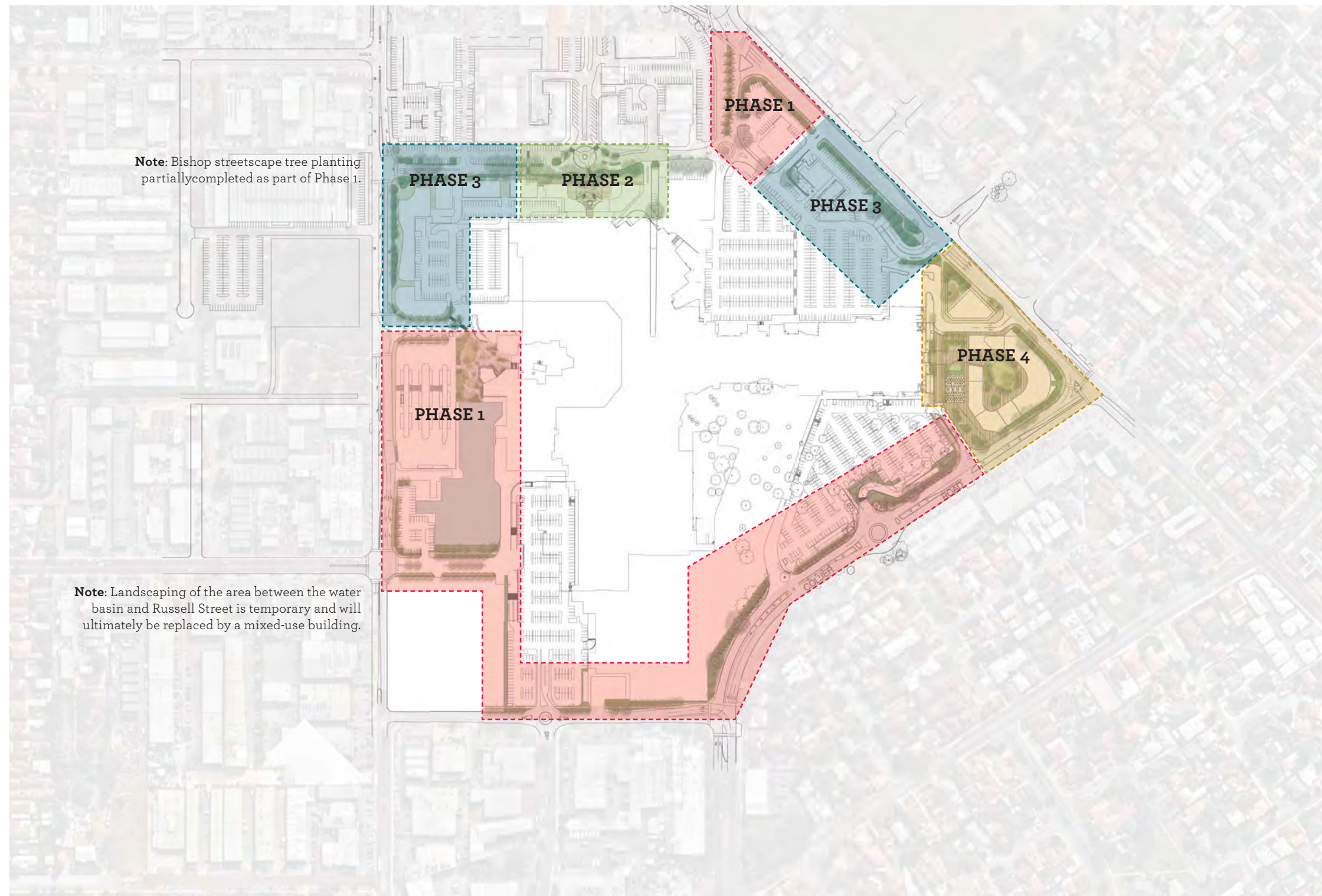
DA-2 DESIGN

OVERALL LANDSCAPE MASTERPLAN



1713201 M1.109 (A)
JUNE 2018
1:4000 @ A3





GALLERIA SHOPPING CENTRE REDEVELOPMENT

DA-2 DESIGN

OVERALL LANDSCAPE STAGING PLAN



1713201 M1.110 (A)
JUNE 2018
1:4000 @ A3





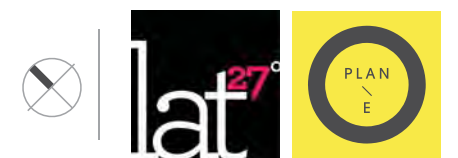
GALLERIA SHOPPING CENTRE REDEVELOPMENT

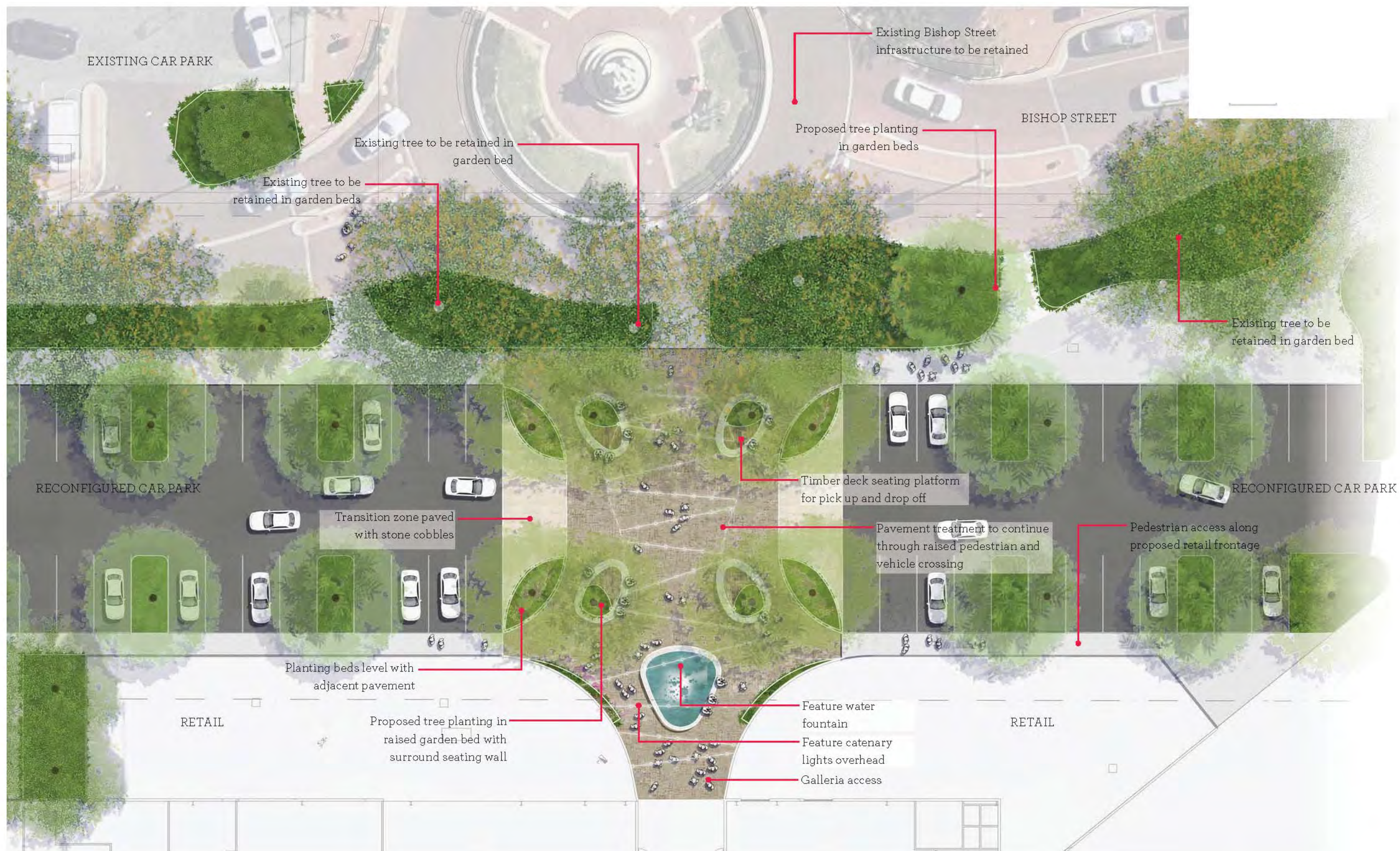
DA-2 DESIGN

RUSSELL STREET PLAZA



1713201 C1.101 (A)
JUNE 2018
1:200 @ A3





GALLERIA SHOPPING CENTRE REDEVELOPMENT

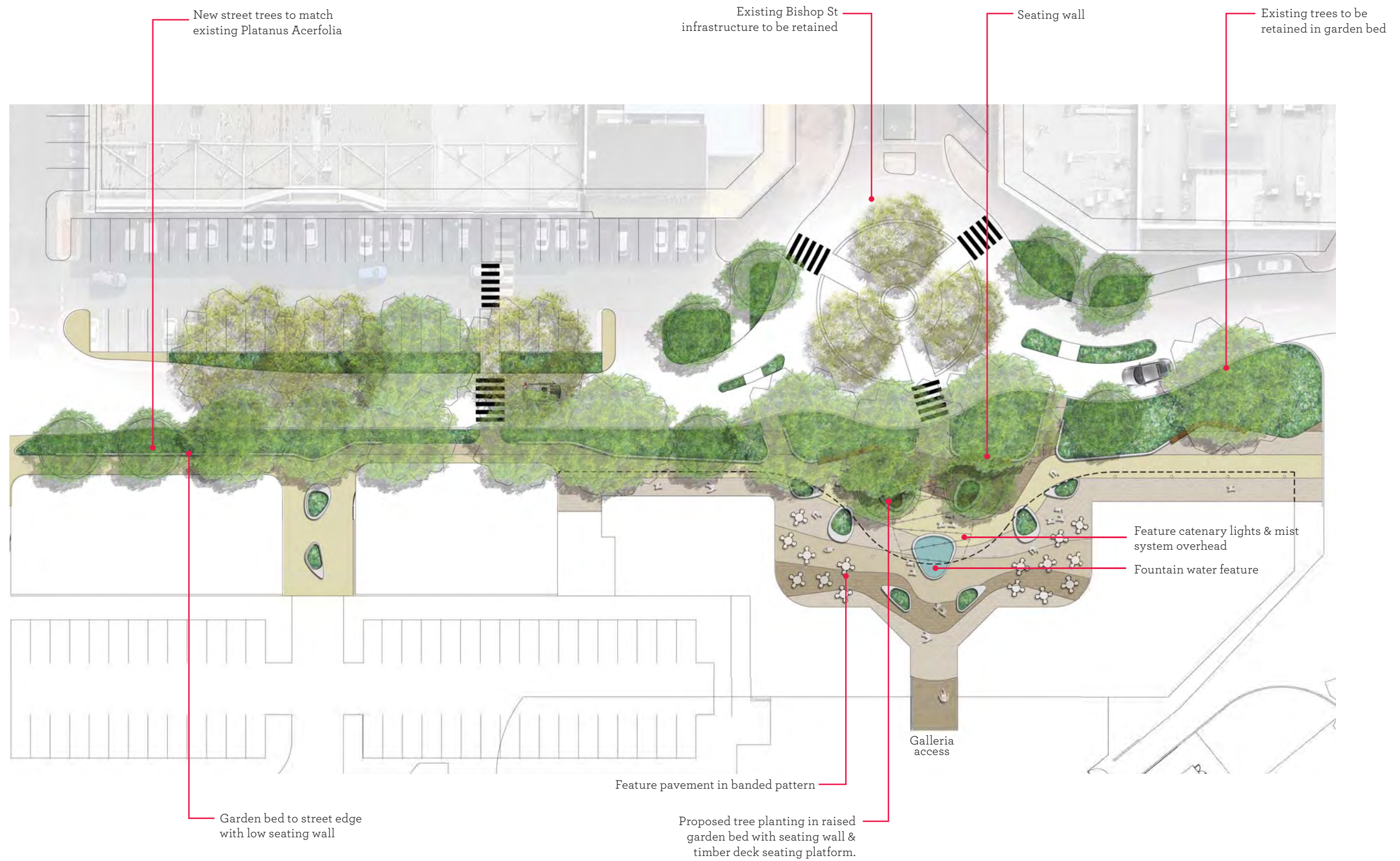
DA-2 DESIGN

BISHOP STREET ENTRY - INTERIM SCHEME



1713201 C1.102 (A)
JUNE 2018
1:500 @ A3





GALLERIA SHOPPING CENTRE REDEVELOPMENT

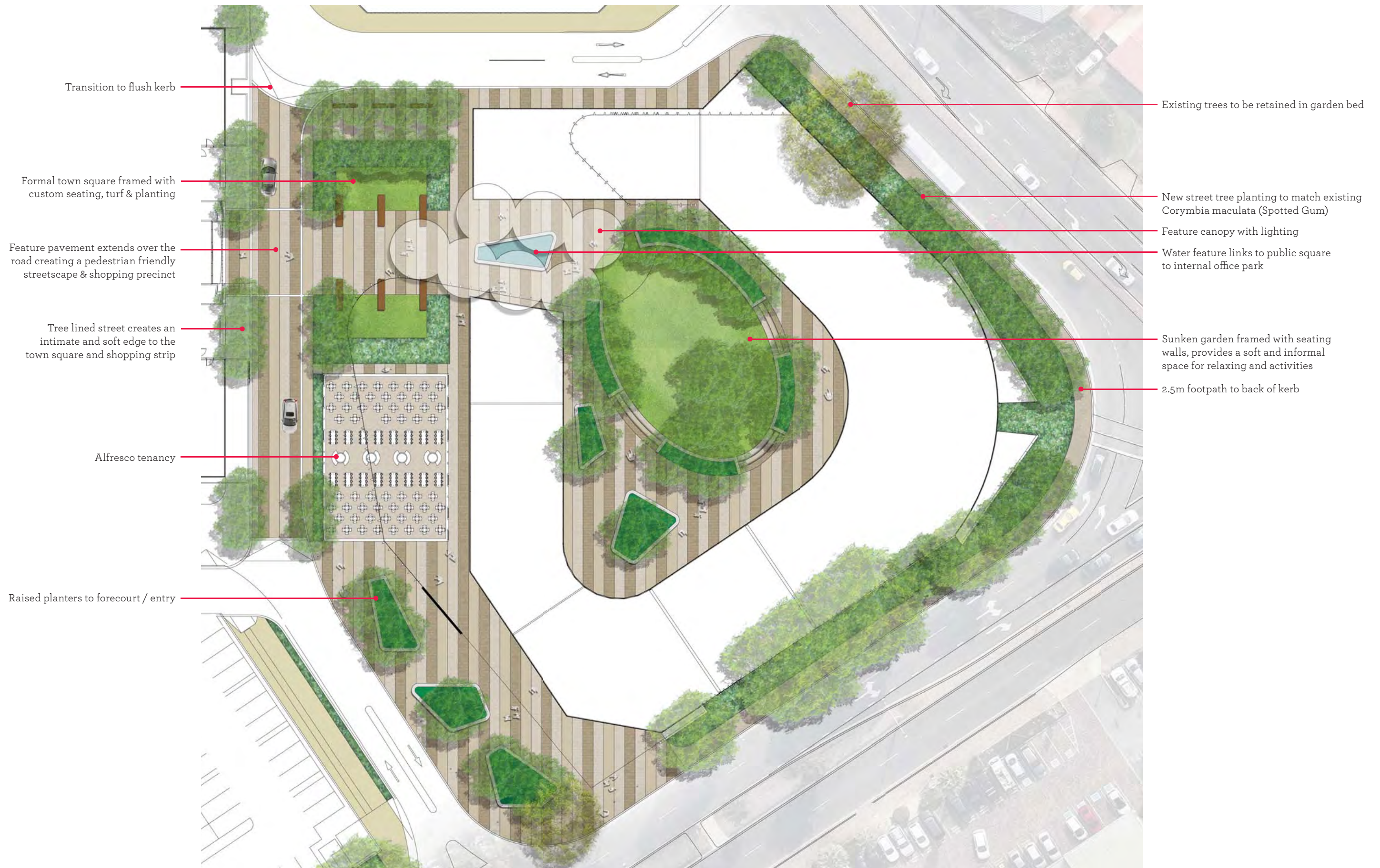
DA-2 DESIGN

BISHOP STREET ENTRY - FINAL SCHEME



1713201 C1.103 (A)
JUNE 2018
1:500 @ A3





GALLERIA SHOPPING CENTRE REDEVELOPMENT

DA-2 DESIGN

MYER TOWN SQUARE



1713201 C1.104 (A)
JUNE 2018
1:500 @ A3





GALLERIA SHOPPING CENTRE REDEVELOPMENT

DA-2 DESIGN

EXISTING TREE MASTERPLAN - STREETS



1713201 M1.111 (A)
JUNE 2018
NOT TO SCALE





GALLERIA SHOPPING CENTRE REDEVELOPMENT

DA-2 DESIGN

EXISTING TREE MASTERPLAN - SITE



1713201 M1.112 (A)
JUNE 2018
NOT TO SCALE





GALLERIA SHOPPING CENTRE REDEVELOPMENT

DA-2 DESIGN

PROPOSED TREE MASTERPLAN



1713201 M1.113 (A)
JUNE 2018
1:4000 @ A3



Climbing plant at 5lt stock / 1per LM trained up facade

500lt tree *Corymbia maculata* at 5m CTS

Steel & fibre glass planters. Climbing plant 5lt stock / 5 per planter trained down facade

Low shrub & ground cover planting max height 800mm at 5lt stock / 3 per m2



CARPARK 2 FACADE 01

Climbing plant 5lt stock / 1 per LM trained up facade & around windows

500lt tree *Corymbia maculata* at 5m CTS

Low shrub & ground cover planting max height 800mm at 5lt stock / 3 per m2



CARPARK 2 FACADE 02

Climbing plant, 5lt stock / 1 per LM trained up facade. Min 600mm (w) planting zone, with improved soil free of all footings & services

Steel & fibre glass planters. Climbing plant 5lt stock / 5 per planter trained down facade

Street verge with retained existing trees & new 500lt street trees



CARPARK 3 FACADE

GALLERIA CLIMBER SPECIES



FICUS pumila
'Creeping Fig'



PARTHENOCISSUS tricuspidata
'Boston Ivy'



HIBBERTIA scandens



HARDENBERGIA violacea



VITIS vinifera
'Ornamental Grape'



TRACHELOSPERMUM jasminoides
'Star Jasmine'



PYROSTEGIA venusta

GALLERIA SHOPPING CENTRE REDEVELOPMENT

DA-2 DESIGN

PLANTING - CAR PARK FACADES



1713201 C3.101 (A)
JUNE 2018



Planting will be predominately Australian Native species that enhance the broader landscape themes of the shopping precinct. A mix of leaf typologies and growth characteristics will be used to create a textured natural palette that appears cemented in place as well as providing deep shade for users.

Trees

1.

CORYMBIA maculata

Spotted Gum
2.

CUPANIOPSIS anarcardiodes

Tuckeroo
3.

FICUS hillii

Hills Fig
4.

MELALEUCA leucadendron

Paper Bark
5.

PHOENIX dactylifera

Date Palm
6.

PLATANUS acerifolia

London Plane
7.

TIPUANA tipu

Pride of Bolivia

Groundcovers and shrubs

8.

ACACIA lasiocarpa ‘prostrate’

Panjang
9.

CALOMANTHUS ‘Little Ripper’

One sided bottle Brush
10.

HARDENBERGIA ‘Meema’

False Sarsaparilla
11.

LOMANDRA longifolia ‘Nyalla’

Matt Rush
12.

MYOPORUM insulare ‘prostrate’

Common Boobialla
13.

FICINIA nodosa

Club Rush
14.

PTILOTUS exaltatus Phoenix

Mulla mulla
15.

WESTRINGIA fruticosa ‘Mundi’

Coastal Rosemary



Planting will be a combination of WA natives and sub-tropical typology to create an oasis environment at the Galleria entries. Species will be selected with a mix of textures and shades while also being low maintenance and low water use given the wider Perth environment in which they will be located.

Trees

- | | |
|-------------------------------------|----------------------|
| 1. <i>BRACHYCHITON acerifolia</i> | Illawarra Flame Tree |
| 2. <i>CORYMBIA ficifolia</i> | WA Flowering Gum |
| 3. <i>CUPANIOPSIS anacardioides</i> | Tuckeroo |
| 4. <i>EUCALYPTUS macrocarpa</i> | Mottlecah |
| 5. <i>FICUS hillii</i> | Hills Fig |
| 6. <i>LIQUIDAMBER styraciflua</i> | American Sweetgum |
| 7. <i>WATERHOUSIA floribunda</i> | Weeping Lily Pilly |

Groundcovers and shrubs

- | | |
|--|---------------------|
| 8. <i>KENNEDIA prostrata</i> | Running Postman |
| 9. <i>PHILODENDRON xanadu</i> | Xanadu Philodendron |
| 10. <i>HARDENBERGIA comptoniana</i> | Native Lilac |
| 11. <i>CISSUS rhombifolia</i> | Cissus |
| 12. <i>ZAMIA furfuracea</i> | Cardboard Palm |
| 13. <i>ASPIDISTRA elatior</i> | Cast Iron Plant |
| 14. <i>TRACHELOSPERMUM jasminoides</i> | Jasmine |
| 15. <i>ASPLENIUM nidus</i> | Nest Fern |
| 16. <i>SANSEVIERIA cylindrica</i> | Snake Plant |
| 17. <i>ANIGOZANTHOS manglesii</i> | Kangaroo Paw |



Planting will be of a sub-tropical garden typology with a reference to the cultural market garden history to create an oasis garden feel . Species will be selected to handle a variety of light conditions with a mix of textures, shades and structure.

Trees

- | | | |
|-----|---|--------------------|
| 1. | <i>CITRUS sinensis</i> | Orange Tree |
| 2. | <i>CITRUS japonica</i> | Kumquats |
| 3. | <i>CITRUS limon</i> | Lemon Eureka |
| 4. | <i>CUPANIOPSIS anacardioides</i> | Tuckeroo |
| 5. | <i>LIQUIDAMBER styraciflua</i> | American Sweetgum |
| 6. | <i>WATERHOUSIA floribunda</i> | Weeping Lily Pilly |
| 7. | <i>FICUS lyrata</i> | Fiddle-Leaf Fig |
| 8. | <i>MAGNOLIA grandiflora</i> | Little Gem |
| 9. | <i>DRACAENA reflexa</i> | Song of India |
| 10. | <i>LAGESTOEMIA indica</i> | Crepe-myrtle |
| 11. | <i>OLEA europaea</i> ‘Swan Hill’ | Olive |
| 12. | <i>OLEA europaea</i> ‘Tolley’s Upright’ | Olive |



Planting will be of a sub-tropical garden typology with a reference to the cultural market garden history to create an oasis garden feel . Species will be selected to handle a variety of light conditions with a mix of textures, shades and structure.

Groundcovers and shrubs

1. <i>PERSICA odorata</i>	Vietnamese Coriander	24. <i>EPIPREMNUM aureum</i>	Devil's Ivy
2. <i>PHILODENDRON xanadu</i>	Xanadu Philodendron	25. <i>LIRIOPE muscari</i>	Just Right
3. <i>VIOLA hederacea</i>	Australian Native Violet	26. <i>ROSMARINUS officinalis</i>	Westringia
4. <i>CISSUS rhombifolia</i>	Cissus	27. <i>WESTRINGIA fruticosa</i>	Aussie Box
5. <i>ZAMIA furfuracea</i>	Cardboard Palm	28. <i>SANSEVIERIA trifasciata</i>	Black Sword
6. <i>MELISSA officianalis</i>	Lemon Balm	29. <i>BLECHNUM gibbum</i>	Silver Lady
7. <i>TRACHELOSPERMUM jasminoides</i>	Jasmine	30. <i>ASTELIA chathamica</i>	Silver Spear
8. <i>PEPEROMIA scandens</i>	Hanging Peperomia	31. <i>PHALAENOPSIS</i> sp.	Moth Orchids
9. <i>SANSEVIERIA cylindrica</i>	Snake Plant	32. <i>LIRIOPE muscari</i>	Munroe White
10. <i>AGAVE attenuata</i>	Lion's Tail	33. <i>LEPIDOSPERMA gladiatum</i>	Sword Sedge
11. <i>SEDUM acre</i>	Goldmoss Stonecrop		
12. <i>LIRIOPE muscari</i>	Samantha		
13. <i>KALANCHOE pumila</i>	Quicksilver		
14. <i>LIRIOPE muscari</i>	Royal Purple		
15. <i>DICHONDRA argenta</i>	Silver Falls		
16. <i>SANSEVIERIA trifasciata</i>	Moonshine		
17. <i>ZAMIOCULCAS zamiifolia</i>	Zanzibar Gem		
18. <i>BEGONIA tuberhybrida</i>	Dragon Wings		
19. <i>PHILODENDRON hederaceum</i>	Scandens		
20. <i>PHILODENDRON</i>	Rojo Congo		
21. <i>PHILODENDRON</i>	Little Phil		
22. <i>VRISEA</i> sp.			
23. <i>ANTHURIUM</i> sp.			



High quality materials are used to create a unique sense of place at the plazas and entries around Galleria. Materials which draw on the colours and textures of the local geology ground these spaces comfortably making them feel of the landscape rather than dominating it. The warmth in the materials selected will contrast with the lushness of the planting palette and the architectural materiality of the building

Materials

- 1. Kimberley Sandstone paving
- 2. Exposed Aggregate Concrete: Holcim ‘Karri’
- 3. Exposed Aggregate Concrete: Holcim ‘Boab’
- 4. Exposed Aggregate Concrete: Holcim ‘Eucalyptus’
- 5. Broom finished standard concrete
- 6. Timber decking
- 7. Insitu Class 2 Concrete Coloured Walls
- 8. Karratha Stone Walls
- 9. Rendered Masonry Block Walls Painted



01



02



03



04



05



06



07



08



09



Corner of Bishop & Russell Perspective
PHASE 04 : MIXED USE PRECINCT



Birds Eye - Russell St
PHASE 04 : MIXED USE PRECINCT



Bishop Street - Town Square
PHASE 01 : TOWN SQUARE





Bishop Street - Town Square
PHASE 04 : TOWN SQUARE



Myer Townsquare

PHASE 04 : RETAIL & COMMERCIAL PRECINCT



Bird's Eye - Collier Road
PHASE 01 : CARPARK 02

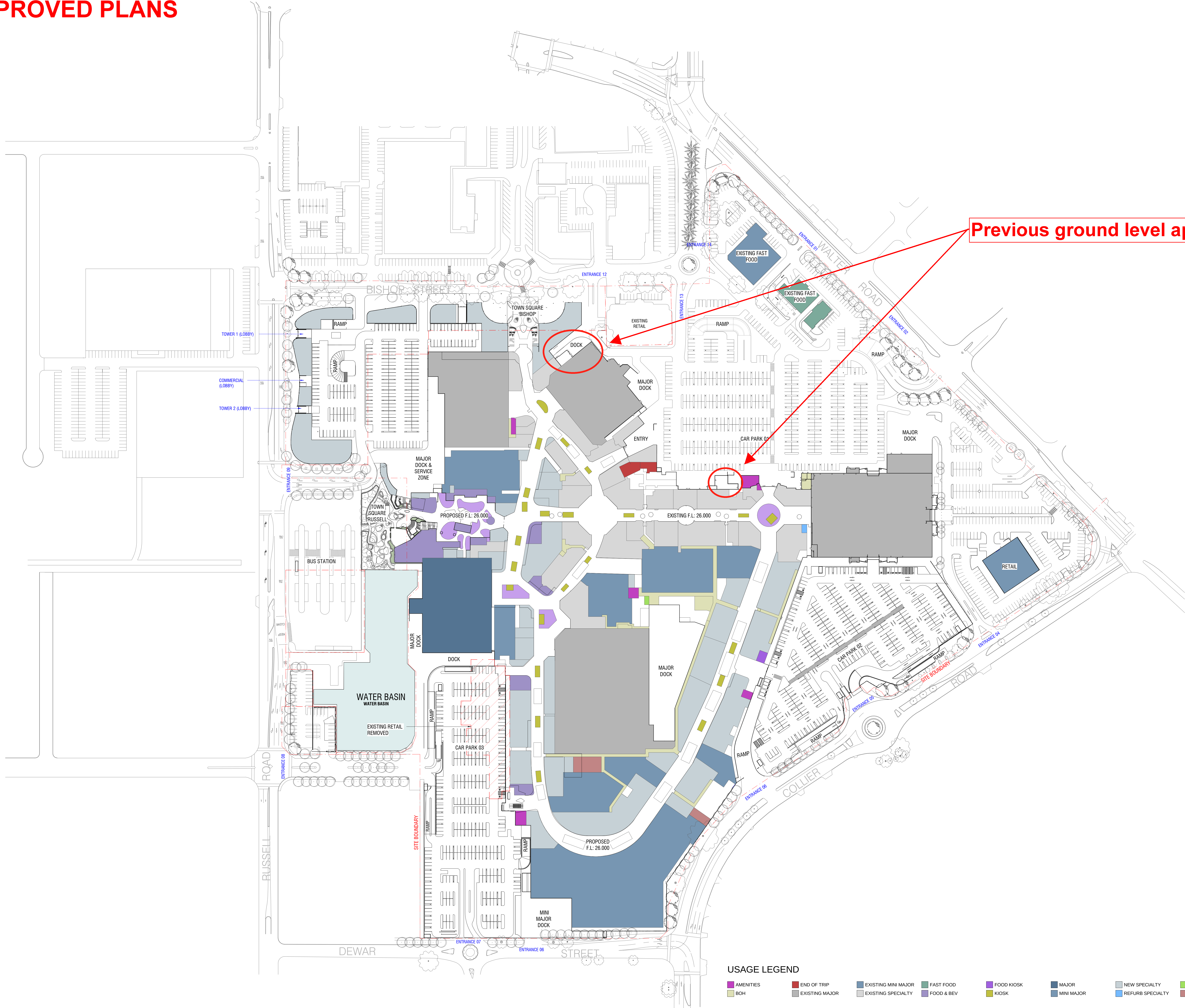


Cnr of Dewar & Collier
PHASE 01 : RETAIL PRECINCT



City of Bayswater

Attachment 2
Modification Schedule



Previous ground level approval

Rev.	Date	Description	Iss.	Appr.
A	18/06/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	

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File



PERRON GROUP

Project
Galleria Shopping Centre Redevelopment
Perth, Australia

Project Number
13505

Status
Date Plotted 6/18/2018 5:26:41 PM
Date Issued
Scale 1 : 1000 @A0
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Drawing Title
PROPOSED - GROUND LEVEL

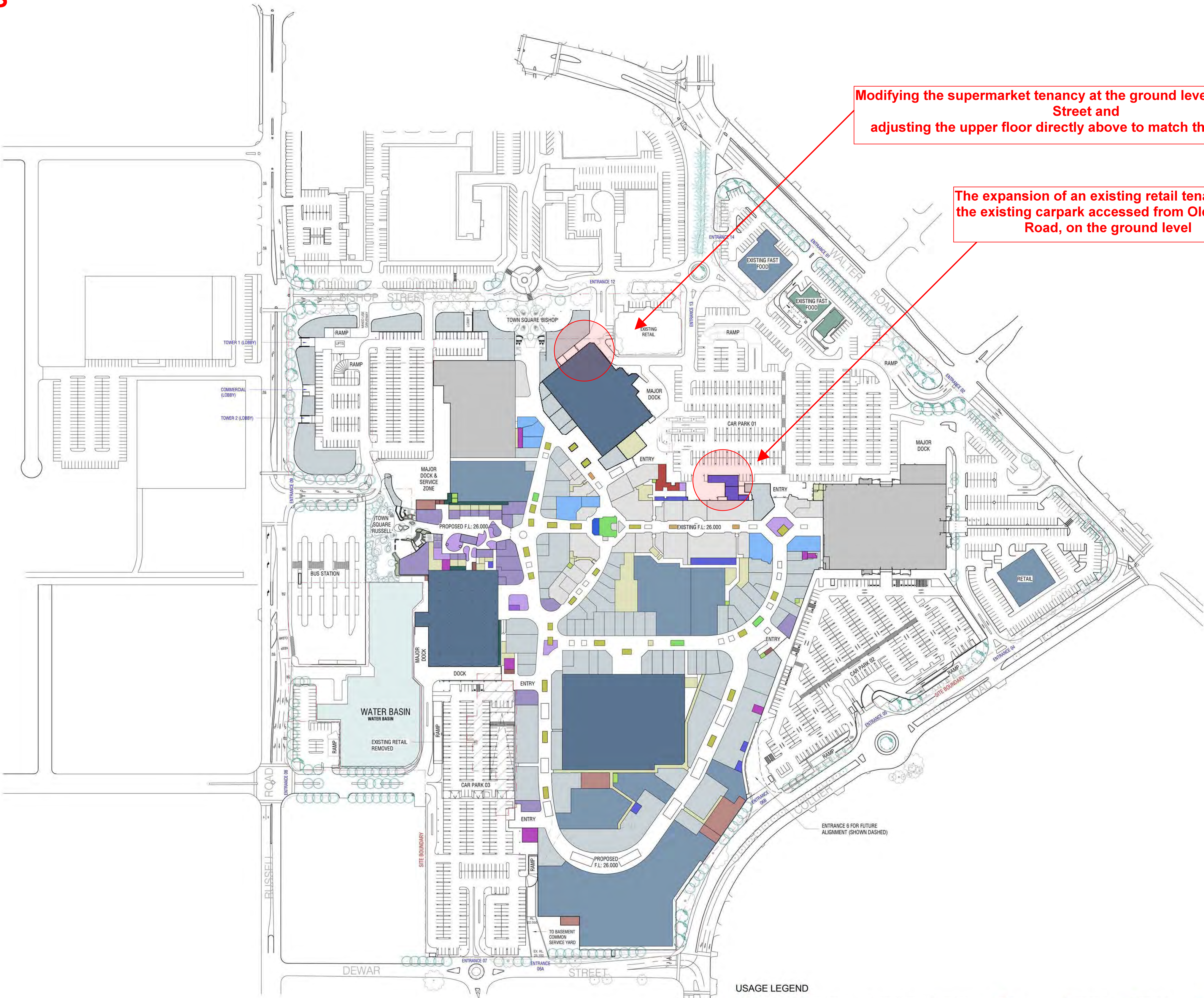
Drawing Number
DA_221

Revision
A

BUCHAN

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PROPOSED PLANS



Modifying the supermarket tenancy at the ground level, close to Bishop Street and adjusting the upper floor directly above to match the modifications

The expansion of an existing retail tenancy into the existing carpark accessed from Old Collier Road, on the ground level

USAGE LEGEND

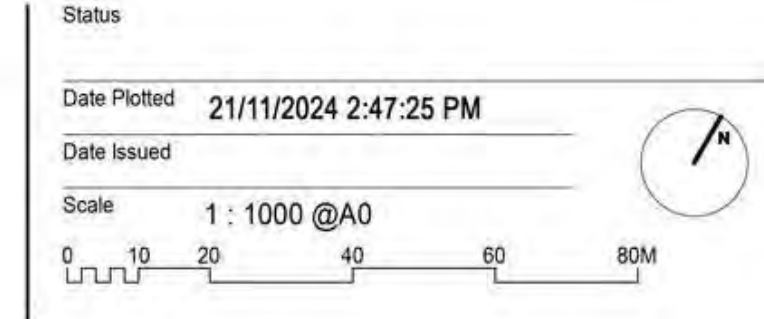
- ACTIVATION SPACE
- AMENITIES
- BOH
- CIRCULATION
- END OF TRIP
- EXISTING KIOSK
- EXISTING MAJOR
- EXISTING SPECIALTY
- FAST FOOD
- FOOD & BEV
- FOOD KIOSK
- KIOSK
- LIFT
- MAJOR
- MINI MAJOR
- NEW SPECIALTY
- REFURB SPECIALTY
- SEATING
- SERVICE LIFT
- SERVICES COMPOUND
- SPECIALTY
- TENANT SEATING
- TENANT STORAGE

Rev.	Date	Description	Iss.	Appr.
A	18/09/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
B	11/12/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
C	23/11/2024	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	

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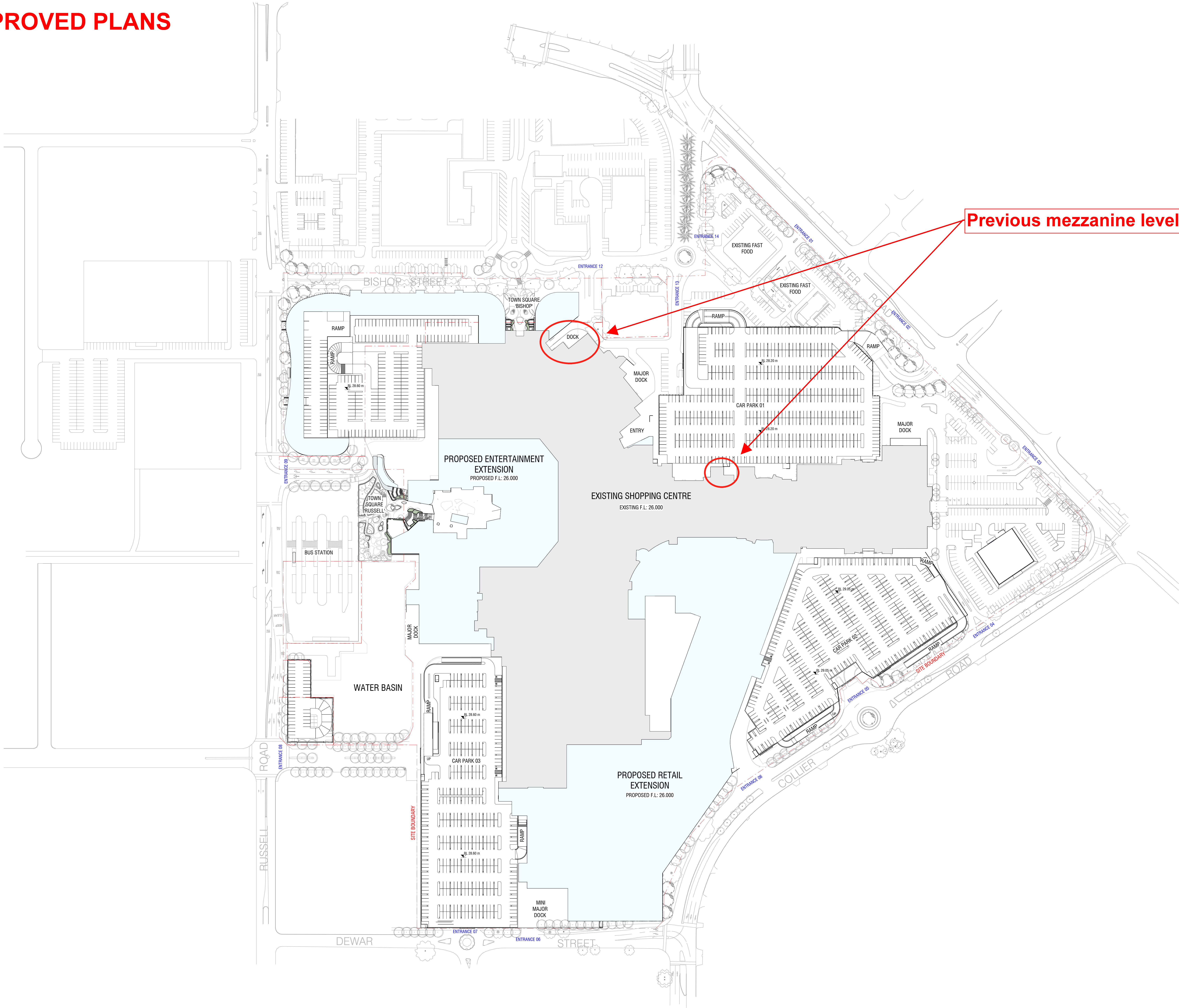
Project
Galleria Shopping Centre Redevelopment
Perth, Australia
Project Number
13505



Drawing Title
PROPOSED - GROUND LEVEL
Drawing Number
DA_221

Revision
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DEVELOPMENT APPLICATION - ISSUE



Previous mezzanine level approval

Rev.	Date	Description	Iss.	Appr.
A	18/06/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	

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Project
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Perth, Australia

Project Number
13505

Status
Date Plotted 6/18/2018 5:26:55 PM
Date Issued
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Drawing Title
PROPOSED - MEZZANINE LEVEL

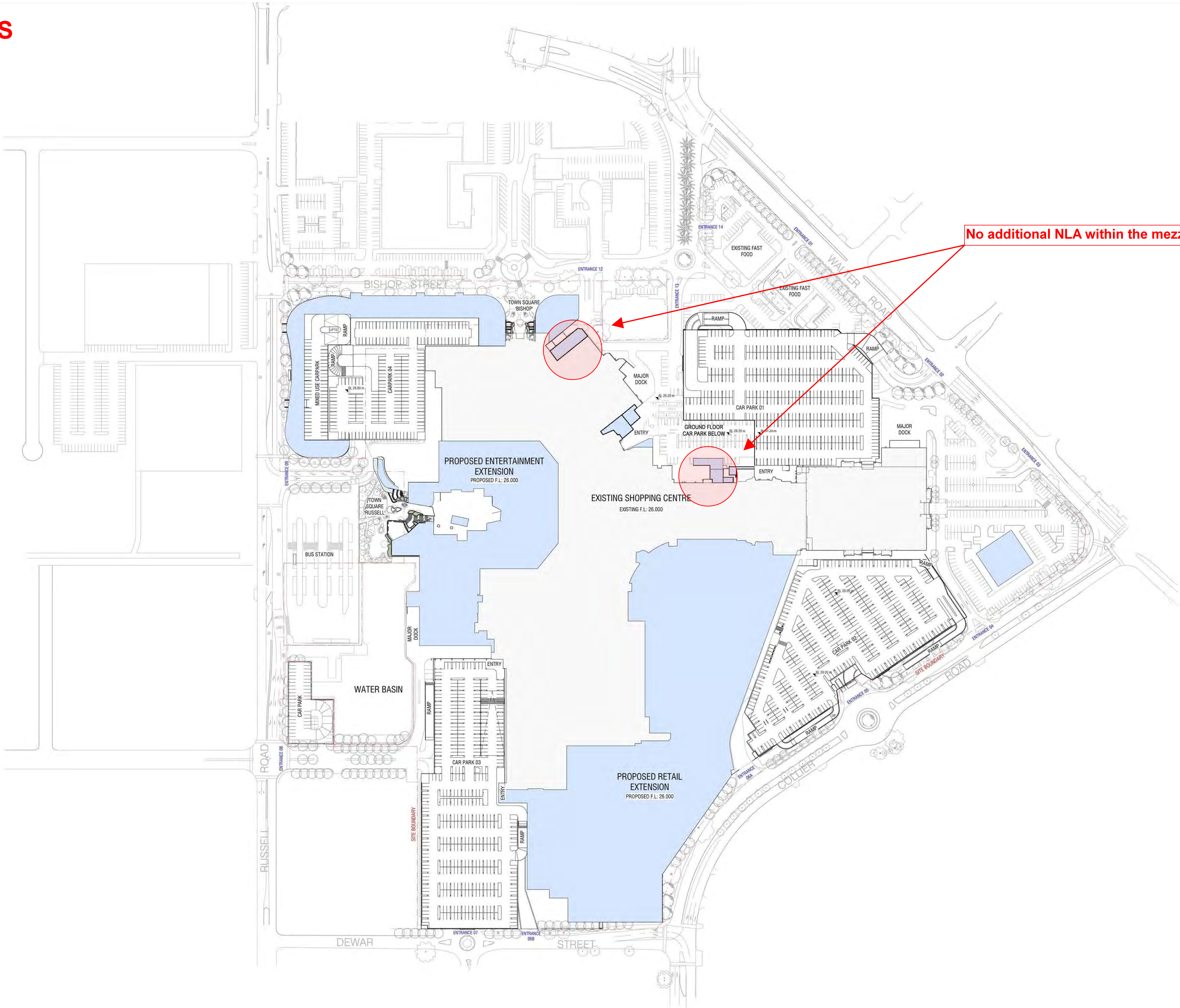
Drawing Number
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Revision
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PROPOSED PLANS



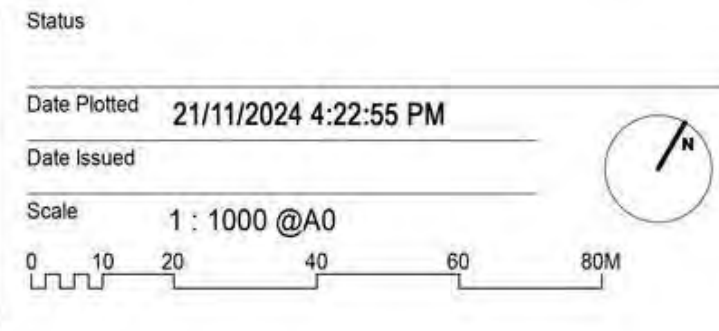
DEVELOPMENT APPLICATION - ISSUE

Rev.	Date	Description	Iss.	Appr.
A	18/08/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
B	11/12/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
C	21/11/2024	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	

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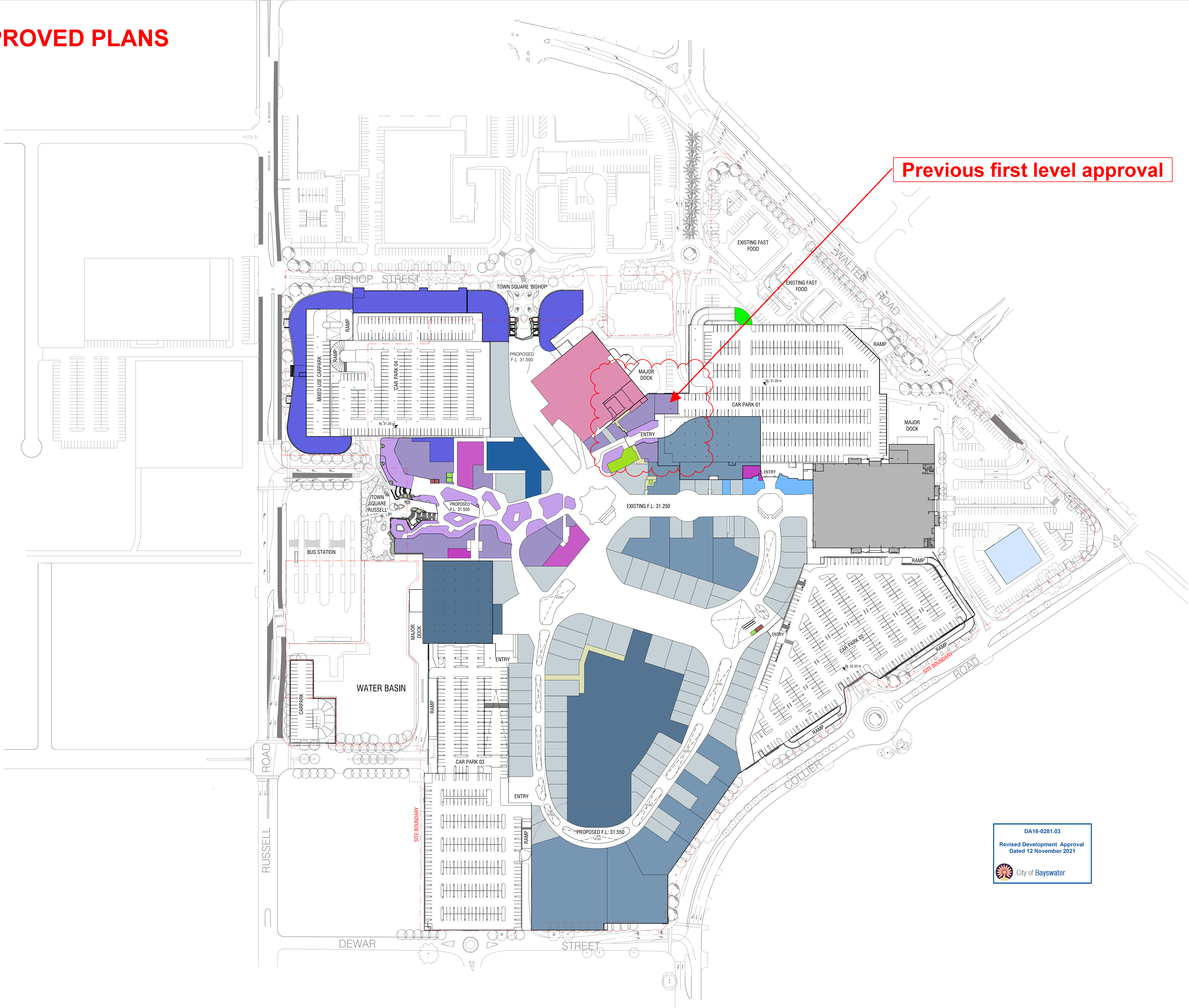
Project
Galleria Shopping Centre Redevelopment
Perth, Australia
Project Number
13505



Drawing Title
PROPOSED - MEZZANINE LEVEL
Drawing Number
DA_222

Revision
C
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PREVIOUS APPROVED PLANS



DA16-0281.03

Revised Development Approval
Dated 12 November 2021

City of Bayswater

Rev.	Date	Description	Iss.	Appr.
A	19/06/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
B	11/12/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
C	05/04/2021	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	
D	26/08/2021	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	

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File



Project
Galleria Shopping Centre Redevelopment
Perth, Australia

Project Number
19049A

Status

Date Plotted26/08/2021 4:12:33 PM

Date Issued

Scale1 : 1000 @A0

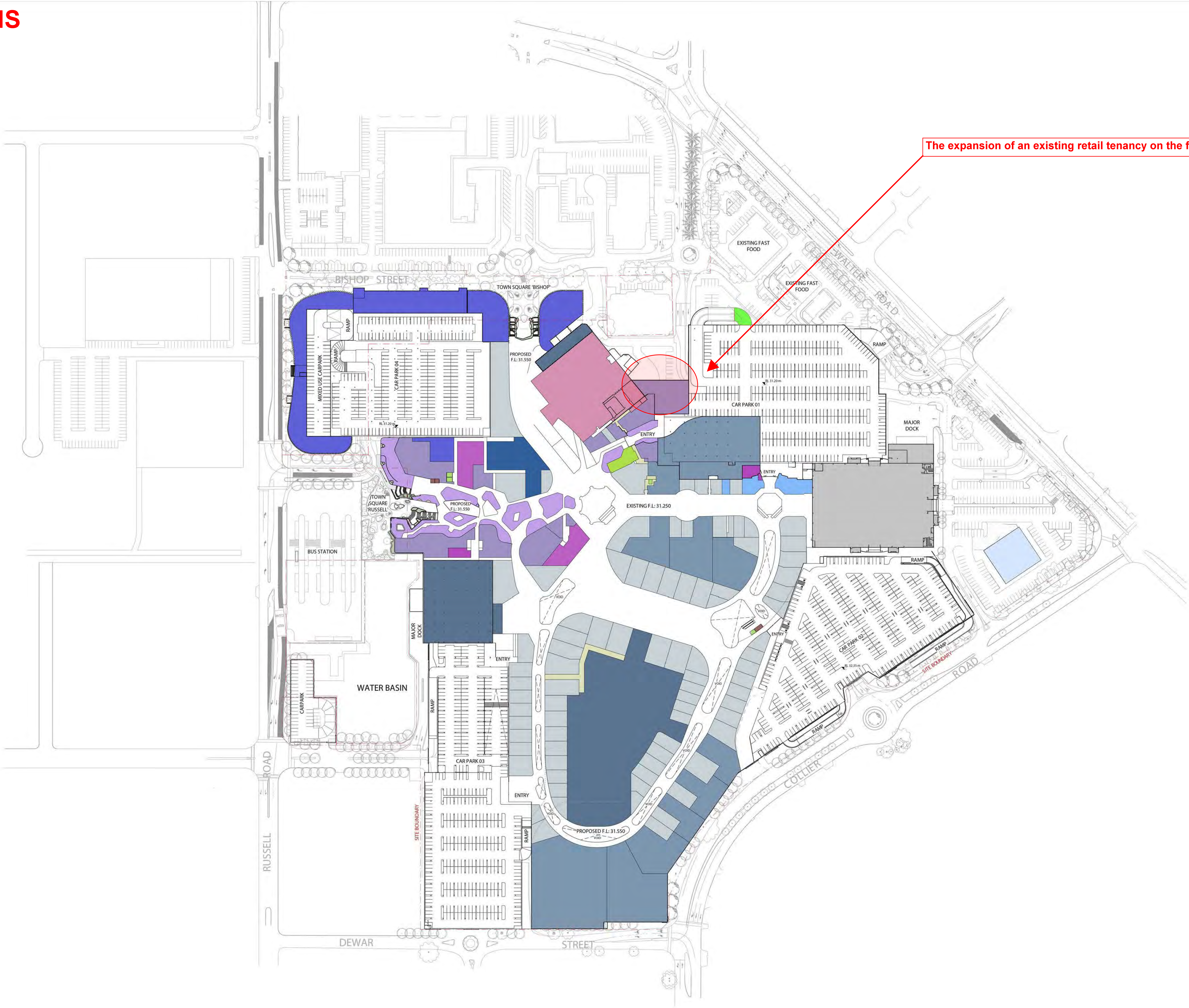
Drawing Title
PROPOSED - FIRST LEVEL

Drawing Number
DA_223

Revision
D

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Rev.	Date	Description	Iss.	Appr.
A	18/09/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
B	11/02/2019	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
C	05/04/2021	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	
D	26/08/2021	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	
E	29/11/2024	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	

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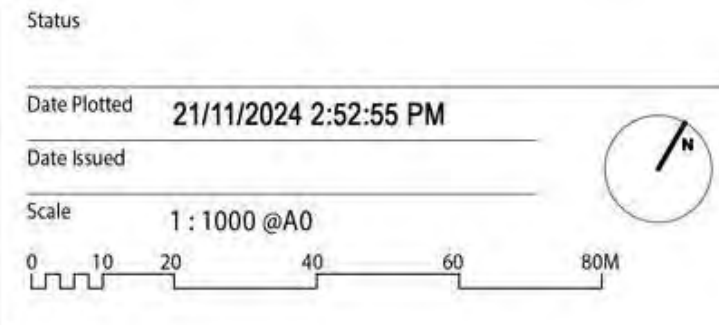
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File



Project
Galleria Shopping Centre Redevelopment
Perth, Australia

Project Number
19049A

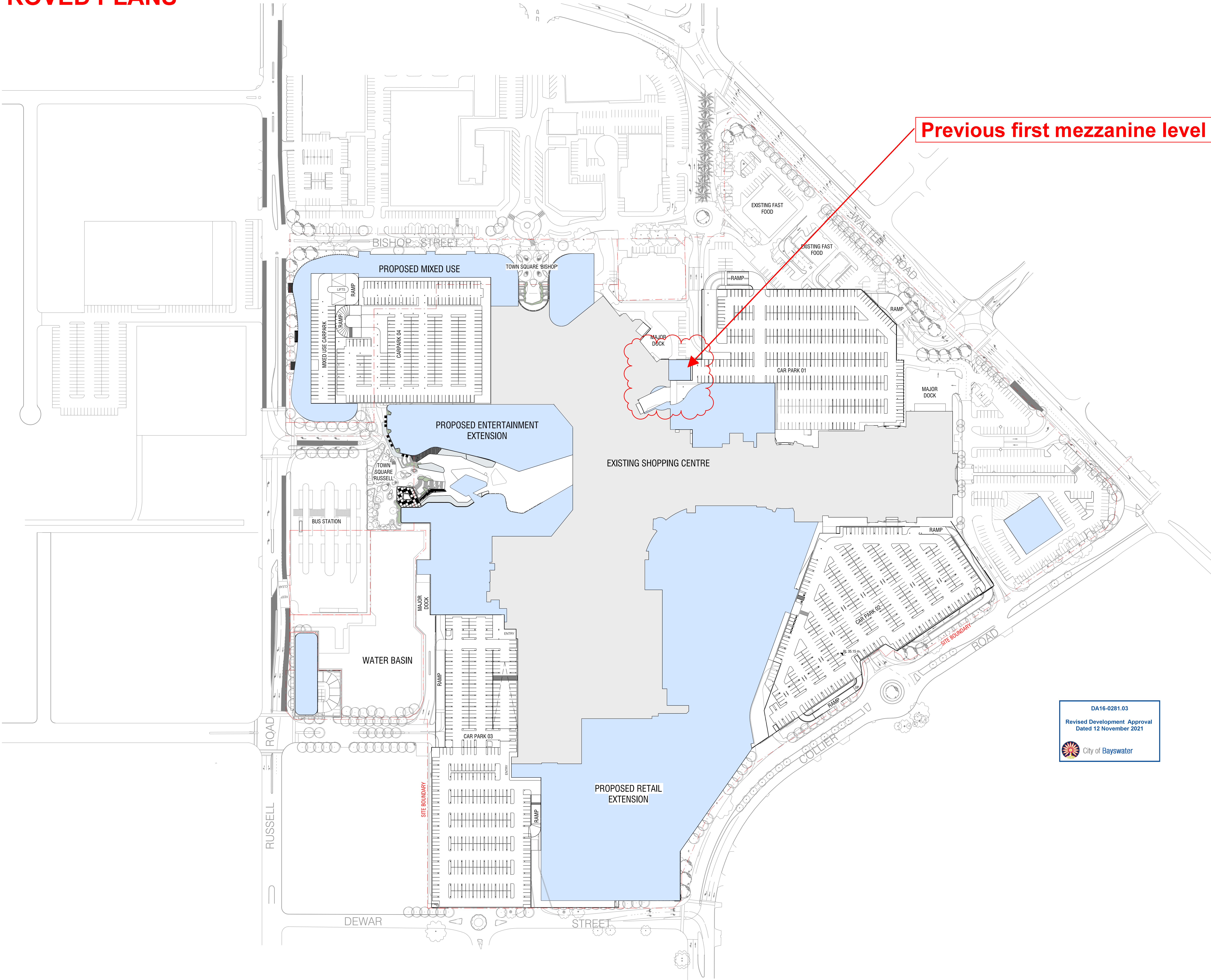


Drawing Title
PROPOSED - FIRST LEVEL

Drawing Number
DA_223

Revision
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Previous first mezzanine level approval

DA16-0281.03

Revised Development Approval
Dated 12 November 2021

City of Bayswater

Rev.	Date	Description	Iss.	Appr.
A	19/06/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
B	11/12/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
C	05/04/2021	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	
D	26/08/2021	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	

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Project
Galleria Shopping Centre Redevelopment
Perth, Australia

Project Number
19049A

Status

Date Plotted26/08/2021 4:14:24 PM

Date Issued

Scale1 : 1000 @A0

Drawing Title

PROPOSED - FIRST MEZZANINE LEVEL

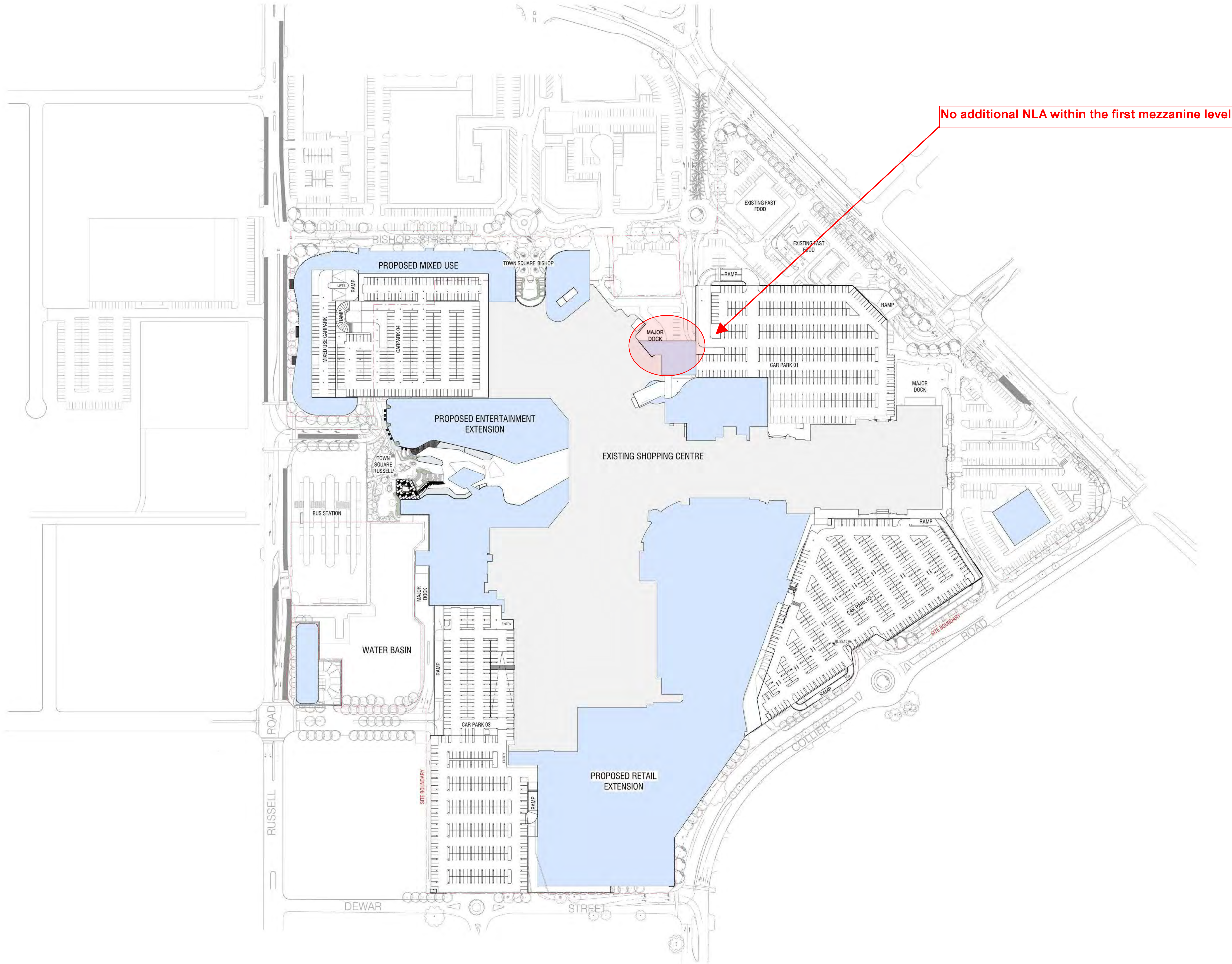
Drawing Number

DA_224

Revision
D

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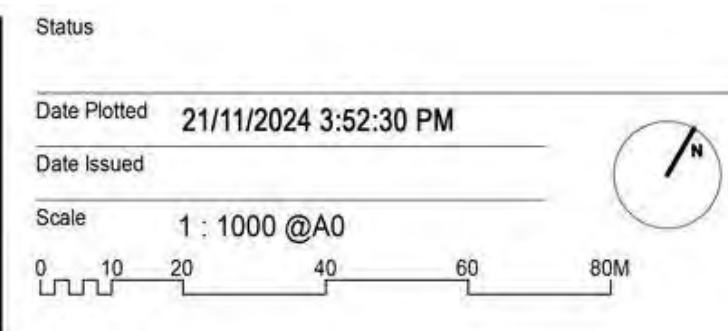


Rev.	Date	Description	Iss.	Appr.
A	18/09/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
B	11/12/2018	DEVELOPMENT APPLICATION - ISSUE	BUCHAN	
C	05/04/2021	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	
D	28/08/2021	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	
E	21/11/2024	DEVELOPMENT APPLICATION - AMENDMENT	BUCHAN	

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File



Project
Galleria Shopping Centre Redevelopment
Perth, Australia
Project Number
19049A



Drawing Title
PROPOSED - FIRST MEZZANINE LEVEL
Drawing Number
DA_224
Revision
E

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City of Bayswater

Attachment 3

Previous Determination Notices



Government of **Western Australia**
Development Assessment Panels

LG Ref: DA16/2061
DoP Ref: DAP/16/01047
Enquiries: Development Assessment Panels
Telephone: (08) 6551 9919

Mr Sean Fairfoul
Rowe Group
Level 3, 369 Newcastle Street
Northbridge WA 6003

Dear Mr Fairfoul

Metro Central JDAP – City of Bayswater – DAP Application DA16/2061
Lot 213, 4 Collier Road; Lot 1, 37 Rudloc Road; Lot 12051, 90 Russell Street; Lot 53 and 1152, 96 Russell Street; Lot 11236, 100 Russell Street; and Lot 50, 266-282 Walter Road West, Morley
Morley Galleria Shopping Centre Redevelopment

Thank you for your application and plans submitted to the City of Bayswater on 24 May 2016 for the above development at the abovementioned site.

This application was considered by the Metro Central Joint Development Assessment Panel at its meeting held on 14 September 2016, where in accordance with the provisions of the City of Bayswater Town Planning Scheme No. 23 and the Metropolitan Region Scheme, it was resolved to approve the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, a DAP Form 2 application may be made to amend or cancel this planning approval in accordance with regulation 17 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 Steven DePiazzi at the City of Bayswater on (08) 9272 0627.

Yours sincerely,

Natalie Garland

DAP Secretariat

23/09/2016

Encl. DAP Determination Notice
Approved plans

Cc: Mr Steven DePiazzi
City of Bayswater

Mr Martin Erlacher and Ms Rosa Rigali
WAPC



wa.gov.au

Postal address: Locked Bag 2506 Perth WA Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 9919 Fax: (08) 6551 9961 TTY: 6551 9007 Infoline: 1800 626 477
daps@planning.wa.gov.au www.planning.wa.gov.au
ABN 35 482 341 493



Planning and Development Act 2005

City of Bayswater Town Planning Scheme No. 23 and the Metropolitan Region Scheme

Metro Central Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Location: Lot 213, 4 Collier Road; Lot 1, 37 Rudloc Road; Lot 12051, 90 Russell Street; Lot 53 and 1152, 96 Russell Street; Lot 11236, 100 Russell Street; and Lot 50, 266-282 Walter Road West, Morley

Description of proposed Development: Morley Galleria Shopping Centre Redevelopment

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 14 September 2016, subject to the following:

PART A: CITY OF BAYSWATER TOWN PLANNING SCHEME NO. 23

Approve DAP Application reference DAP/16/01047 and accompanying plans DA-001, 3-15, 20, 26-28, 30-32, 40-41, 50-53, 70, 81 (REV01), and DA002, 21-25, 29, 33-35, 71, 80 (REV02) in accordance with the City of Bayswater Town Planning Scheme No. 23, subject to the following conditions:

Conditions

1. The development shall be carried out and fully implemented in accordance with the details indicated on the approved plans and conditions be substantially commenced within 4 years of the date of this approval. The first stage of development shall as a minimum, include the proposed Bishop Street town square and Russell Street plaza and associated integration with Morley Bus Station.
2. Plans addressing the following matters to the satisfaction of the City of Bayswater shall be submitted to and approved by the City prior to lodgement of a building permit application, and thereafter implemented and maintained to the City's satisfaction:
 - (a) A Construction Staging and Management Plan, including but not limited to the following:
 - (i) Indicative staging;
 - (ii) Management of stages;
 - (iii) Demolition;
 - (iv) Building construction;
 - (v) Pedestrian and vehicle access;
 - (vi) Road and intersection upgrades;
 - (vii) Land ceding;
 - (viii) Stormwater management;



- (ix) Public art; and
- (x) Further required development approvals.

The approved Construction Staging and Management Plan shall be used to inform the detailed plans, strategies and reports required in condition 3.

- (b) An Overall Site Landscaping Plan, including but not limited to the following:
 - (i) A Tree Planting Strategy to ensure comprehensive tree canopy to Russell Street, Bishop Street, Rudloc Road, Dewar Street, Collier Road, and Walter Road West including the following:
 - Location of all existing street trees, including those proposed to be removed;
 - Location of all replacement street trees at a ratio of a minimum of two new trees for every street tree removed; and
 - Number and type of proposed street trees including tree species, size and density.
 - (ii) The location, number and type of proposed on-site trees and shrubs including tree species, size and density;
 - (iii) Details of the green wall/vertical garden fronting Collier Road including species, implementation and management;
 - (iv) Any lawns to be established;
 - (v) Any existing vegetation and/or landscaped areas to be retained;
 - (vi) The phased implementation of the planting;
 - (vii) The provision of water features and other hard landscaped features; and
 - (viii) All verge treatments.

The approved Overall Site Landscaping Plan shall be used to inform the detailed staged landscaping plans required in condition 3.

- (c) An updated Transport Assessment Report incorporating amendments and resolving issues relating to the following matters:
 - (i) Details including specifications to be provided for the proposed taxi ranks, loading areas, drop off and pick up zones, and servicing of the serviced apartment/hotel tower;
 - (ii) Adequate approach sight distances being provided to the proposed traffic signals at the intersection of Dewar and Collier Road in accordance with the Austroad Standards;
 - (iii) The proposed raised median strip on Walter Road West between Lee Street and Wellington Road to be removed;
 - (iv) The right turn exit from driveway 15 to be removed; and
 - (v) The number of employee bicycle bays to be provided on site amended from 170 bays to 180 bays, and details of the additional bicycle facilities proposed for the services apartments/hotel and office buildings.



The approved updated Transport Assessment Report shall be referred to when addressing all other conditions of approval relating to the Transport Assessment Report.

3. Plans addressing the following matters to the satisfaction of the City of Bayswater shall be submitted to and approved by the City, prior to the commencement of each stage of development identified in the approved Construction Staging and Management Plan:

- (a) A Construction Management Plan, including but not limited to the following:

- (i) Traffic Management Plans for the various phases of the construction, including any proposed road closures internal and external to the site;
- (ii) Staging of construction including road works and the implementation of other plans required as a condition of approval;
- (iii) Public safety and site security;
- (iv) Hours of operation;
- (v) Noise and vibration controls;
- (vi) Air and dust management;
- (vii) Stormwater, groundwater and sediment control;
- (viii) Waste and material disposal;
- (ix) The parking arrangements for contractors and sub-contractors;
- (x) Access arrangements for motorists, pedestrians, cyclists and users of other transport modes.
- (xi) On-site delivery times and access arrangements;
- (xii) Staging areas for the storage of materials and equipment on site (no storage of materials on the verge will be permitted); and
- (xiii) Any other matters likely to impact upon the surrounding properties or road reserve.

Construction of the development shall be managed in accordance with the approved plan to minimise impact on the surrounding area.

- (b) Detailed Development Plans, including but not limited to the following:

- (i) Vehicle access, parking and manoeuvring areas, including bays, ramps, driveways and access points. Design to comply with the requirements of AS2890.1, AS22890.2, and AS2890.6 as applicable;
- (ii) Bicycle bays, end of trip facilities, taxi ranks, loading areas, drop off and pick up zones, and servicing of the serviced apartment/hotel tower in accordance with the approved Transport Assessment Report;
- (iii) The provision of facilities and amenities such as adequately serviced parenting facilities, shaded seating areas, outdoor and street furniture, access ramps and handrails, tactile paving and any associated civil works;



- (iv) Façade treatments of any portion of the development fronting Bishop or Russell Street (or the associated Town Square/Plaza), including elevations and perspectives;
 - (v) External finishes including materials, colour schemes and details of any design features;
 - (vi) Stormwater management, and all stormwater to be collected and disposed of to the satisfaction of the City; and
 - (vii) Lighting and illumination designed to prevent any adverse impact to adjoining land and in accordance with the relevant Australian Standards.
- (c) For any works not included in the Primary Development Plan as indicated on the approved plans, detailed development plans, including but not limited to the following:
- (i) Site plan, floor plans, elevations, and perspectives;
 - (ii) Proposed land uses and floor area calculations;
 - (iii) Proposed car and bicycle bay numbers and location. In the event of a car parking shortfall, the works may be subject to a cash-in-lieu payment in accordance with the City's local planning policy relating to cash-in-lieu of car parking; and
 - (iv) Details of integration with existing and proposed development on-site, including vehicle access, manoeuvring, and servicing.
- (d) Detailed Intersection and Road Upgrade Plans as indicated in the associated approved Transport Assessment Report as applicable. The intersection and road upgrades to be undertaken by the applicant/owner shall include:
- (i) Walter Road West / Old Collier Road (Fig. 5 dated 28 July 2016);
 - (ii) Walter Road West / Collier Road (Fig. 6 dated 28 July 2016) *Note the intersection of Wheeler Street / Walter Road West / Galleria Shopping Centre access will need to be reassessed and designed to the satisfaction of the City;*
 - (iii) Collier Road / Dewar Street (Fig. 7 dated 28 July 2016 and Fig. D.6 dated 27 July 2016);
 - (iv) Russell Street / Rudloc Road (Fig.8 dated 31 July 2016);
 - (v) Russell Street / Bishop Street (Fig. 9 dated 31 July 2016);
 - (vi) Walter Road West / Russell Street - Lengthen right turn lane on Walter Road West (west approach);
 - (vii) Broun Avenue / Collier Road - Lengthen right turn lane on Broun Avenue northeast approach and lengthen turn lanes on Collier Road southeast approach; and
 - (viii) Broun Avenue / Russell Street - Lengthen left turn lane in Russell Street (Fig. D.11 dated 27 July 2016 of the Galleria TAR).

The implementation of works shall be undertaken in accordance with the approved Construction Staging and Management Strategy and detailed Intersection Upgrade Plans.

- (e) A Car Parking Management Plan, including but not limited to the following:



- (i) Parking management system to indicate available car bays at any one time;
 - (ii) Intended location of directional signs;
 - (iii) Any modification to existing traffic circulation; and
 - (iv) Adequate provision of car bays to the centre throughout the proposed stage of development.
- (f) Loading, Servicing and Waste Management Plan, including but not limited to the following:
- (i) Service vehicle access and manoeuvring;
 - (ii) Refuse bin location and specifications; and
 - (iii) Hours of delivery and waste removal to and from the site.

The applicant and any consultants shall liaise with the City prior to submission to determine the level of services and waste management required.

- (g) A Public Art Strategy, including but not limited to the following:
- (i) The provision of public art with a value not less than 1% of the estimated total construction cost of the respective development stage. Details including plans of the artwork, costs, construction and ongoing maintenance to be provided in accordance with the City's local planning policy relating to percent for public art; and
 - (ii) A portion of the public art contribution (up to 50%) may be allocated to alternative arts and/or community based initiatives. Details of any such proposed allocation of funds will be subject to the approval of Council.
- (h) A Detailed Landscaping Plan, including but not limited to the following:
- (i) A detailed tree planting plan in accordance with the Tree Planting Strategy required as part of the Overall Site Landscaping Plan;
 - (ii) The location, number and type of proposed on-site trees and shrubs including plant species, size and density;
 - (iii) Any lawns to be established;
 - (iv) Any existing vegetation and/or landscaped areas to be retained;
 - (v) The provision of water features and other hard landscaped features;
 - (vi) Details of areas to be reticulated or irrigated;
 - (vii) Details regarding all outdoor and street furniture including but not limited to, the provision of seating; shelters; bin surrounds and planter boxes; and
 - (viii) All verge treatments.
- (i) A Resource Conservation Strategy, including but not limited to the following:
- (i) Details of sustainable initiatives being incorporated into the development, addressing the resource conservation objectives of the Morley Activity Centre Zone, including:



- Solar passive design;
- Water sensitive urban design;
- Resource conservation;
- Energy efficiency; and
- Reduction on dependency of private car travel through encouragement of public transport, cycling and/or walking.

- (j) Signage Strategy, including but not limited to the following:
- (i) Location, dimensions and specifications of all external signage proposed; and
 - (ii) Details demonstrating how the general objectives of the City of Bayswater local planning policy relating to signage will be met.

Signage not considered to satisfactorily address the general objectives of the policy will require separate development approval of the City.

- (k) Shopping Trolley Management Plan, including but not limited to the following:
- (i) Management of trolley collection throughout the development;
 - (ii) Location of trolley collection points; and
 - (iii) Implementation of a trolley locking system to prevent trolleys being removed from the centre confines.
- (l) Geotechnical Report covering the development area prepared by a suitably qualified person. The scope of the report shall certify that the land is physically capable of the proposed development, and any recommendations of the report shall be implemented and thereafter maintained by the owner.
- (m) Acoustic Noise Modelling Report prepared by a suitably qualified person detailing the noise modelling/projection of the noise impact and level of compliance that the development has on the commercial and residential properties in the area. The noise generated from operational activities is not to exceed the levels prescribed under the *Environmental Protection (Noise) Regulations 1997*.
- (n) Graffiti Management Plan.

The development shall be constructed and managed thereafter in accordance with the abovementioned documents as approved by the City of Bayswater, to the satisfaction of the City. All required works shall be completed prior to occupation of the associated stage of development.

4. Prior to the commencement of works, the applicant/owner is to undertake the following to the satisfaction of the City of Bayswater:
- (a) Street trees to be retained within the adjoining street verge area are to be protected through the installation of a Tree Protection Zone (TPZ). Each TPZ is to be installed as per AS4970-2009 and in accordance with the following criteria to the satisfaction of the City of Bayswater:
 - (i) A free-standing mesh fence erected around each street tree with a minimum height of 1.8m and a 2.0m minimum radius measured from the outside of the trunk of each tree.



- (ii) If an approved crossover, fence, footpath, road or similar is located within the 2.0m radius, the TPZ fencing shall be amended to be the minimum distance necessary to allow the works to be completed.
 - (iii) Fixed signs are to be provided on all visible sides of the TPZ fencing clearly stating 'Tree Protection Zone – No Entry'.
 - (iv) The following actions shall not be undertaken within any TPZ:
 - Storage of materials, equipment fuel, oil dumps or chemicals;
 - Servicing and refuelling of equipment and vehicles;
 - Attachment of any device to any tree (including signage, temporary service wires, nails, screws, winches or any other fixing device);
 - Open-cut trenching or excavation works (whether or not for laying of services);
 - Changes to the natural ground level of the verge;
 - Location of any temporary buildings including portable toilets; and
 - The unauthorised entry by any person, vehicle or machinery.
 - (v) Once installed, the TPZ shall be maintained in good condition to the satisfaction of the City of Bayswater and may only be removed upon completion of works.
 - (vi) The street trees shall be protected from any damage including unauthorised pruning.
 - (b) Lodge a subdivision application that creates the access easements and road widening portions of Russell Street, Dewar Street, Collier Road and Walter Road West to be ceded without cost to the City, as indicated in the Landtake and Easement figures 5-9 by Uloth & Associates dated 22 August 2016. Unless otherwise agreed by the City of Bayswater, the subdivision for each portion of road widening land shall be completed prior to the completion of the relevant road works.
5. The following (as applicable to the relevant stage of development) shall be completed prior to occupation of development unless otherwise agreed by the City of Bayswater, and maintained thereafter to the satisfaction of the City of Bayswater:
- (a) A new lot containing the relocated drainage basin, overflow and any other infrastructure is to be created. Unless otherwise agreed by the City of Bayswater, Lot 1 on Diagram 39472, Lot 50 on Diagram 85815, and the lots or portions thereof, currently containing the basin are to be amalgamated with Lot 213 on Plan 23395.
 - (b) The proposed pedestrian bridge shall be subject to an easement in favour of the City of Bayswater for reciprocal right-of-access, to the satisfaction of the City. The easement is to be registered on the Certificate of Title for the subject lot. All associated costs shall be borne by the applicant/owner.
 - (c) An additional 2.5m wide footpath to be provided along the Russell Street and Collier Road frontages where construction includes development fronting these streets. Unless otherwise agreed by the City of Bayswater, the footpath is to be available for use by the public at all times.



- (d) Vehicle crossings being upgraded, designed, and constructed to the satisfaction of the City of Bayswater.
 - (e) Car parking and manoeuvring areas being sealed, drained, paved and line marked in accordance with the approved plans to the specifications of the City of Bayswater.
 - (f) The shared path around the perimeter and throughout the site being provided as indicated in the approved Transport Assessment Report. Particular attention is to be given to reducing potential safety issues for cyclists and pedestrians at crossover locations, and ensuring the finishes for these areas (particularly adjacent to the bus station) promotes pedestrian priority.
 - (g) A Travel Behaviour Change Plan shall be submitted to and approved by the City of Bayswater on the advice of the Department of Transport prior to occupation of any additional floorspace greater than 5,000m². Subject to an ongoing review process, the measures identified in the approved Travel Behaviour Change Plan shall be implemented and maintained thereafter to the satisfaction of the City of Bayswater.
 - (h) Awnings being provided over pedestrian walkways on abutting Bishop Street and along key pedestrian pathways as indicated on the approved plans to the following specifications:
 - (i) Designed at a pedestrian scale with preferably light framing with a maximum fascia height of 300mm;
 - (ii) Be generally continuous and provide an acceptable degree of shade and shelter;
 - (iii) Have a minimum clearance of 2.75m above footpath level and a maximum clearance of 4.5m; and
 - (iv) Have a minimum depth of 2.5m.
6. Facades of all tenancies located on a ground floor street frontage shall:
- (a) Maintain an active street frontage and passive surveillance. Reflective or obscure glazing is not permitted;
 - (b) Provide a sill level for windows no greater than 0.5m above the external ground level, and a finished floor level no greater than 0.5m above pedestrian level, and not below pedestrian level.
 - (c) Include a fully operational pedestrian entry providing access and egress to and from the adjoining street. The entry/egress shall remain in use during operational trading hours.
 - (d) Provide a minimum 60% (or 80% if fronting Bishop or Russell Street) surface area as visually permeable windows or doors. This may be varied where alternative design features are incorporated into the building facade. These alternative design features must result in an interesting building design, encourage interaction between the street and the proposed use and ensure sightlines into and out of the building are present to the satisfaction of the City of Bayswater.
7. This approval constitutes approval for the uses of shop, office, consulting rooms, medical centre, tavern, car park, theatre, cinema, restaurant, fast food outlet, civic building, community activities, serviced apartments, hotel, and recreational facilities. Development approval is not required if the above



approved uses are interchanged between tenancies with a net leasable area of less than 500m².

8. The land to be ceded adjoining Walter Road West shall be finished including all verge treatments such as kerbing, footpaths and landscaping as appropriate to the satisfaction of the City of Bayswater.
9. All external bin stores and external fixtures (television, radio or other antennas, satellite dishes, external hot water heaters, plant or air conditioning equipment and the like), shall not be visible from the street, or designed integrally with the building and be located so as not to be visually obtrusive from the adjacent street to the satisfaction of the City of Bayswater.
10. The existing sub-station to be retained fronting Russell Street shall incorporate design features, art and/or landscaped screening to reduce its visual impact on streetscape to the satisfaction of the City of Bayswater.
11. All service vehicles must be located entirely on site during loading and unloading of goods associated with the use of the site, to the satisfaction of the City of Bayswater.
12. No storage or display of goods is to occur outside the building, to the satisfaction of the City of Bayswater.
13. Sanitary conveniences are to be provided in accordance with the provisions of the Building Code of Australia, *Health Act 1911* and the *Occupational Safety Health Regulations* to the satisfaction of the City of Bayswater. Applicant to submit a report/certification that the provision of the sanitary facilities complies with the Building Code of Australia.
14. Temporary structures, such as prefabricated or demountable offices, portable toilets and skip bins necessary to facilitate storage, administration and construction activities are permitted to be installed within the property boundaries of the subject sites for the duration of the construction period. These structures are to be located so not to obstruct vehicle sight lines of the subject site, the adjacent road network or adjoining properties to the satisfaction of the City of Bayswater and are to be removed prior to occupation of the associated stage of development.
15. All excess articles, equipment, rubbish and materials being removed from the site and the site left in an orderly and tidy condition, to the satisfaction of the City of Bayswater.
16. Any proposed alfresco dining on a public thoroughfare shall be in accordance with the City's local planning policy relating to temporary uses and minor works.

Advice Notes:

1. This decision constitutes development approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two year period, the approval shall lapse and be of no further effect.
2. This approval is not a building permit or an approval under any other law than the *Planning and Development Act 2005*. It is the responsibility of the applicant/owner to obtain any other necessary approvals, consents and/or licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.



3. Kerbs, roadways, footpaths, open drains, stormwater pits, service authority pits and verge areas including any verge trees must be adequately protected, maintained and reinstated if required, during and as a result of carting and all works associated with this development.
4. This approval is not an authority to ignore any constraint to development on the land, which may exist through contract or on title, such as but not limited to an easement or restrictive covenant. It is the responsibility of the applicant/owner to investigate any such constraints before commencing development.
5. The applicant/owner is advised to liaise with the Water Corporation Building Services Division regarding the proposed development and possible developer contributions.
6. Premises to comply with the requirements of the *Health Act 1911* as amended and all relevant health legislation; or the *Public Health Act 2016*.

PART B: METROPOLITAN REGION SCHEME

Approve DAP Application reference DAP/16/01047 and accompanying plans as set out in Attachment 1 (**Attachment 1 - Schedule of plans recommended for approval**) in accordance with Clause 30 of the Metropolitan Region Scheme, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of 4 years from the date of approval. If the subject development is not substantially commenced within the 4 year period, the approval shall lapse and be of no further effect.
2. Prior to commencement of site works for any additional retail floorspace, the Transport Assessment Report is to be upgraded to the specification of the Department of Transport and the satisfaction of the Western Australian Planning Commission.

Advice Notes

1. In regard to the condition for a Transport Assessment Report (TAR), the report may need to be updated to address issues including:
 - (a) transport mode shares (existing, target and future) of traffic, public transport, cycling, walking, taxis, etc;
 - (b) the design of pedestrian and vehicle crossings adjacent to the access points of Morley Bus Station;
 - (c) proposed traffic signals including the identification of any pedestrian phasing / cycling lanterns and where they will be positioned;
 - (d) the location and type of signage to manage traffic and pedestrians;
 - (e) details on the management of on-road vehicle movements along Russell Street;
 - (f) the dimensions of all roads and intersections for each road network alteration proposed in the development application;
 - (g) detailed designs on bus lanes and modifications to Morley Bus Station;
 - (h) details on cycling and pedestrian infrastructure upgrades including on-road infrastructure and intersection treatments (e.g. pedestrian/cyclist lanterns) proposed along Russell Street;



- (i) details on infrastructure requirements proposed for other key bicycle corridors adjacent to the Galleria;
- (j) details on way-finding signage for the development application and within the wider activity centre; and
- (k) details regarding funding for bus lanes at Broun Avenue / Russell Street.

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*.



LG Ref: DA16/0281.01
DAP Ref: DAP/16/01047
WAPC Ref: 14-50106-1/1
Enquiries: (08) 6551 9919

Mr Sean Fairfoul
Rowe Group
Level 3, 369 Newcastle Street,
Northbridge WA 6003

Dear Mr Fairfoul

**METRO CENTRAL JDAP - CITY OF BAYSWATER AND WESTERN AUSTRALIAN
PLANNING COMMISSION (WAPC) - DAP APPLICATION - DA16/0281.01 -
DETERMINATION**

Property Location:	Lot 1 (37) Rudloc Road, Lot 50 (266-282) Walter Road West, Lot 53 on Deposited Plan 27251, Lot 213 (4) Collier Rd, Lot 1152 on Deposited Plan 3401, Lot 11236 on Deposited Plan 28667 and Lot 12051 Russell Street, Morley
Application Details:	Drainage Basin Relocation and Mixed Use Development (Morley Galleria)
Amendment Details:	Form 2.1 - Minor Modifications to Approved Development

Thank you for your Form 2.1 Development Assessment Panel (DAP) application and plans submitted to the City of Bayswater on 11 December 2017 for the above-mentioned development.

The application was considered by the Metro Central JDAP at its meeting held on 7 March 2018, where in accordance with the provisions of the City of Bayswater District Town Planning Scheme No.24 and the Metropolitan Region Scheme, 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 Steven De Piazzì on behalf of the City of Bayswater on 9272 0627 or Mr Diarmuid O'Connor on behalf of the WAPC on 6551 9300.

Yours sincerely,

DAP Secretariat
13 March 2018



Government of **Western Australia**
Development Assessment Panels

Encl. DAP Determination Notice
Approved Plans

Cc: Mr Diarmuid O'Connor and PSO Admin
Western Australian Planning Commission (WAPC)

Mr Steven De Piazzì
City of Bayswater



Planning and Development Act 2005

**City of Bayswater District Town Planning Scheme No.24 and the Metropolitan
Region Scheme**

Metro Central Joint Development Assessment Panel

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

Property Location: Lot 1 (37) Rudloc Road, Lot 50 (266-282) Walter Road West, Lot 53 on Deposited Plan 27251, Lot 213 (4) Collier Rd, Lot 1152 on Deposited Plan 3401, Lot 11236 on Deposited Plan 28667 and Lot 12051 Russell Street, Morley

Application Details: Drainage Basin Relocation and Mixed Use Development (Morley Galleria)

Amendment Details: Form 2.1 - Minor Modifications to Approved Development

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 7 March 2018, subject to the following:

PART A – CITY OF BAYSWATER TOWN PLANNING SCHEME NO. 23

1. **Accept** that the DAP Application reference DAP/16/01047 as detailed on the DAP Form 2 dated 4 December 2017 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/16/01047 as detailed on the DAP Form 2 dated 4 December 2017 and accompanying plans (attachment 3) in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Bayswater District Town Planning Scheme No.24, for the proposed minor amendment to the approved Morley Galleria Shopping Centre at Lot 213, 4 Collier Road; Lot 1, 37 Rudloc Road; Lot 12051, 90 Russell Street; Lot 53 and 1152, 96 Russell Street; Lot 11236, 100 Russell Street; and Lot 50, 266-282 Walter Road West, Morley, subject to:

Additional Conditions

- 2(c)(vi) Inclusion of all phases (including pedestrian) within the relevant models.
- 2(c)(vii) The bus / cycle lanes and bus stops to be included in concept plans as relevant.
- 2(c)(viii) **Reinstatement of the relocated bus stop between driveway 13 and driveway 2 as previously included.**



- 3(b)(viii) Floorspace breakdowns of each land use at completion of the associated stage of works (both proposed new floorspace and existing remaining floorspace), inclusive of on-site alfresco and other seating areas associated with a tenancy, kiosk or food-hall.
16. The building associated with the temporary showroom proposed within the north-eastern at-grade car parking area shall be removed from the site either as part of the Ultimate Development works adjacent Walter Road West and Collier Road, or within 10 years of occupancy, whichever is earlier.
17. The Collier Road façade of the temporary showroom proposed within the north-eastern at-grade car parking area shall be provided with a minimum 30% visual permeability below the awning to the satisfaction of the City of Bayswater.

Amended Conditions

1. The development shall be carried out and fully implemented in accordance with the details indicated on the approved plans and conditions be substantially commenced within 4 years of the date of this approval. The first stage of development shall as a minimum, include the proposed Bishop Street town square and Russell Street plaza and associated integration with Morley Bus Station, including the provision of a covered pedestrian connection between the Morley Bus Station and Galleria Shopping Centre to the satisfaction of the City of Bayswater.
- 2(c)(iii) DELETED.
- 2(c)(iv) DELETED.
- 2(c)(v) The number of employee and visitor bicycle bays to be provided on site amended to 234 and 126 bays respectively, and details of the additional bicycle facilities proposed for the services apartments/hotel and office buildings.
3. Unless otherwise agreed to by the City of Bayswater, plans addressing the following matters to the satisfaction of the City shall be submitted to and approved by the City, for each stage of the development in accordance with the approved Construction Staging and Management Plan:
- 3(b)(i) Vehicle access, parking and manoeuvring areas, including bays, ramps, driveways and access points. The total number of car bays provided shall **generally be in accordance with** the City of Bayswater Town Planning Scheme No.24 based on the floorspace breakdowns, and the design shall comply with the requirements of AS2890.1, AS2890.2, and AS2890.6 as applicable;
- 3(b)(vi) Stormwater management, and all stormwater to be collected and disposed of generally in accordance with the Stormwater Management Report to the satisfaction of the City; and



3(d) Detailed Intersection and Road Upgrade Plans as indicated in the associated approved Transport Assessment Report (TAR) or Landtake and Easement Plans (LEP) as applicable. The intersection and road upgrades to be undertaken by the landowner shall include:

- (i) Walter Road West / Old Collier Road (LEP Fig. 5 dated 23 February 2018) including provision of the left turn auxiliary land on Walter Road West (west approach);
- (ii) Walter Road West / Collier Road (LEP Fig. 6 dated 23 February 2018) Note the intersection of Wheeler Street / Walter Road West / Galleria Shopping Centre access will need to be reassessed and designed to the satisfaction of the City;
- (iii) Collier Road / Dewar Street (LEP Fig. 7 and 8 dated 23 February 2018);
- (iv) Russell Street / Rudloc Road (LEP Fig. 9 dated 23 February 2018);
- (v) Russell Street / Bishop Street (LEP Fig. 10 dated 23 February 2018) the works shall not result in a loss of any existing car bays unless otherwise approved by the City;
- (vi) Walter Road West / Russell Street - Lengthen right turn lane on Walter Road West (west approach);
- (vii) Broun Avenue / Collier Road - Lengthen right turn lane on Broun Avenue northeast approach and lengthen turn lanes on Collier Road southeast approach;
- (viii) Broun Avenue / Russell Street - Lengthen left turn lane in Russell Street (TAR dated 3 August 2016 Fig. D.11);

The implementation of works shall be undertaken in accordance with the approved Construction Staging and Management Strategy and detailed Intersection Upgrade Plans.

3(k) Shopping Trolley Management Plan, including but not limited to the following:

- (i) Management of trolley collection throughout the development;
- (ii) Location of trolley collection points; and
- (iii) Implementation of measures to discourage the removal of trolleys from the site.

4. Prior to the commencement of each portion of works, the landowner is to undertake the following, in accordance with the Construction Staging and Management Plan, to the satisfaction of the City of Bayswater:



- 4(b) Lodge a subdivision application that creates the access easements and road widening to be ceded without cost to the City, as indicated in the Landtake and Easement figures 5-10 by Uloth & Associates dated 23 February 2018. Unless otherwise agreed by the City of Bayswater, the subdivision for each portion of road widening land shall be completed prior to the completion of the relevant road works.
5. The following (as applicable to the relevant stage of development) shall be completed prior to occupation of the relevant stage of development unless otherwise agreed by the City of Bayswater, and maintained thereafter to the satisfaction of the City:
- 5(b) DELETED.

Additional Advice Notes

7. The covered pedestrian connection between the Morley Bus Station and Galleria Shopping Centre shall be provided and maintained both during and post construction and in a location to the satisfaction of the City. The connection may be uncovered where the pedestrian path crosses vehicle access ways or similar.
8. For the purposes of addressing condition 3(b)(vi) stormwater management shall include the following details:
- All drainage modification works;
 - **A strategy for ensuring that there is not flooding for the 100-year storm event;**
 - How the development accommodates flood events (i.e. overland flow paths, top water levels etc.);
 - Design to ensure the amount of water flowing off site is no greater than that existing;
 - Groundwater management;
 - Water Corporation's approval;
 - Filling of the existing basin; and
 - Proposed pump station relocation.
9. Construction of the temporary showroom proposed within the north-eastern at-grade car parking area is not considered to be commencement of the development for the purposes of conditions 3 and 4.
10. The landowner/applicant is requested to liaise with the City of Bayswater regarding the provision of commuter car parking bays on site for use in conjunction with the Morley Bus Station.

All other conditions and requirements detailed on the previous approval dated 14 September 2016 shall remain unless altered by this application.



PART B – METROPOLITAN REGION SCHEME

1. **Accept** that the DAP Application reference DAP/16/01047 as detailed on the DAP Form 2 dated 4 December 2017 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/16/01047 as detailed on the DAP Form 2 date 4 December 2017 and accompanying plans as set out in Attachment 1 (**Attachment 1 - Final submitted plans**) in accordance with Clause 30 of the Metropolitan Region Scheme, subject to;

Amended Conditions

Nil.

Amended Advice Notes

Nil.

All *Metropolitan Region Scheme* (MRS) conditions and requirements detailed on the previous approval dated 23 September 2016 shall remain unless altered by this application.

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*.



LG Ref: DA16-0281.02
DAP Ref: DAP/16/01047
Enquiries: (08) 6551 9919

Mr Sean Fairfoul
Rowe Group
Level 3, 369 Newcastle Street,
Northbridge WA 6003

Dear Mr Fairfoul

METRO CENTRAL JDAP - CITY OF BAYSWATER - DAP APPLICATION - DA16-0281.02 - DETERMINATION

Property Location:	Lot 213, 4 Collier Road; Lot 1, 37 Rudloc Road; Lot 12051, 90 Russell Street; Lot 53 and 1152, 96 Russell Street; Lot 11236, 100 Russell Street; and Lot 50, 266-282 Walter Road West, Morley
Application Details:	Morley Galleria Shopping Centre Redevelopment
Amendment Details:	Form 2.2 - Amendments to the approved development

Thank you for your Form 2.2 Development Assessment Panel (DAP) application and plans submitted to the City of Bayswater on 20 June 2018 for the above-mentioned development.

The application was considered by the Metro Central JDAP at its meeting held on 11 February 2019, where in accordance with the provisions of the City of Bayswater Town Planning Scheme No.24, 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 Steven De Piazzi on behalf of the City of Bayswater on 9272 0627.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'S. De Piazzi'.

DAP Secretariat

13 February 2019

Encl. DAP Determination Notice
Approved Plans

Cc: Mr Steven De Piazzi
City of Bayswater

Postal address: Locked Bag 2506 Perth WA Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 9919 Fax: (08) 6551 9961 TTY: 6551 9007 Infoline: 1800 626 477
daps@dph.wa.gov.au www.dph.wa.gov.au
ABN 68 565 723 484



Planning and Development Act 2005

City of Bayswater Town Planning Scheme No.24

Metro Central Joint Development Assessment Panel

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

Property Location: Lot 213, 4 Collier Road; Lot 1, 37 Rudloc Road; Lot 12051, 90 Russell Street; Lot 53 and 1152, 96 Russell Street; Lot 11236, 100 Russell Street; and Lot 50, 266-282 Walter Road West, Morley

Application Details: Morley Galleria Shopping Centre Redevelopment

Amendment Details: Form 2.2 - Amendments to the approved development

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 11 February 2019, subject to the following:

1. **Accept** that the DAP Application reference DAP/16/01047 as detailed on the DAP Form 2 dated 10 June 2018 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/16/01047 as detailed on the DAP Form 2 date 10 June 2018 and accompanying plans (attachment 3) in accordance with Clause 30 of the Metropolitan Region Scheme, Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the of the City of Bayswater Town Planning Scheme No.24, for the proposed minor amendment to the approved Morley Galleria Shopping Centre at Lot 213, 4 Collier Road; Lot 1, 37 Rudloc Road; Lot 12051, 90 Russell Street; Lot 53 and 1152, 96 Russell Street; Lot 11236, 100 Russell Street; and Lot 50, 266-282 Walter Road West, Morley, subject to:

Amended Conditions

1. The development shall be carried out and fully implemented in accordance with the details indicated on the approved plans and conditions be substantially commenced within 4 years of the date of this approval. The first stage of development shall as a minimum, include the Bishop Street interim town square and Russell Street plaza and associated integration with Morley Bus Station, including the provision of awnings / covered pedestrian walkways on the portions of the building fronting the plaza, to the satisfaction of the City of Bayswater. The Bishop Street final town square shall be included in the second stage of development.
- 5(h) Awnings being provided over pedestrian walkways on/abutting Bishop Street, Russell Street, and along key pedestrian pathways as indicated on the approved plans to the following specifications:



7. This approval constitutes approval for the uses of multiple dwelling (not permitted on ground floor), hotel, car park, civic buildings, occasional uses, convenience store, kiosk, shop, liquor store - small, office, amusement parlour, betting agency, cinema / theatre, fast food outlet, small bar, restaurant, tavern, health studio, recreation facility (private and public), consulting rooms (medical), medical centre, dry cleaning / laundry premises, and serviced apartments. Development approval is not required if the above approved uses are interchanged between tenancies with a net leasable area of less than 500m², provided land use mix remains generally in accordance with the approved plans to the satisfaction of the City of Bayswater.

Additional Conditions

- 2(c)(ix) The location of proposed driveway 7 shall be located at least 6.0m from the tangent point of any intersection in accordance with AS2890.1.

Amended Advice Notes

7. The awnings / covered pedestrian connection between the Morley Bus Station and Galleria Shopping Centre shall be provided in a location to the satisfaction of the City. The connection may be uncovered where the pedestrian path crosses vehicle access ways or similar.
9. Construction of the temporary showroom proposed within the north-eastern at-grade car parking area and the service entrance to Bishop Street are not considered to be commencement of the development for the purposes of conditions 3 and 4.

Additional Advice Notes

11. The applicant should liaise with the property branch at the Department of Planning, Land and Heritage for matters relating to land ceding or acquisition for the Other Regional Roads.
12. In regard to upgrading the Transport Assessment Report to the specification of the Department of Transport, the report may need to be updated to address issues including:
 - (a) Transport mode shares (existing, target and future) of traffic, public transport, cycling, walking, taxis, etc;
 - (b) The design of pedestrian and vehicle crossings adjacent to the access points of Morley Bus Station;
 - (c) Proposed traffic signals including the identification of any pedestrian phasing / cycling lanterns and where they will be positioned;
 - (d) The location and type of signage to manage traffic and pedestrians;
 - (e) Details on the management of on-road vehicle movements along Russell Street;
 - (f) The dimensions of all roads and intersections for each road network alteration proposed in the development application;
 - (g) Detailed designs on bus lanes and modifications to Morley Bus Station;
 - (h) Details on cycling and pedestrian infrastructure upgrades including on-road infrastructure and intersection treatments (e.g. pedestrian/cyclist lanterns) proposed along Russell Street;

- (i) Details on infrastructure requirements proposed for other key bicycle corridors adjacent to the Galleria;
- (j) Details on way-finding signage for the development application and within the wider activity centre; and
- (k) Details regarding funding for bus lanes at Broun Avenue / Russell Street.

All other conditions and requirements detailed on the previous approval dated 14 September 2016 and 7 March 2018 shall remain unless altered by this application.

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*.

City of Bayswater Approval (Amendment 3)

Contact: Michael Robson (9270 4127)

Reference: DA16-0281.03



12 November 2021

Rowe Group
Level 3, 369 Newcastle Street
NORTHBRIDGE WA 6003
nathan.stewart@rowegroup.com.au

61 Broun Avenue, Morley WA 6062
PO Box 467, Morley WA 6943

P: (08) 9272 0622

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National Relay Service:
1800 555 660

www.bayswater.wa.gov.au

Dear Sir/Madam

**MORLEY GALLERIA SHOPPING CENTRE REDEVELOPMENT - AMENDED APPLICATION
LOT 9000, 4 COLLIER ROAD; LOT 1, 37 RUDLOC ROAD; LOT 12051, 90 RUSSELL STREET;
LOT 53, 96 RUSSELL STREET; LOT 11236, 100 RUSSELL STREET; LOT 300, 116 RUSSELL
STREET; AND LOT 50, 266-282 WALTER ROAD WEST, MORLEY**

The City has considered the abovementioned development application and in accordance with the provisions of the City of Bayswater Town Planning Scheme No. 24 and the authority delegated to local government under the provisions of the Metropolitan Region Scheme, resolved to grant conditional approval under delegated authority.

This approval is not a building permit or an approval under any law other than the *Planning and Development Act 2005*. It is the responsibility of the applicant or owner to obtain any other necessary approvals, consents and/or licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.

Prior to lodgement of a building permit application, it is imperative to ensure the plans match the development approval plans and all conditions of development approval have been satisfactorily addressed in order to avoid unnecessary delays while processing the permit application.

The City would welcome your feedback on how we did. Please take the time to provide your feedback via the customer satisfaction survey found at the link below:

[Customer Satisfaction Survey – Development Approval](#)

Should you have any queries in relation to the above matter, please do not hesitate to contact Michael Robson in the City's Development and Place via michael.robson@bayswater.wa.gov.au

Yours faithfully

HELEN SMITH
MANAGER DEVELOPMENT AND PLACE

Att: Notice of determination
Copied to landowner/s: Vicinity Manager Ltd
12/120 Collins St MELBOURNE VIC 3000
Email: shannon.barrett@vicinity.com.au
stacey.mathews@vicinity.com.au
leon.stojmenov@vicinity.com.au
stacey.climo@vicinity.com.au
contactus@watercorporation.com.au
customerservice@landgate.wa.gov.au

CITY OF BAYSWATER

Notice of determination on application for development approval

Location: LOT 9000, 4 COLLIER ROAD; LOT 1, 37 RUDLOC ROAD; LOT 12051, 90 RUSSELL STREET; LOT 53, 96 RUSSELL STREET; LOT 11236, 100 RUSSELL STREET; LOT 300, 116 RUSSELL STREET; AND LOT 50, 266-282 WALTER ROAD WEST, MORLEY	
Lot: 9000	Plan/Diagram: P417948
Vol No: 2987	Folio No: 824
Application date: 24 September 2021	Received on: 5 October 2021
Description of proposed development: Morley Galleria Shopping Centre Redevelopment - Amended Application	
The application for development approval is: ☒ Approved subject to the following conditions ☐ Refused for the following reason(s)	
CONDITIONS: 1 This approval is subject to all of the conditions of development approval DA16-0281.02 issued by the Metro Central Joint Development Assessment Panel on 13 February 2019. 2 Six car bays for electric charging station purposes shall be provided to the satisfaction of the City of Bayswater.	
ADVICE: 1 Refer to the development approval DA16-0281.02 issued by the Metro Central Joint Development Assessment Panel dated 13 February 2019. 2 The acoustic noise modelling report for the development is required to take into consideration the additional noise impact of the drone pad and drone delivery operations and the additional car parking level. 3 Approval for the drone pad and drone delivery operations is required from the Civil Aviation Safety Authority.	
Date of determination: 12 November 2021	Application reference: DA16-0281.03
Note 1: If the development subject of this approval is not substantially commenced within a period of 2 years from the date of the original notice of determination (23 September 2016), or another period specified in the approval after the date of determination, the approval will lapse and be of no further effect. Note 2: Where an approval has so lapsed, no development must be carried out without the further approval of the local government having first been sought and obtained.	

Note 3: If an applicant or owner is aggrieved by this determination there is a right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 days of the determination.

Signed:

Dated:



12 November 2021

HELEN SMITH
MANAGER DEVELOPMENT AND PLACE

for and on behalf of the City of Bayswater.



PART C – CITY OF STIRLING

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil.

4. Form 2 DAP Applications

- 4.1 Lot 7 and 12 (190 and 200) Karrinyup Road, Karrinyup - Mixed Use Development - 253 Multiple Dwellings and Two (2) Commercial Tenancies – DAP/22/02226

5. Section 31 SAT Reconsiderations

Nil.

Part C – Item 4.1 - KARRINYUP SHOPPING CENTRE, LOTS 7 AND 12 (190 AND 200) KARRINYUP ROAD, KARRINYUP – MIXED USE DEVELOPMENT – 253 MULTIPLE DWELLINGS AND SIX COMMERCIAL TENANCIES

Form 2 – Responsible Authority Report
(Regulation 17)

DAP Name:	Metro Inner DAP
Local Government Area:	City of Stirling
Proposed Amendments:	Modification of car parking, increase in number of commercial tenancies and floor areas, minor alterations to the ground floor interface and associated landscaping
Applicant:	Planning Solutions
Owner:	GPT Re Limited
Value of Amendment:	Nil
Responsible Authority:	City of Stirling
Authorising Officer:	Amanda Sheers, Director Planning and Development
LG Reference:	DA24/1409
DAP File No:	DAP/22/02226
Date of Original DAP Decision:	25 August 2022
Application Received Date:	30 October 2024
Report Due Date:	3 February 2025
Application Statutory Process Timeframe:	90 Days with an additional 28 days as agreed between the Applicant and City of Stirling
Attachment(s):	1. Development Application Plans (received 1 October 2024, 3 January 2025 and 30 January 2025, as stamped on the plans) 2. Aerial Location Plan 3. Metropolitan Region Scheme Zoning Map 4. City of Stirling Local Planning Scheme No.3 Zoning Map 5. City of Stirling Planning Assessment 6. Applicant's Original Planning Report received on 1 October 2024 7. Applicant's Final Submission: a. Applicant's response to the City's Request for Further Information, received 3 January 2025 b. Bushfire Planning Technical Letter, prepared by Western

	Environmental, dated 16 January 2025 c. Amended Landscaping Plan prepared by See Design Studio dated 28 January 2025 d. Traffic Impact Assessment Amendment prepared by Stantec, dated 25 September 2024 e. Arboricultural Impact Assessment, prepared by Civica, dated 23 January 2025 8. Metro Inner-North Joint Development Assessment Panel Agenda 25 August 2022 9. Metro Inner-North Joint Development Assessment Panel Minutes 25 August 2022 10. Referral Response received from Main Roads Western Australia dated 13 November 2024
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Responsible Authority Recommendation

That the Metro Inner Development Assessment Panel resolves to:

1. **Accept** that the DAP Application reference DAP/22/02226 as detailed on the DAP Form 2 dated 30 August 2024 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/22/02226 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 amendment to the Mixed Use Development – 253 Multiple Dwellings and Six Commercial Tenancies on Lots 7 and 12, House Numbers, 190 and 200 Karrinyup Road, Karrinyup, subject to the following conditions:

Conditions

Amended Conditions

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

PLAN TITLE	DATE RECEIVED	REVISION	DRAWN BY
(Cover sheet)	1 Oct 2024		
(Site Feature Survey 1)	1 Oct 2024	A	DJ/ED
(Site Feature Survey 1)	1 Oct 2024	A	DJ/ED
Demolition Plan	30 Jan 2025	M	AW
Overall basement 03 General Arrangement	3 Jan 2025	L	LB
Floor Plans Basement 02	1 Oct 2024	P	AW
Floor Plans Basement 01	1 Oct 2024	P	AW
Ground Floor Plan	3 Jan 2025		PH
Floor Plans Level 01	1 Oct 2024	P	AW
Floor Plans Level 02	1 Oct 2024	P	AW
Floor Plans Level 03 – Level 06	1 Oct 2024	P	AW
Floor Plans Level 07 – Level 12	1 Oct 2024	P	AW
Floor Plans Level 13 – Level 17	1 Oct 2024	P	AW
Floor Plans Level 18 – Level 22	1 Oct 2024	P	AW
E1: North Elevation	1 Oct 2024	F	JL
E2: East Elevation	1 Oct 2024	F	JL
E3: South Elevation	1 Oct 2024	F	JL
E4: West Elevation	1 Oct 2024	F	JL
E5: South Tower (North Elevation)	1 Oct 2024	F	JL
E6: North Tower (South Elevation)	1 Oct 2024	F	JL
E7: Burroughs Road Façade Elevation	1 Oct 2024	D	JL
E8: Karrinyup Road Façade Elevation	1 Oct 2024	D	JL
Section S1	1 Oct 2024	F	JL
Section S2	1 Oct 2024	F	JL
Section S3	1 Oct 2024	F	JL
Section S4	1 Oct 2024	F	JL

8. The Bushfire Management Plan, prepared by Bushfire Prone Planning dated 17 December 2021 and additional information prepared by Western Environmental dated 16 January 2025, including any subsequent amendments approved in writing by the City of Stirling, shall be implemented in perpetuity to the satisfaction of the City of Stirling.
11. Prior to the commencement of works, a detailed Landscaping Plan is to be provided to and approved by the City of Stirling, on the advice from Main Roads Western Australia, that is generally in accordance with the landscaping plans prepared by See Design Studio dated 30 January 2025 and demonstrates compliance with the approved development plans.
18. The total public floorspace of the Restaurants (tenancies 1 – 3) shall not exceed 468m². The total alfresco dining areas shall not exceed 140m², unless otherwise approved by the City of Stirling.

New Conditions

57. Prior to the commencement of development, revised plans shall be submitted to and approved by the City of Stirling incorporating the following revisions:

- a. The allocation of car bays to be amended to provide the following minimum car parking allocations:
 - i. Shopping centre: 170 bays
 - ii. Residential: 447 bays
 - iii. Residential – Visitors and Commercial (reciprocal): 33 bays
 - iv. Commercial (exclusive): 19 bays

Amended Advice Note

17. In reference to the detailed Landscaping Plan requirement for the Primary Regional Road Reserve, the Landscape Architecture Design Report (Rev C dated 13 April 2022 and amended 30 January 2025) prepared by See Design Studio may require modification to align with the detailed Landscaping Plan.

All other conditions and requirements detailed on the previous approval dated 25 August 2022 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	Local Planning Scheme No.3
Local Planning Scheme - Zone/Reserve	Regional Centre
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Multiple Dwelling – D⁴ Restaurant – P Shop – P P - Use is permitted by the Scheme providing the use complies with the relevant development standards and requirements of the Scheme. D - Use is not permitted unless Council, or in this instance the Metro Inner-North JDAP, has exercised its discretion by granting planning approval. D⁴ - A 'D' Use, with a cross reference to Condition 4: The minimum street setback to any portion of the building or structure, above or below natural ground level, is subject to Clause 5.7.3 of the Scheme.
Lot Size:	132,243m ² (13.2ha) <i>8,893m² indicative site area for the development</i>
Existing Land Use:	Temporary at-grade car park for Karrinyup Shopping Centre
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	Yes
Swan River Trust Area	No

Proposal:

On 22 October 2024, the City formally accepted a Development Assessment Panel (DAP) Form 2 application which seeks to amend the existing development approval (DAP/22/02226 refers) for a Mixed Use Development comprising 253 Multiple Dwellings and Two Commercial Tenancies. The original Form 1 DAP proposed as part of this application was approved by the Metro-Inner North JDAP at its meeting on 25 August 2022.

Proposed Amendments

A summary of the key modifications is provided as follows:

- The modification of the internal car parking areas, reallocation of car parking bays and two additional car parking bays, increasing from 687 car parking bays to 689 car parking bays;
- An increase in commercial floor space by 246m², from 820m² to 1,066m² in total.
- The total number of commercial tenancies increasing from two to six.
- A change to the proposed land uses, with tenancies 1-3 proposed as Restaurants, and tenancies 4-6 proposed as Shops.
- The addition of alfresco areas to the three Restaurant tenancies, toilets, and store room reconfigurations;
- The modification of landscaping treatments; and
- The realignment of the internal access road.

The development is proposed on Lot 7, House Number 190 Karrinyup Road and part of Lot 12, House Number 200 Karrinyup Road. Figure 1 below identifies the two properties the subject of this application and the approximate area where this development is proposed.



Figure 1 Location of the Proposed Development

Background:

Approved Development

The existing approval is summarised as follows:

- A Mixed Use Development, consisting of two towers, a 13 storey 'north tower' and a 24 storey 'south tower', and three parking levels below;
- A total of 253 Multiple Dwellings (apartments) within the two towers;
- Two ground floor Restaurant tenancies with alfresco dining on the main street side of the site, with one tenancy in each tower;
- An outdoor pedestrian link through the site on a raised ground level, which links Burroughs Road, the pedestrian entrances into the development, the main street and the western entrances to Karrinyup Shopping Centre;
- Communal space and amenities for the residents are provided at ground level and on the roof top above the ground floor level, with a bridge at Level 01 linking both towers;
- Two vehicle crossovers, one on Burroughs Road and one on the main street of Karrinyup Shopping Centre;
- The provision of 687 on-site car parking bays, including four ACROD bays;
- The retention of seven existing trees, the relocation of one existing tree and the planting of 89 new trees on-site; and
- Terraced landscaping to Burroughs Road and a 'pocket park' at the corner of Burroughs Road and Karrinyup Road.

Site Context

Lots 7 and 12 (House Number 190 and 200 Karrinyup Road) the subject of this application are zoned 'Urban' under the Metropolitan Region Scheme (MRS) (Attachment 3) and 'Regional Centre' under Local Planning Scheme No. 3. (LPS3) (Attachment 4).

The land for the proposed development is located on the south west corner of the subject sites, bound by Karrinyup Road, Burroughs Road and the main street of the Karrinyup Shopping Centre (Attachment 2).

The neighbouring properties to the west on the opposite side of Burroughs Road are zoned Residential with a R20 density code, consisting of single storey Single Houses, a two-storey Medical Centre building and a Place of Worship. To the north is the three storey 'Northcourt' building, containing non-residential land uses including professional and medical uses. To the east is the Karrinyup Shopping Centre, including a range of retail, hospitality, entertainment and other non-residential land uses. The Trigg Bushland Reserve and Jeanes Prisk Reserve are located to the south west on the opposite side of Karrinyup Road.

Karrinyup Road is classified as a 'Primary Regional Road Reserve' under the Metropolitan Region Scheme, Burroughs Road and Francis Avenue are both classified as a 'Local Distributor' road and Davenport Street is classified as a 'Local Road' under the City's Functional Road Hierarchy.

Karrinyup Activity Centre

The Karrinyup Activity Centre is a Secondary Centre under the Activity Centres Hierarchy in State Planning Policy 4.2 'Activity Centres for Perth and Peel'. The Activity Centre boundary is identified in the City's Local Planning Strategy (LPS) which was endorsed by the Western Australian Planning Commission (WAPC) in October 2019. The boundary of the Activity Centre is also identified in the State Government's Perth and Peel @ 3.5m Planning Strategy.

Properties within the Centre boundary (refer Figure 2 below) are zoned Regional Centre, Civic or Residential (R20, R30 and R60 density codings) with an additional use in LPS3. Collectively these properties are identified as the Karrinyup Regional Centre under LPS3, and have specific planning controls contained in LPS3 and Local Planning Policy 5.7 – Karrinyup Regional Centre Guidelines.



Figure 2 Karrinyup Activity Centre

Legislation and Policy:Legislation

- Planning and Development Act 2005
- Planning and Development (Development Assessment Panel) Regulations 2011
- Planning and Development (Local Planning Schemes) Regulations 2015
- Metropolitan Region Scheme (MRS)
- City of Stirling Local Planning Scheme No. 3 (LPS3)

State Planning Policies

- State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP3.7)
- State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2)
- 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 7.2 – Precinct Design (SPP7.2)

Planning Codes

- Residential Design Codes Volume 2 – Apartments

Structure Plans/Activity Centre Plans

N/A

Local Policies

- Local Planning Policy 5.7 – Karrinyup Regional Centre Guidelines (LPP5.7)
- Local Planning Policy 6.1 – Advertising Signs (LPP6.1)
- Local Planning Policy 6.3 – Bin Storage Areas (LPP6.3)
- 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)

Consultation:Public Consultation

In accordance with Clause 77 (3) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, public consultation was not required to be undertaken as part of this application due to the minor nature of the proposed modifications in the context of the overall development.

Referrals/consultation with Government/Service AgenciesMain Roads Western Australia (MRWA)

The amended development application was referred to MRWA due to proximity to Karrinyup Road, which is a 'Primary Regional Road Reserve' under the Metropolitan Region Scheme. The referral response received (Attachment 10) advises that MRWA

supports the proposal, and all previous conditions should remain applicable to the amended plans.

Design Review Panel Advice

This application was not referred to the City of Stirling Design Review Panel (DRP). The modifications proposed as part of this application propose minor amendments only, and therefore further consideration by DRP was not required.

Planning Assessment:

The following matters have been identified as key considerations in the assessment of this application:

1. Proposed Land Use
2. Parking and Access
3. Landscaping
4. Modifications to Conditions and Advice Notes

1. Proposed Land Use

The subject site is zoned Regional Centre in accordance with LPS3. The table below lists the proposed land uses and associated permissibility within the Regional Centre zone as per Table 1 – Zoning Table of LPS3, noting that the development was previously approved with Multiple Dwelling and Restaurant land uses.

LPS3 Table 1 – Zoning Table	
Land Use	Use Class
Multiple Dwelling	D ⁴
Restaurant	P
Shop	P
P - Use is permitted by the Scheme providing the use complies with the relevant development standards and requirements of the Scheme.	
D - Use is not permitted unless Council, or in this instance the Metro Inner DAP, has exercised its discretion by granting planning approval.	
D ⁴ - A 'D' Use, with a cross reference to Condition 4: The minimum street setback to any portion of the building or structure, above or below natural ground level, is subject to Clause 5.7.3 of the Scheme.	

Shop is listed as a 'P' use in accordance with Table 1 - Zoning 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 land use complies with the relevant development standards and requirements of the scheme (Attachment 5), subject to the City's recommended condition setting. As such, the proposed land uses are all supportable in the Regional Centre zone.

2. Parking and Access

The proposed development has been assessed against Element 3.9 – Car and Bicycle Parking of the R-Codes Volume 2 for the residential component and LPP6.7 for the non-residential component.

No reduction to the provision of residential car parking bays is proposed and therefore this has not been included in the below calculation. However, the number of residential bays and residential – visitor bays approved is provided below as a comparison of the approved and proposed development, given the Applicant is proposing a reallocation of bays.

The table below provides a summary of the City's non-residential car parking assessment:

LPP6.7 Number of Car Parking Bays Assessment – Non-Residential Note 4			
Land Use	Rate	Variable	Bays Required
Restaurant	Minimum 1 bay per 10m ² public floorspace	468m ² Note 1	46.8 bays
Restaurant – Alfresco Area	Minimum 1 bay per 14m ² alfresco floor area	140m ² Note 1	10 bays Note 2
Retail - Shop	1 bay per 12.5m ² of gross lettable area	347m ² of gross lettable area	27.76 bays
Total Required:			84.56 bays
Parking Reductions: The site is located within 200 metres of a stop on a high frequency bus route - 15% The site is located within the Regional Centre Zone - 10% The development provides bicycle bays in line with the requirements - 5%			30%
Total Required:			59 (59.192) bays
Total Provided:			41 bays, (10 exclusive and 31 bays in a reciprocal arrangement)
Total Surplus / Shortfall with the application of parking reductions			Between 183 and 594 bays shortfall Note 3

Notes:

- 1: As no definitive boundary of public floorspace or alfresco dining area is shown on the supplied development plans, these values are as identified by the Applicant. Should the DAP be of a mind to approve the application, it is recommended that through condition setting, these values become the maximum total public floorspace and alfresco areas permitted for the development.
- 2: The number of car bays is rounded to the nearest whole number as per the LPP 6.7 provisions.
- 3: As reciprocal parking is proposed, the number of bays at any time will vary. These values represent the range between all multiple-purpose bays being available and all multiple-purpose bays not being available at one time.
- 4: For the purposes of assessment, the City's LPP6.7 does not differentiate between commercial visitors or commercial staff bays.

The below table shows a comparison of the required, approved and proposed car parking bays onsite.

Approved and Applicant's Proposed Allocation of Car Bays On-site				
Use	Bays Required	Bays Approved	Applicant's Proposed Allocation	Shortfall / Surplus
Shopping Centre	170 note1	209	198	28 bay surplus
Residential	242 (minimum) – 484 (maximum)	447	447	No change from

Approved and Applicant's Proposed Allocation of Car Bays On-site				
Use	Bays Required	Bays Approved	Applicant's Proposed Allocation	Shortfall / Surplus
				previous approval
Residential – Visitors	34 (minimum) – 67 (maximum)	31 (reciprocal ^{note2})	33 (reciprocal ^{note2})	Shortfall has decreased from 2 bays to 1 bay.
Commercial	59 bays (Increased from 48 bays)	31 (reciprocal ^{note2})	10 (+33 reciprocal bays ^{note2})	Shortfall has increased from 17-48 bays to 18-59 bays ^{note2} .

Notes:

- 1: The development is required to provide Shopping Centre car parking bays to replace those removed as a result of the development.
- 2: All reciprocal bays are listed as allocated by the Applicant, noting that these should not be counted as total number of bays for each time they are listed as reciprocal.
- 3: As reciprocal parking is proposed, the number of bays at any time will vary. These values represent the range between all multiple-purpose bays being available and all multiple-purpose bays not being available at one time.

The following modifications relevant to the car parking assessment have been proposed in relation to the original approval:

- The commercial tenancies floor spaces have increased in floor space from 820m² to 1,066m²;
- The number of commercial tenancies has increased from two to six;
- The alfresco areas have decreased from 310m² to 140m² ;
- A Shop land use has been proposed in the new commercial tenancies 4-6; and
- Car parking on level B03 has increased by two bays

The original proposal provided sufficient car parking in terms of quantity of bays, however the allocation of bays (including reciprocal parking arrangements) to the proposed land uses resulted in a car parking shortfall. The proposed development application increases car parking requirements for the commercial component due to an increased floor area, provides two additional car parking bays, and reallocates car parking (retaining reciprocal car parking arrangements). This results in a reduction of bays for residential visitors and commercial bays a cumulative result of an increase of car parking requirements and decrease of car parking bays allocated to these land uses. As such, the proposed car parking shortfall has increased for the commercial land uses.

The City did not support the previous reciprocal car parking arrangement approved by the DAP with a shortfall of 17-48 bays. The reciprocal arrangement is proposed to remain, however the shortfall is proposed to increase to 18-59 bays, representing a further increase to the shortfall range of 1-11 bays (11 bays at worst case) which is not supported. The existing approval provided 447 resident bays, and 33 visitor bays in a reciprocal agreement.

In the context of the existing approval, the City has no objection to this existing reciprocal arrangement being maintained but does not support the increased shortfall.

The increase to the approved car parking shortfall requires assessment against the objectives of LPP6.7.

The City's consideration of the proposal against the LPP6.7 objectives are as follows:

LPP6.7 Objectives	
Objective	Officer Comment
a) <i>To prioritise access by public transport, walking and cycling;</i>	The main pedestrian entrances to the proposed development are located approximately 200 and 400 metres by footpath from the bus stops at the Karrinyup Bus Station and across the main street to the western entrances to the Karrinyup Shopping Centre. Bicycle parking is provided in accordance with LPP6.7. The proximity to public transport and provision of bicycle parking satisfies the objective.
b) <i>To facilitate the provision and development of adequate parking facilities within the City;</i>	The development has a sufficient supply of parking overall. Limited parking is available on site for residential visitors and the commercial tenancies, which is not expected to be sufficient during peak periods. The City's RAR for the original development (Attachment 8) outlines the reasons the initial car parking shortfall was not supported. The shortfall approved by the JDAP at this time is proposed to increase, and the City's concerns in relation to car parking for the development site and locality have not been addressed. This objective is not satisfied.
c) <i>To ensure safe, convenient and efficient access for pedestrians, cyclists and motorists;</i>	The development site is provided with clearly defined and connected pedestrian footpaths throughout the ground floor of the development, which interfaces with the existing footpaths on Burroughs Road and Karrinyup Road. The development provides clear wayfinding to the commercial and residential frontages of the development. It interfaces with the existing pedestrian connections throughout the existing site, to the shopping centre. Vehicular access and egress is provided from a clearly defined driveway accessed from the internal street, and is located away from the primary

LPP6.7 Objectives	
Objective	Officer Comment
	pedestrian circulation areas of the development. Multiple bicycle stores are provided, accessed from the main pedestrian thoroughfare of the development, and provided in central areas, and with internal and external access points to ensure safety and practicality. The circulation areas provided for pedestrians are highly visible, providing safety through the multiple land uses that operate at different times, and easy to access. This objective is satisfied.
d) <i>To ensure that a major parking problem is unlikely to occur;</i>	The allocation of the car parking bays on site is primarily for residents and shopping centre staff. Limited parking is available on site for residential visitors and the commercial tenancies, with the proposed allocation insufficient during peak periods. There are well documented issues relating to parking and access at the Karrinyup Shopping Centre site, with the proposed allocation likely to further exacerbate these issues. The existing parking and access issues are further substantiated by the concurrent DAP Form 1 Application lodged for Modification to Access Arrangements and Additional Parking on the site (DAP/24/02749 refers). The application proposes an additional 267 car parking bays and access modifications), which identifies that there is a need for additional bays onsite to accommodate the needs of the shopping centre. The parking demand for the car bays available to the commercial land uses and resident visitors will regularly overlap, particularly during the evening and on weekends. It is a reasonable expectation that these tenancies could be trading during core retail hours and into the evenings and on weekends, noting the shopping centre and particularly the adjacent hospitality and

LPP6.7 Objectives	
Objective	Officer Comment
	entertainment precinct on the opposite side of the main street. The development has a substantial shortfall to the combined parking requirements for the commercial and residential visitor uses, despite the quantity of parking provided onsite being sufficient to meet the required parking ratios. Due to the limited ability to implement reciprocal parking, the provided car park for these functions is insufficient for the likely demand. This objective is not satisfied.
e) <i>To provide a balanced parking supply that does not exceed the capacity of the road network, with sufficient publicly accessible parking; and</i>	The proposal includes the addition of two car parking bays, which will not have an impact on the existing capacity of the road network. This objective is satisfied.
f) <i>To ensure that an oversupply of parking does not occur that discourages alternative forms of transport and is detrimental to the urban design and character of the locality.</i>	The additional two car parking bays are consistent with the context of original approval in terms of the provision of car parking and the reciprocal car parking arrangements proposed and does not impact the traffic network. This objective is satisfied.

On the basis of the above, the amendment does not satisfy all the Objectives of LPP6.7. The proposed development exacerbates the existing shortfall by 1-11 bays, which is not supported given the existing parking issues. Specifically, the increased floor space of commercial tenancies creates an additional car parking demand of 11 bays, where only two additional bays are provided, essentially increasing the existing shortfall by 9 bays.

The City does not support the allocated car parking bays for the proposed uses, as it exacerbates the existing parking arrangements, both for the development and the subject site overall. However, there is sufficient car parking allocation over this development, which is able to be reallocated with minimal impact to the proposed development to address this matter.

Given the car parking surplus onsite, the development is able to meet the minimum car parking requirements for these land uses and provides flexibility for the allocation bays which are surplus to the minimum car parking requirements for these land uses as per the approved development.

The City recommends allocating the minimum required car parking for each of the land uses, being shopping centre, residential, residential – visitor and commercial (reciprocal), and commercial car parking bays. The City's recommended Condition 57 will ensure the minimum car parking allocation required is consistent with the approved

development, taking into account and adjusting for the increased land area for the commercial land uses.

As such, the overall car parking provision is supported, subject to appropriate condition setting which allocates car parking consistent with the previous approval.

3. Landscaping

The approved development included the retention of seven existing trees and relocation of one tree on the development site abutting Burroughs Road as per Condition 11 of the development approval. The previous determination (Attachment 9) addresses the tree retention as part of the overall landscaping plan, which was considered to enhance the site from internal and external streetscapes.

As part of the detailed design work undertaken by the Applicant, it was stated that the eight trees identified for retention will be impacted by significant root damage and severance due to the proximity of the piling required for the development and its location within the tree protection zone. Level changes, as well as major encroachments as a result of future power line and sewer line installations will also have an impact on the trees. This proposal includes the removal of these trees, and is supported by an Arboricultural Impact Assessment (AIA), prepared by Civica, dated 23 January 2025 (Attachment 7e). The City has reviewed the Applicant's AIA and concurs with the conclusion that the structural roots of the trees will be impacted as a result of the approved development, and therefore cannot be retained.

The development proposes to replace the removed trees with nine Large Trees (Attachment 7c), with a total of 39 trees on ground floor, and 95 trees throughout the entire development including planting on structure. The quantity of trees provided significantly exceeds the provisions of both LPP6.11 and SPP7.3 R-Codes Volume 2, with further detail required as part of a detailed landscaping plan (amended Condition 11 recommended). Additionally, the quantity of new large trees provided exceed the quantity of trees proposed to be removed, ensuring that sufficient trees are provided to offset the removal of the existing trees onsite, and improve the long term canopy cover of the development site.

As such, the City's recommendation reflects the amendment of Condition 11.

4. Modifications to Conditions and Advice Notes

This application proposes alterations to the original application and subsequently requires modifications to conditions of development approval. Accordingly, the City recommends the following amended, new and deleted conditions.

Amended Conditions

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

The amendment to Condition 3 reflects the amendments to the date of the development application plans and title of DAP.

9. The Bushfire Management Plan, prepared by Bushfire Prone Planning dated 17 December 2021 and additional information prepared by Western Environmental dated 16 January 2025, including any subsequent amendments approved in writing by the City of Stirling, shall be implemented in perpetuity to the satisfaction of the City of Stirling.

The amendment to Condition 8 reflects the additional information (Attachment 7b) received to support the original Bushfire Management Plan.

11. Prior to the commencement of works, a detailed Landscaping Plan is to be provided to and approved by the City of Stirling, on the advice from Main Roads Western Australia, that is generally in accordance with the landscaping plans prepared by See Design Studio dated 30 January 2025 and demonstrates compliance with the approved development plans.

The amendment to Condition 11 reflects the date of the amended landscaping plan (Attachment 7c).

18. The total public floorspace of the Restaurants (tenancies 1 – 3) shall not exceed 468m². The total alfresco dining areas shall not exceed 140m², unless otherwise approved by the City of Stirling.

The amendment to Condition 18 reflects the amended public floorspace and alfresco dining areas, as proposed in the development plans and planning report (Attachment 6).

New Conditions

57. Prior to the commencement of development, revised plans shall be submitted to and approved by the City of Stirling incorporating the following revisions:
 - a. The allocation of car bays to be amended to provide the following minimum car parking allocations:
 - i. Shopping centre: 170 bays
 - ii. Residential: 447 bays
 - iii. Residential – Visitors and Commercial (reciprocal): 33 bays
 - iv. Commercial (exclusive): 19 bays

New Condition 57 reflects the car parking allocation requirement as addressed earlier in this report.

Amended Advice Note

17. In reference to the detailed Landscaping Plan requirement for the Primary Regional Road Reserve, the Landscape Architecture Design Report (Rev C dated 13 April 2022 and amended 30 January 2025) prepared by See Design Studio may require modification to align with the detailed Landscaping Plan.

The amendment to Advice Note 17 reflects the date of the amended landscaping plan (Attachment 7c).

Conclusion:

This application proposes minor modifications to the approved Mixed Use Development containing multiple dwellings and commercial tenancies.

The amendments include modification to car parking areas and allocation of car parking bays, an increase to the number of commercial tenancies and floor areas, and a redesign of the ground floor interface and associated landscaping.

The City has concerns regarding the proposed allocation of car parking bays and potential impacts on existing parking issues at Karrinyup Shopping Centre. Through the proposed condition setting, the City considers this matter can be addressed, consistent with the existing approval.

This application also proposes the removal of the eight trees on the development site, which will be significantly impacted by the construction of the approved development and unable to be retained as previously approved. The quantity of new large trees proposed exceed the quantity of trees proposed to be removed, and the overall quantity of trees proposed throughout the entire development significantly exceeds the provisions, ensuring that sufficient trees are provided to offset the removal of the existing trees onsite and improve the long term canopy cover of the development site.

The City's assessment of the proposed application has considered the amendments in the context of the existing development and existing approvals. The City considers that the development remains broadly consistent with the planning approval issued by the Metro Inner-North JDAP on 25 August 2022. The City has recommended a condition-setting to reallocate car parking bays to be generally consistent with the ratios as previously approved by the JDAP, to mitigate any further potential detrimental impacts as a result of car parking. As such, the proposed development is supported, subject to the City's recommended conditions.

KARRINYUP WEST - DEVELOPMENT APPLICATION



DEVELOPMENT SUMMARY

253 APTS (ALL AREAS ARE STRATA - NOT ARCHITECTURAL AREAS)

	1A	1B	1C	1D	2A	2B	2C	2D	2E	2F					3A	3B	3C	3D	3E	3F	3G	3H		PH				
	1X1	1X1	1X1		2X2	2X2	2X2	2X2	2X2	2X2					3X2	3X2	3X2	3X2	3X2	3X2	3X2	3X2		3X2	3X2	COMMERCIAL	TOTAL	
	53	62	63		92	100	108	106	111	95					135	138	148	137	154	156	167	170		173	194	1069		
B2																												
B1																												
L00	2	5	1		1	1			1	1																		12
L01		4			5	1	1	1	2						1	1		1										17
L02		3			4		1	1	2						1	1	1	1										16
L03		3			4	1	1	1	2						1	1	1	1										16
L04		3			4	1	1	1	2						1	1	1	1										16
L05		3			4	1	1	1	2						1	1	1	1										16
L06		3			4	1	1	1	2						1	1	1	1										16
L07		2			2	1	1	1							1	1	1	1	1	1		1						14
L08		2			2	1	1	1							1	1	1	1	1	1		1						14
L09		2			2	1	1	1							1	1	1	1	1	1		1						14
L10		2			2	1	1	1							1	1	1	1	1	1		1						14
L11		2			2	1	1	1							1	1	1	1	1	1		1						14
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L14		1			1	1									1	1	1					1						7
L15		1			1	1									1	1	1					1						7
L16		1			1	1									1	1	1					1						7
L17		1			1	1									1	1	1					1						7
L18															1						1	1		1	1			5
L19																					1		1	1	1			5
L20																1					1	1		1	1			5
L21																1					1	1		1	1			5
L22																1					1	1		1	1			5
TOTAL	2	41	1		38	17	18	12	13	1					12	22	16	17	6	6	5	16		5	5		253	
TOTAL STRATA	106	2542	63		3496	1700	1944	1272	1443	95					1620	3036	2368	2329	924	936	835	2720		865	970	1069	29264	30084 incl. COMM
MIX	APTS	MIX %																										
1x1	44	17%																										
2x2	99	39%																										
3x2	100	40%																										
PH	10	4%																										
TOTAL	253	100%																										
CAR PARKING																												
BASEMENT 1	RESIDENTIAL														197													
BASEMENT 2	RESIDENTIAL														250													
BASEMENT 3	STAFF, COMM & VISITOR														209 STAFF + 31 VIS/ COMM. =240													
TOTAL RESIDENTIAL BAYS															447 (INCL 7 TANDEM)													
VISITOR/COMM BAYS															31													
AMP STAFF BAYS															209													
TOTAL BAYS															687													

SERVICE LEGEND			
DRAINAGE			
COMBO PIT			
GRATE			
SIDE ENTRY PIT			
STORM WATER MANHOLE			
ELECTRICITY			
CABLE MANHOLE			
CABLE PIT / BOX			
CABLE DOME			
CONSUMER POLE			
LIGHT POLE			
POWER POLE			
STAY POLE			
STAY WIRE ANCHOR			
OH POWER LINE			
GAS			
GAS MANHOLE			
GAS MARKER			
GAS METER			
GAS VALVE			
SEWERAGE			
SEWER MANHOLE			
PROPERTY CONNECTION			
SEWER LINE			
TELECOMMUNICATION			
TEL / COMMS MANHOLE			
TEL / COMMS MARKER			
TEL / COMMS PIT			
WATER			
FLUSH POINT			
HYDRANT			
STOP VALVE			
TAP			
WATER MARKER			
WATER METER			
WATER LINE			
SURVEY			
DATUM			
PEG FOUND			
OTHER			
AWNING / EAVES			
ROOF RIDGE			
FLOOR RL			
WINDOW / DOOR			
BANK - BOTTOM			
BANK - TOP			
SERVICE RECORD			
STATUS		LOCATED	CONFIRM
SERVICE	WATER	☒	☒
	SEWERAGE	☒	☒
	GAS	☒	☒
	TEL / COMM	☒	☒
	POWER	☒	☒
SERVICES MARKED CONFIRM REQUIRE BUILDER / CLIENT TO CONFIRM POSITION AND/OR AVAILABILITY ON SITE.			

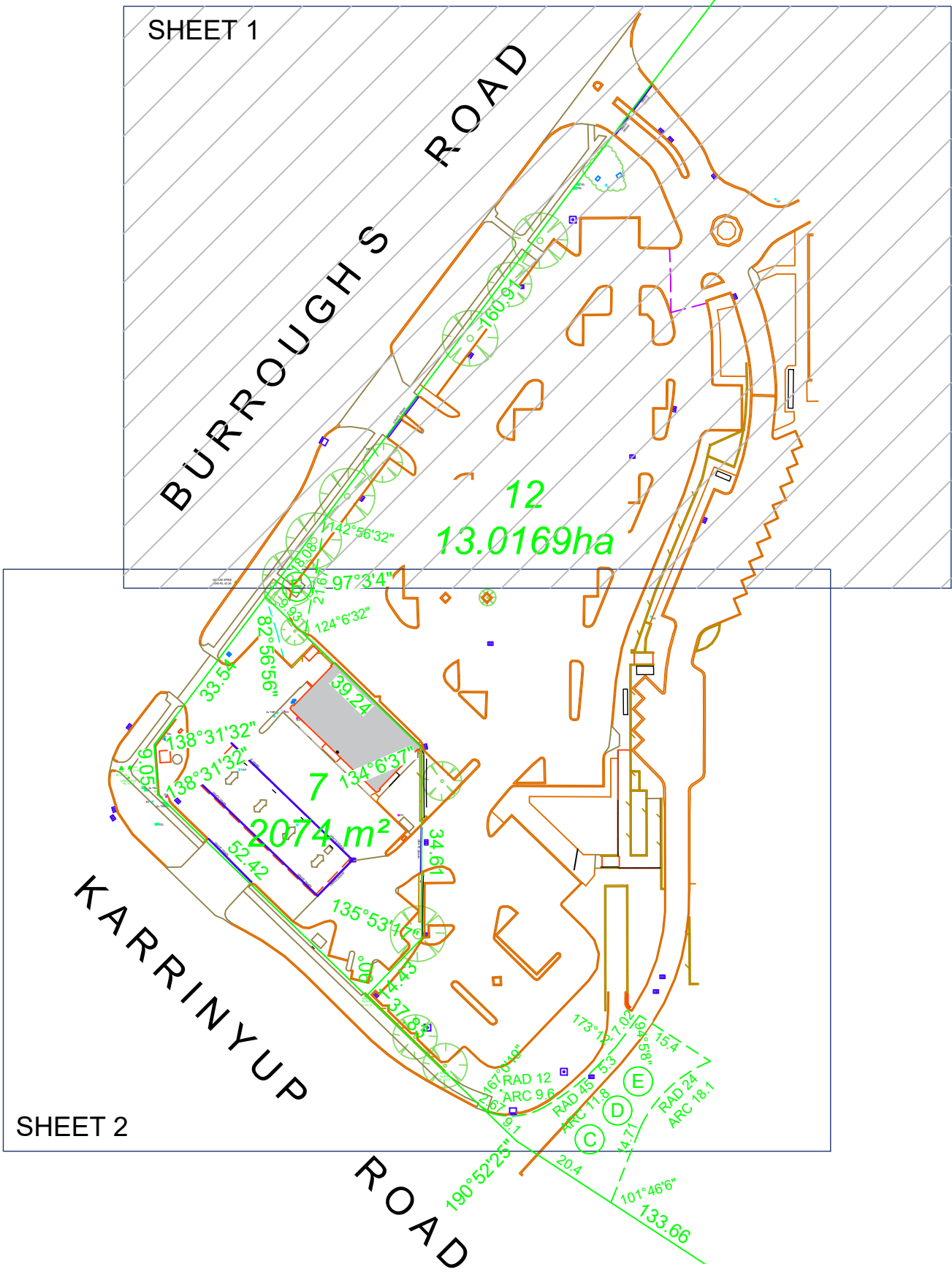


NOTE:
AHD LEVEL DERIVED FROM STANDARD
SURVEY MARK SCARBOROUGH 34

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

LOCATION SKETCH

NOT TO SCALE



C = EASEMENT (TRAFFIC LIGHTS,
BENEFIT TO THE COMMISSIONER
OF MAIN ROADS.

D & E = IMPLIED EASEMENT (RIGHT OF
WAY) BENEFIT TO LOT 12 & 13
ON DP 415683.

NOTE:
THIS PLAN HAS BEEN PREPARED WITH
3D VALUES AND HAS PCG 2020
COORDINATES.

LOT : 7 (# 190) AND PART OF LOT 12 (# 200) KARRINYUP ROAD				CLIENT : WESTERN PRECINCT KARRINYUP	
SUBURB : KARRINYUP				SUBURVED ON : 29/11/2021	
AUTHORITY : CITY OF STIRLING				SURVEYOR : DJ	
BUILDERS / CLIENTS: SITE SURVEY only. The information shown on this plan is current at the time of survey. Verify boundary information, easements etc. from the Certificate of Title, Plan / Diagram or a Boundary Reline. Boundary position approximate only. Location of boundary pegs or fences in relation to the boundary lines are not guaranteed. Sewer / water may vary from schematic presentation. Clearances to be checked on site. Confirm service information with relevant Authorities. Refer to "Dial Before You Dig" for underground service confirmation. Consult Land Surveys on any anomaly before design and construction.				DRAFTER : ED	
SCALE : 1:200 @ A1 Landscape				JOB No : 2105189	
				PLAN: FS	
				DRG: 001	
				REV: A	
				SHEET 1 OF 2	

City of Stirling
1 Oct 2024
RECEIVED

Land Surveys

19 Brennan Way
BELMONT WA 6104
Telephone (08) 9477 4477
Fax (08) 9477 4499
admin@landsurveys.net.au

Service Legend

Drainage

COMBO PIT

GRATE

SIDE ENTRY PIT

STORM WATER MANHOLE

Electricity

CABLE MANHOLE

CABLE PIT / BOX

CABLE DOME

CONSUMER POLE

LIGHT POLE

POWER POLE

STAY POLE

STAY WIRE ANCHOR

OH POWER LINE

Gas

GAS MANHOLE

GAS MARKER

GAS METER

GAS VALVE

Sewerage

SEWER MANHOLE

PROPERTY CONNECTION

SEWER LINE

Telecommunication

TEL / COMMS MANHOLE

TEL / COMMS MARKER

TEL / COMMS PIT

Water

FLUSH POINT

HYDRANT

STOP VALVE

TAP

WATER MARKER

WATER METER

Water Line

Survey

DATUM

PEG FOUND

Other

AWNING / EAVES

ROOF RIDGE

FLOOR RL

WINDOW / DOOR

BANK - BOTTOM

BANK - TOP

Service Record

Status

Service

Services marked confirm require builder / client to confirm position and/or availability on site.

City of Stirling

1 Oct 2024

RECEIVED

NOTE:

AHD LEVEL DERIVED FROM STANDARD SURVEY MARK SCARBOROUGH 34

WARNING!

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

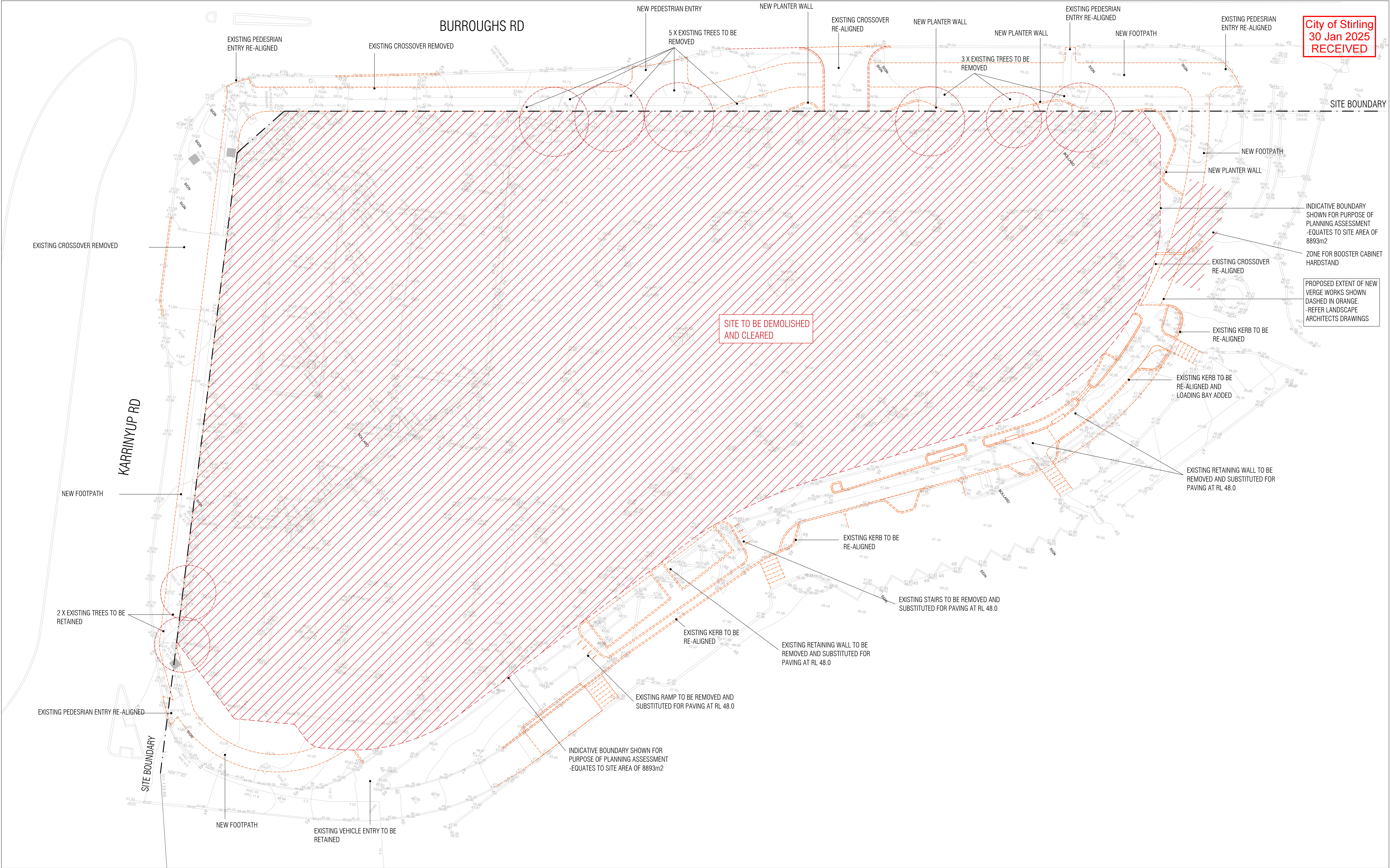
NOTE:

THIS PLAN HAS BEEN PREPARED WITH 3D VALUES AND HAS PCG 2020 COORDINATES.

LOT	: 7 (# 190) AND PART 12 (# 200) KARRINYUP ROAD	CLIENT	: WESTERN PRECINCT KARRINYUP
SUBURB	: KARRINYUP	DIAGRAM 43262, DEPOSITED PLAN 415683	SURVEYED ON : 29/11/2021
AUTHORITY	: CITY OF STIRLING	C/T : 1356 / 124, 2997 / 489	SURVEYOR : DJ DRAFTER : ED
BUILDERS / CLIENTS: SITE SURVEY only. The information shown on this plan is current at the time of survey. Verify boundary information, easements etc. from the Certificate of Title, Plan / Diagram or a Boundary Reline. Boundary position approximate only. Location of boundary pegs or fences in relation to the boundary lines are not guaranteed. Sewer / water may vary from schematic presentation. Clearances to be checked on site. Confirm service information with relevant Authorities. Refer to "Dig Before You Dig" for underground service confirmation. Consult Land Surveys on any anomaly before design and construction.			
SCALE :	1:200	JOB No : PLAN: DRG: REV: SHEET	
@ A1 Landscape		2105189 - FS - 001 - A 2 OF 2	

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LS F 220



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REV.	DATE	AMENDMENT
K	02.12.2021	DRAFT DA ISSUE
L	14.12.2021	DA ISSUE
M	13.04.2022	DA REV 1 ISSUE
N	30.05.2022	DRP 03 ISSUE
P	01.07.2022	DA RFI RESPONSES
Q	29.01.2025	DA AMENDMENT

BCA COMPLIANCE:
STRUCTURAL:
HYDRAULIC:
ELECTRICAL:
MECHANICAL:
ENERGY:
FIRE:

CLIENT

BLACKBURNE

PROJECT

KARRINYUP

PROJECT ADDRESS

KARRINYUP

PROJECT STATUS

DEVELOPMENT APPLICATION

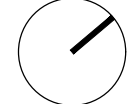
PROJECT NUMBER

21007

SCALE

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NORTH



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DRAWING

DEMOLITION PLAN

DRAWING NO.

DA 0.01

DRAFTER

AW

CHECKED

WB

REV.

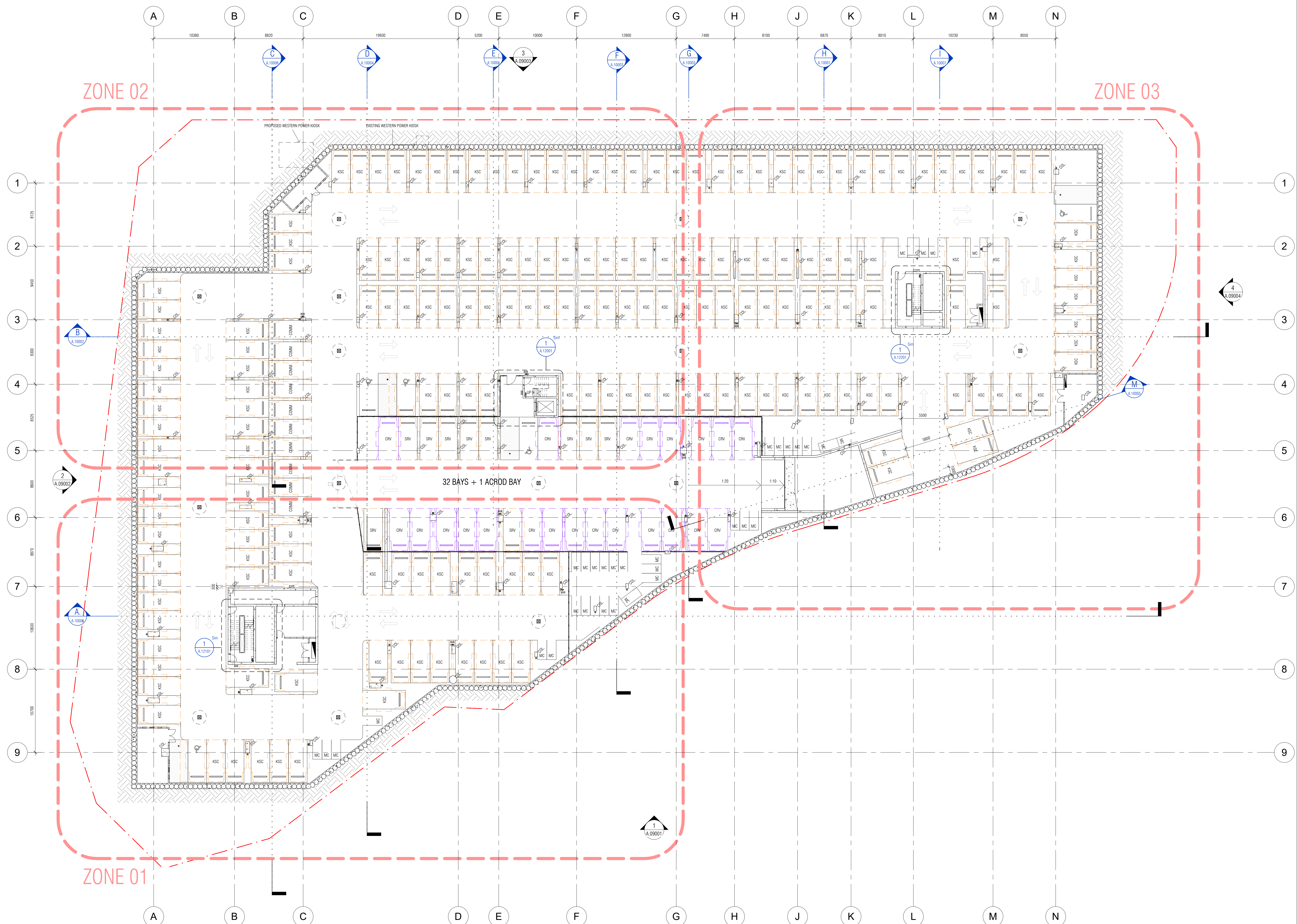
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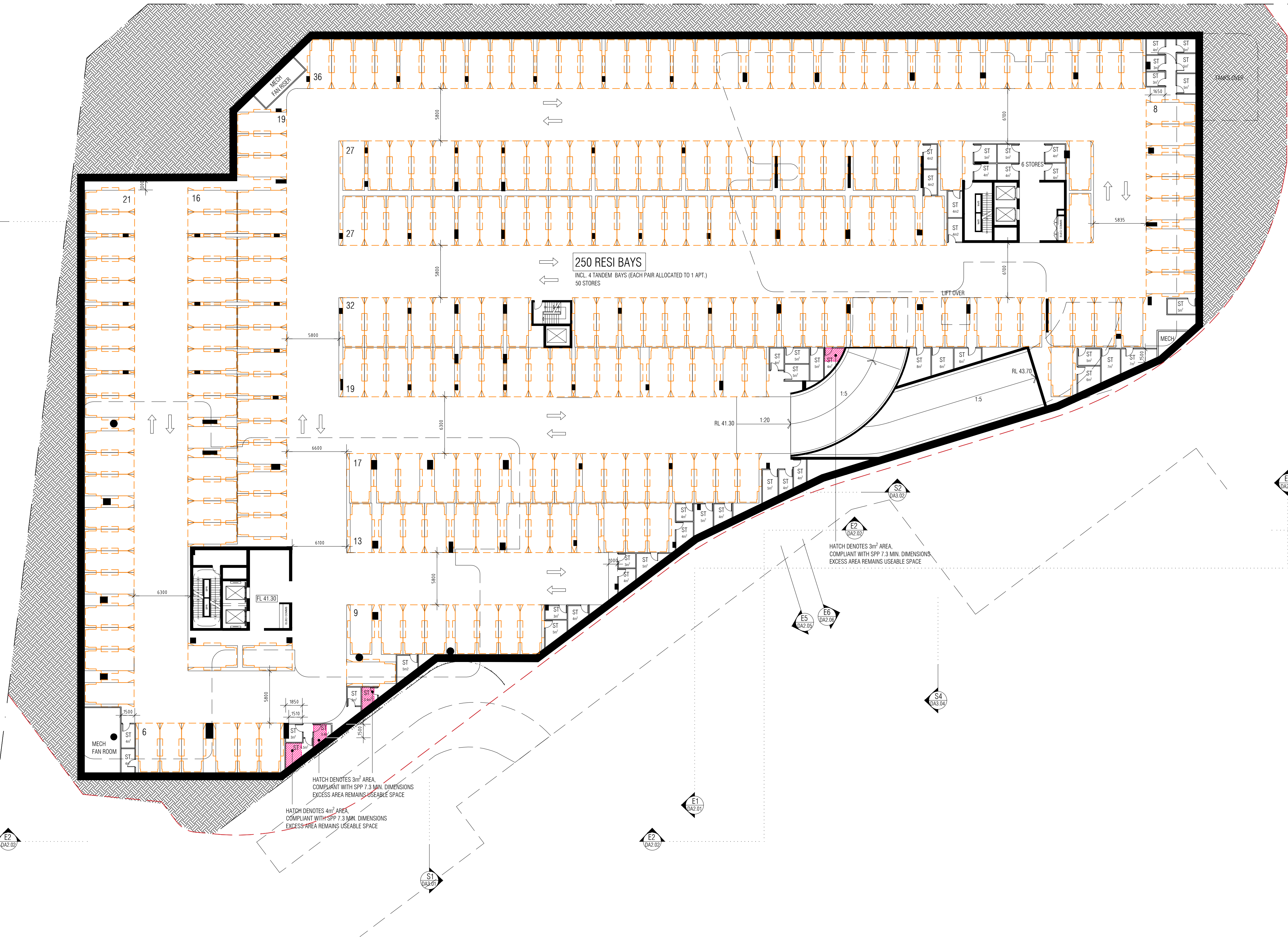
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ELECTRICAL:	ETC SOLUTIONS
MECHANICAL:	GEOFF HESFORD ENGINEERING
ENERGY:	EMERGN
FIRE:	STRATEGIC FIRE CONSULTING
ACOUSTIC:	HERRING STORER ACOUSTICS

REV.	DATE	AMENDMENT	INIT.
B	15.01.23	ISSUED FOR CLIENT REVIEW	J.S.
C	01.02.23	ISSUED FOR TENDER	J.S.
D	09.02.24	ISSUED FOR PRICE REVIEW	J.S.
E	21.06.24	ISSUED FOR TENDER	J.S.
F	09.08.24	REVISED BOUNDARY LINE	J.S.
G	30.08.24	TENDER REVISION	J.S.
H	23.10.24	ISSUED FOR REVIEW	J.S.
J	08.11.24	ISSUED FOR TENDER	P.H.
K	19.11.24	ISSUED FOR INFORMATION	P.H.
L	11.12.24	ISSUED FOR INFORMATION	P.H.



A.02001 LB JS L





REV.	DATE	AMENDMENT
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L	14.12.2021	DA ISSUE
M	13.04.2022	DA REV 1 ISSUE
N	30.05.2022	DRP 03 ISSUE
P	01.07.2022	DA RFI RESPONSES

BCA COMPLIANCE:
STRUCTURAL:
HYDRAULIC:
ELECTRICAL:
MECHANICAL:
ENERGY:
FIRE:

CLIENT

BLACKBURNE

PROJECT

KARRINYUP

PROJECT ADDRESS

KARRINYUP

PROJECT STATUS

DEVELOPMENT APPLICATION

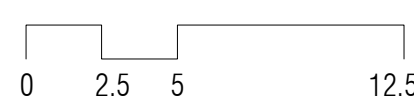
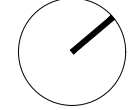
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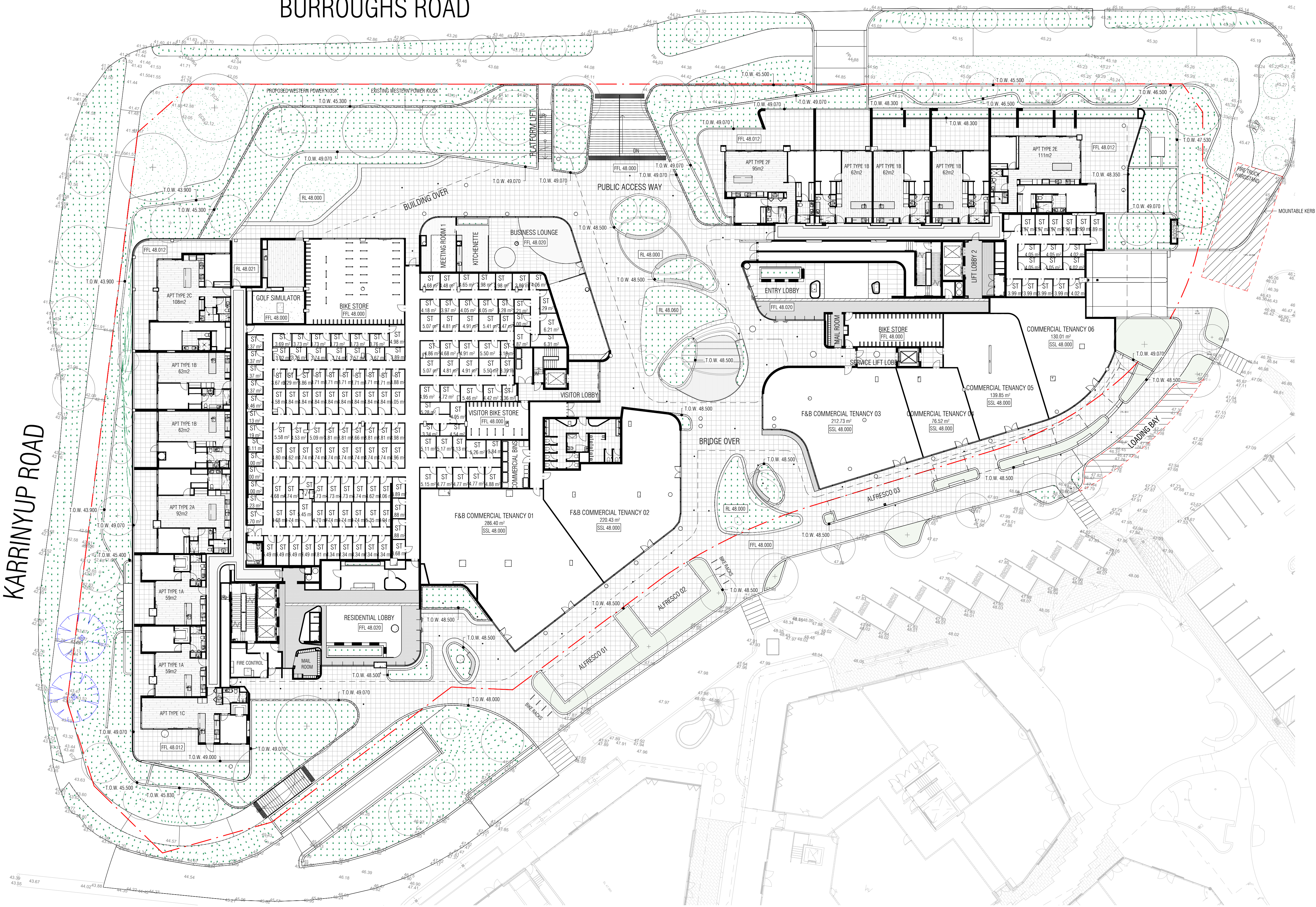
FLOOR PLANS
BASEMENT 02

DRAWING NO. DRAFTER CHECKED REV.

DA 1.02 AW WB P

BURROUGHS ROAD

KARRINYUP ROAD



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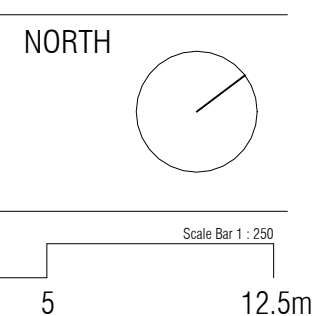
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K	02.12.2021	DRAFT DA ISSUE	J.S.
L	14.12.2021	DA ISSUE	
M	13.04.2022	DA REV 1 ISSUE	
N	30.05.2022	DRP 03 ISSUE	
P	01.07.2022	DA RFI RESPONSES	
Q	10.09.2024	DA AMENDMENT	
R	29.01.2025	DA AMENDMENT	

CLIENT
BLACKBURNE
PROJECT
WEST VILLAGE KARRINYUP

PROJECT ADDRESS
190 KARRINYUP RD, KARRINYUP
PROJECT STATUS

PROJECT NUMBER
21007
SCALE @ A1
1 : 250



DRAWING
GROUND FLOOR PLAN
DRAWING NO. DRAFTER CHECKED REV.
DA 1.04 PH JS



REV.	DATE	AMENDMENT
J	29.11.2021	DRP 02 ISSUE
K	02.12.2021	DRAFT DA ISSUE
L	14.12.2021	DA ISSUE
M	13.04.2022	DA REV 1 ISSUE
N	30.05.2022	DRP 03 ISSUE
P	01.07.2022	DA RFI RESPONSES

BCA COMPLIANCE:
STRUCTURAL:
HYDRAULIC:
ELECTRICAL:
MECHANICAL:
ENERGY:
FIRE:

CLIENT

BLACKBURNE

PROJECT

KARRINYUP

PROJECT ADDRESS

KARRINYUP

PROJECT STATUS

DEVELOPMENT APPLICATION

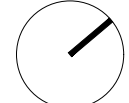
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SCALE

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NORTH



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DRAWING

FLOOR PLANS
LEVEL 01

DRAWING NO. DRAFTER CHECKED REV.

DA 1.05 AW WB P



REV.	DATE	AMENDMENT
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L	14.12.2021	DA ISSUE
M	13.04.2022	DA REV 1 ISSUE
N	30.05.2022	DRP 03 ISSUE
P	01.07.2022	DA RFI RESPONSES

BCA COMPLIANCE:
STRUCTURAL:
HYDRAULIC:
ELECTRICAL:
MECHANICAL:
ENERGY:
FIRE:

CLIENT

BLACKBURNE

PROJECT

KARRINYUP

PROJECT ADDRESS

KARRINYUP

PROJECT STATUS

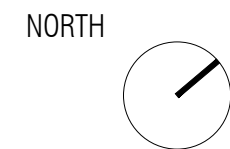
DEVELOPMENT APPLICATION

PROJECT NUMBER

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SCALE

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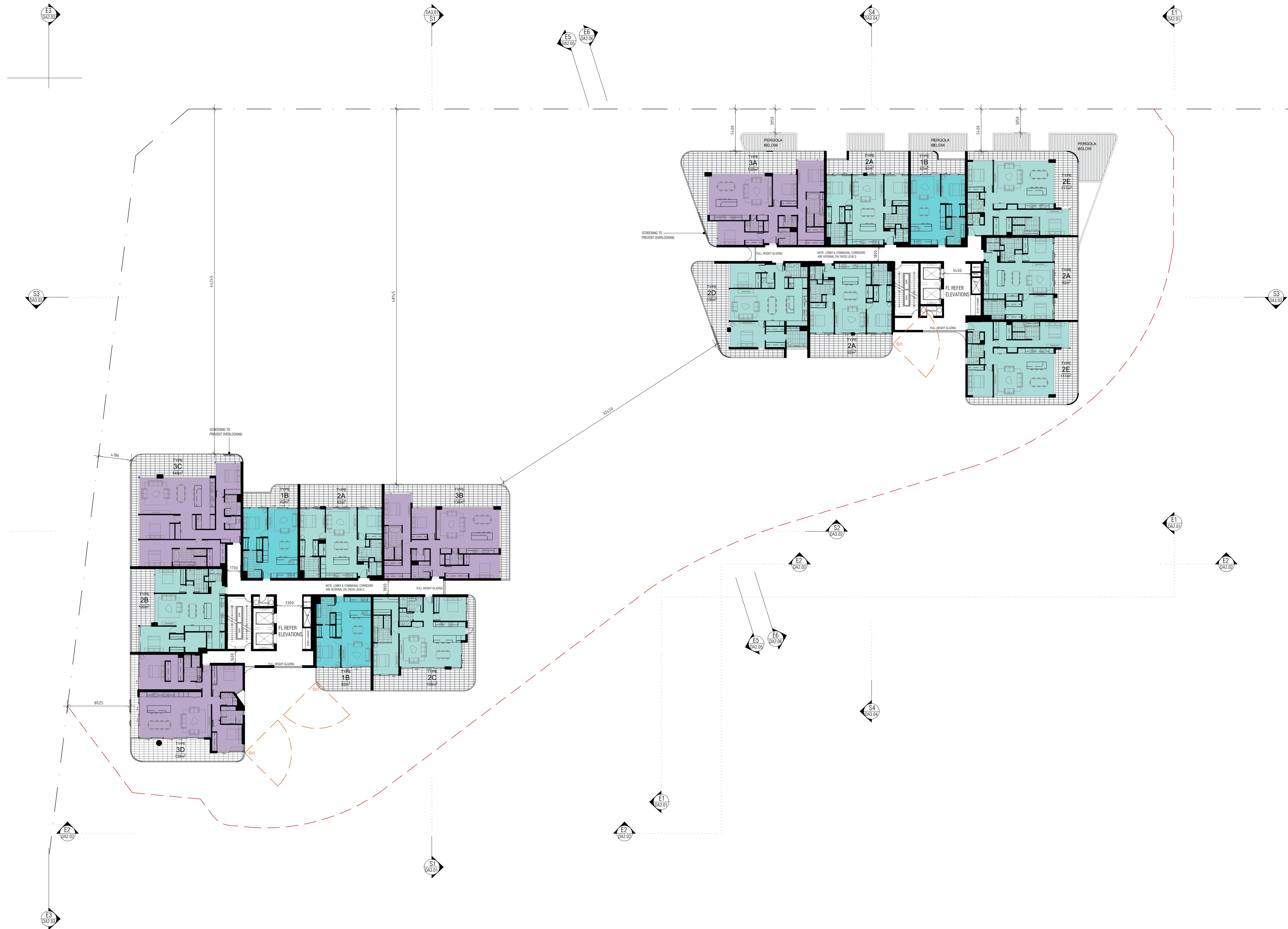


DRAWING

FLOOR PLANS
LEVEL 02

DRAWING NO. DRAFTER CHECKED REV.

DA 1.06 AW WB P



REV.	DATE	AMENDMENT
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K	02.12.2021	DRAFT DA ISSUE
L	14.12.2021	DA ISSUE
M	13.04.2022	DA REV 1 ISSUE
N	30.05.2022	DRP 03 ISSUE
P	01.07.2022	DA RFI RESPONSES

BCA COMPLIANCE:
STRUCTURAL:
HYDRAULIC:
ELECTRICAL:
MECHANICAL:
ENERGY:
FIRE:

CLIENT

BLACKBURNE

PROJECT

KARRINYUP

PROJECT ADDRESS

KARRINYUP

PROJECT STATUS

DEVELOPMENT APPLICATION

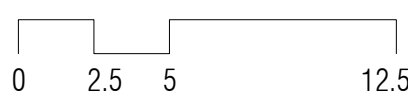
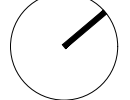
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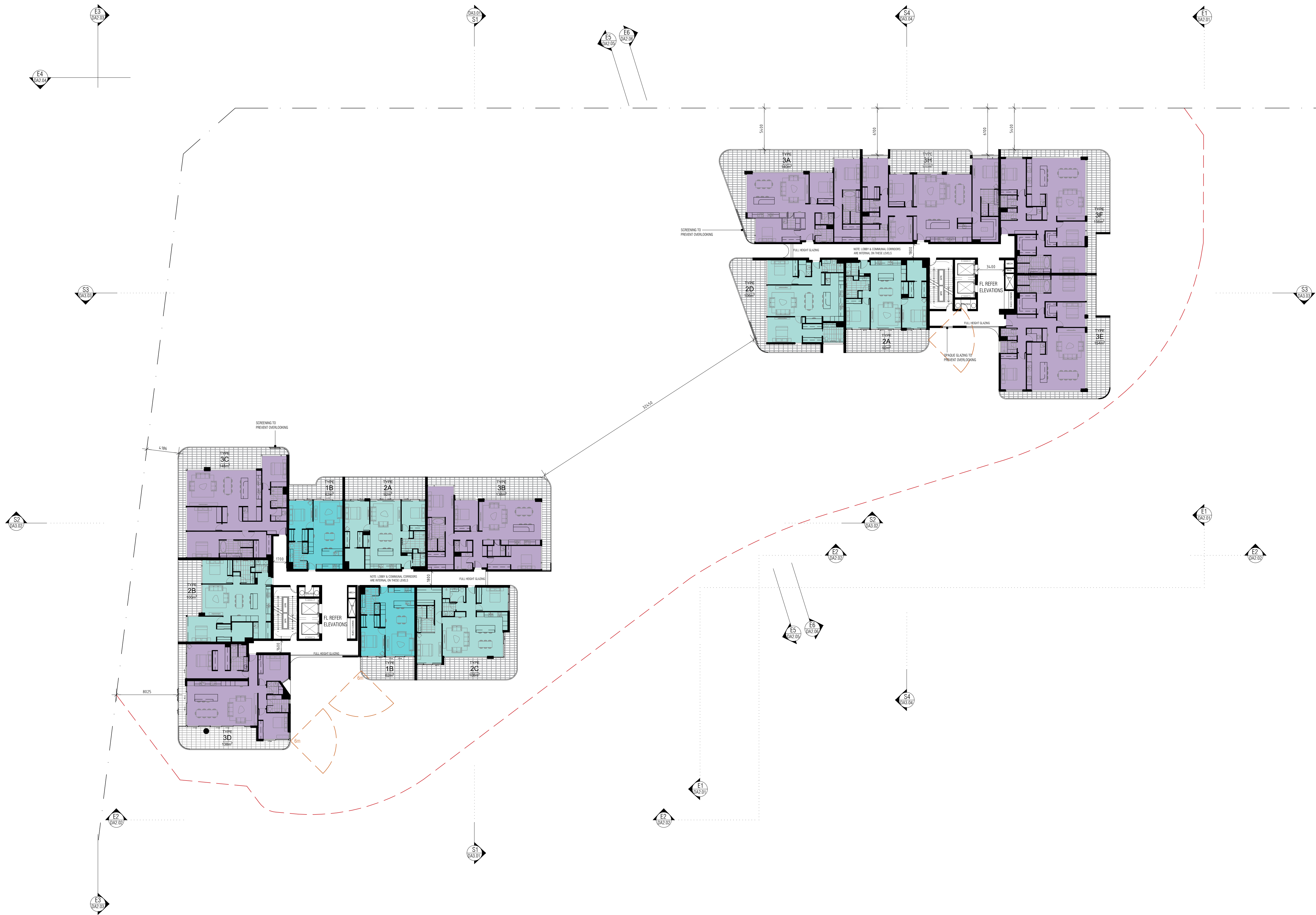


DRAWING

FLOOR PLANS
LEVEL 03 - LEVEL 06

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DA 1.07 AW WB P



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K	02.12.2021	DRAFT DA ISSUE
L	14.12.2021	DA ISSUE
M	13.04.2022	DA REV 1 ISSUE
N	30.05.2022	DRP 03 ISSUE
P	01.07.2022	DA RFI RESPONSES

BCA COMPLIANCE:
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HYDRAULIC:
ELECTRICAL:
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ENERGY:
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CLIENT

BLACKBURNE

PROJECT

KARRINYUP

PROJECT ADDRESS

KARRINYUP

PROJECT STATUS

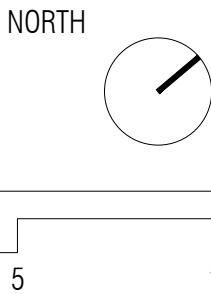
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PROJECT NUMBER

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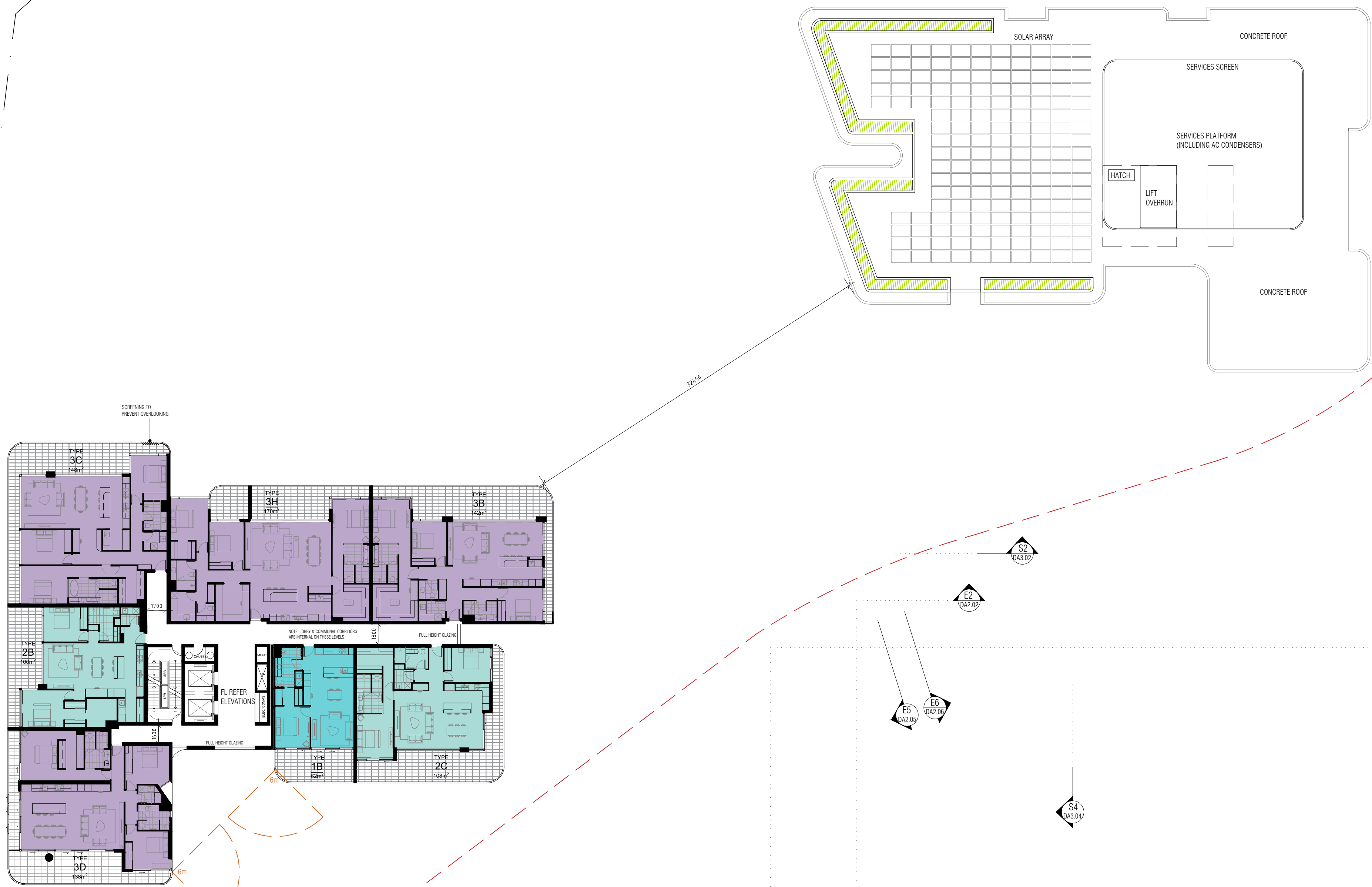


DRAWING

FLOOR PLANS
LEVEL 07 - LEVEL 12

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DA 1.08 AW WB P



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K	02.12.2021	DRAFT DA ISSUE
L	14.12.2021	DA ISSUE
M	13.04.2022	DA REV 1 ISSUE
N	30.05.2022	DRP 03 ISSUE
P	01.07.2022	DA RFI RESPONSES

BCA COMPLIANCE:
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HYDRAULIC:
ELECTRICAL:
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ENERGY:
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PROJECT

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PROJECT ADDRESS

KARRINYUP

PROJECT STATUS

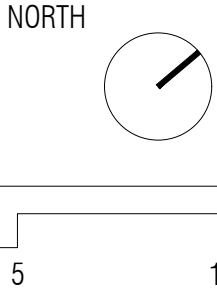
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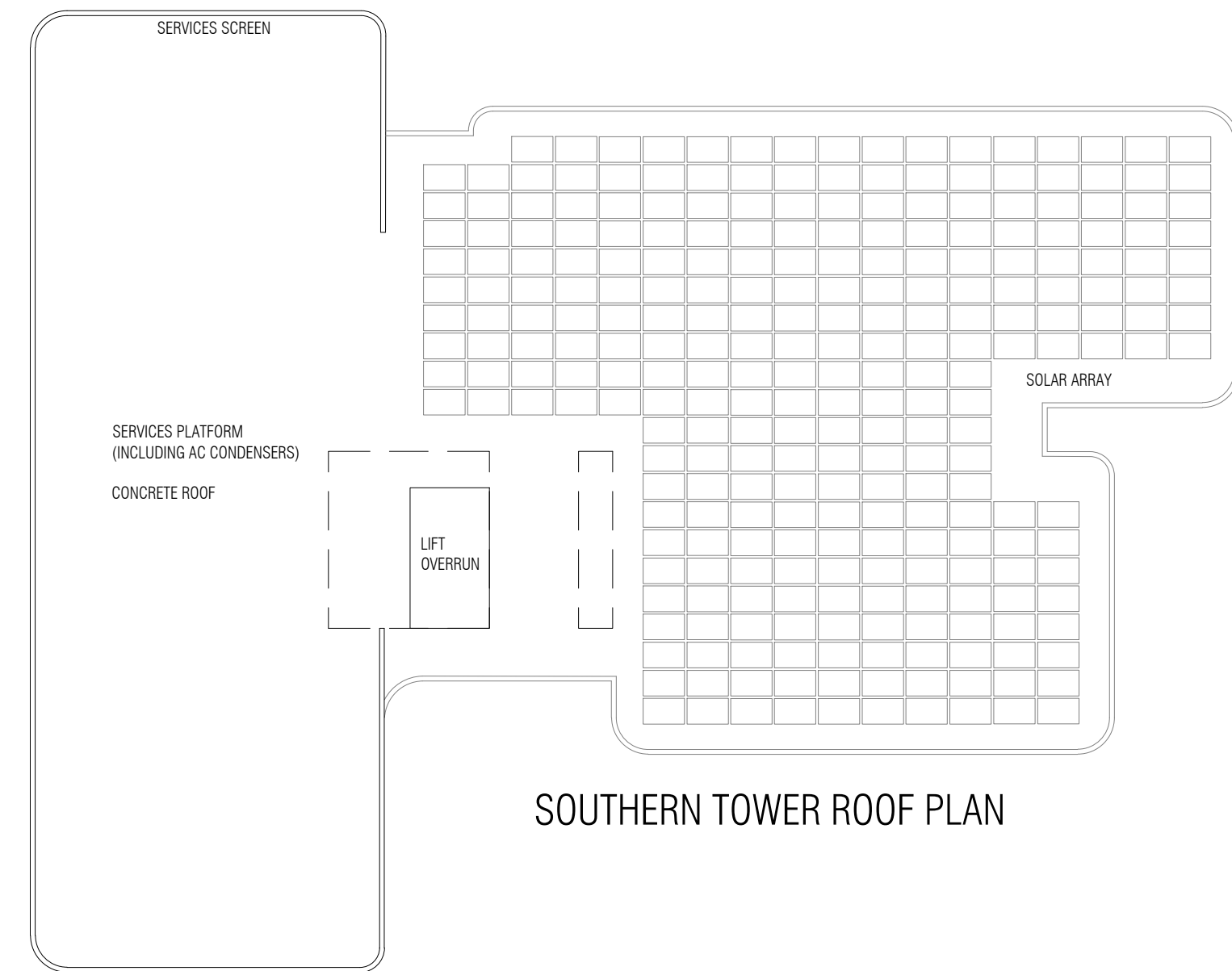
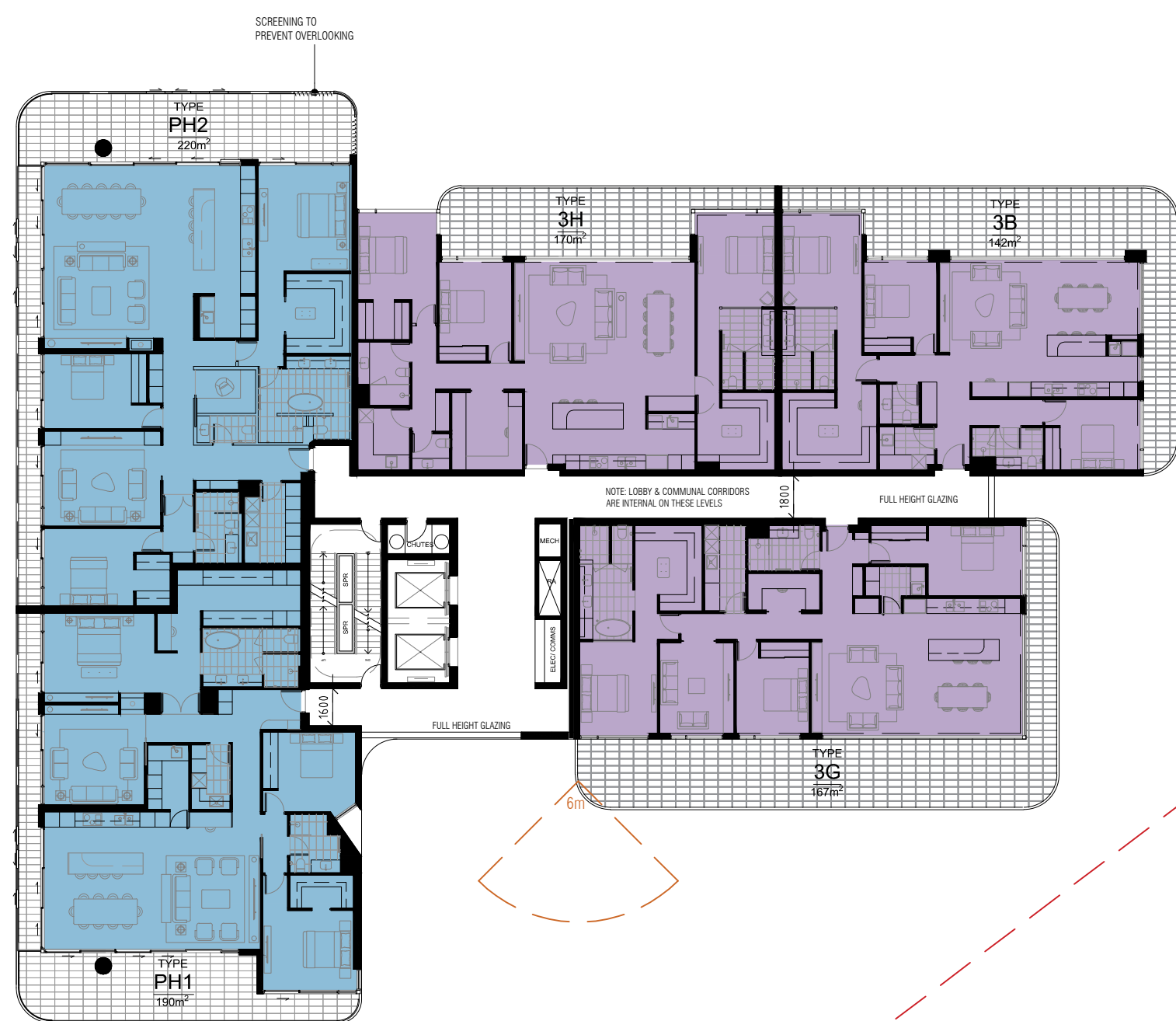
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DRAWING

FLOOR PLANS
LEVEL 13 - LEVEL 17

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DA 1.09 AW WB P



SOUTHERN TOWER ROOF PLAN

REV.	DATE	AMENDMENT
J	29.11.2021	DRP 02 ISSUE
K	02.12.2021	DRAFT DA ISSUE
L	14.12.2021	DA ISSUE
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P	01.07.2022	DA RFI RESPONSES

BCA COMPLIANCE:
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HYDRAULIC:
ELECTRICAL:
MECHANICAL:
ENERGY:
FIRE:

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PROJECT

KARRINYUP

PROJECT ADDRESS

KARRINYUP

PROJECT STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER
21007
SCALE
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DRAWING
FLOOR PLANS
LEVEL 18 - LEVEL 22
DRAWING NO. DA 1.10
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REV.	DATE	AMENDMENT
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C	14.12.2021	DA ISSUE
D	13.04.2022	DA ISSUE REV 01
E	30.05.2022	DRP 03 ISSUE
F	01.07.2022	DA RFI RESPONSES
G	10.09.2024	DA AMENDMENT

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PROJECT STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
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DRAWING
E1 : NORTH ELEVATION
DRAWING NO.
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REV.	DATE	AMENDMENT
B	02.12.2021	DRAFT DA ISSUE
C	14.12.2021	DA ISSUE
D	13.04.2022	DA ISSUE REV 01
E	30.05.2022	DRP 03 ISSUE
F	01.07.2022	DA RFI RESPONSES
G	10.09.2024	DA AMENDMENT

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MECHANICAL:
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PROJECT

KARRINYUP

PROJECT ADDRESS

KARRINYUP

PROJECT STATUS

DEVELOPMENT APPLICATION

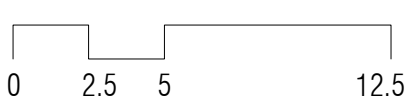
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NORTH



DRAWING

E2 : EAST ELEVATION

DRAWING NO. DRAFTER CHECKED REV.

DA2.02 JL AW F

REV.	DATE	AMENDMENT
B	02.12.2021	DRAFT DA ISSUE
C	14.12.2021	DA ISSUE
D	13.04.2022	DA ISSUE REV 01
E	30.05.2022	DRP 03 ISSUE
F	01.07.2022	DA RFI RESPONSES
G	10.09.2024	DA AMENDMENT

BCA COMPLIANCE:
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ENERGY:
FIRE:

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PROJECT

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KARRINYUP

PROJECT ADDRESS

KARRINYUP

PROJECT STATUS

DEVELOPMENT APPLICATION

PROJECT NUMBER

21007

SCALE

1:250 @ A1

NORTH

DRAWING

E3 : SOUTH ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
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DA2.03 JL AW F



REV.	DATE	AMENDMENT
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F	01.07.2022	DA RFI RESPONSES
G	10.09.2024	DA AMENDMENT

BCA COMPLIANCE:
STRUCTURAL:
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MECHANICAL:
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PROJECT
KARRINYUP

PROJECT ADDRESS
KARRINYUP
PROJECT STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
21007
SCALE
1:250 @ A1

DRAWING
E4 : WEST ELEVATION
DRAWING NO.
DA2.04
DRAFTER
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F



REV.	DATE	AMENDMENT
D	13.04.2022	DA ISSUE REV 01
E	30.05.2022	DRP 03 ISSUE
F	01.07.2022	DA RFI RESPONSES
G	10.09.2024	DA AMENDMENT

BCA COMPLIANCE:
STRUCTURAL:
HYDRAULIC:
ELECTRICAL:
MECHANICAL:
ENERGY:
FIRE:

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PROJECT
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PROJECT ADDRESS
KARRINYUP
PROJECT STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER	NORTH
21007	
SCALE	0 2.5 5 12.5
1:250 @ A1	

DRAWING

E5 : SOUTH TOWER
(NORTH ELEVATION)

DRAWING NO.	DRAFTER	CHECKED	REV.
DA2.05	JL	AW	F



REV.	DATE	AMENDMENT
D	13.04.2022	DA ISSUE REV 01
E	30.05.2022	DRP 03 ISSUE
F	01.07.2022	DA RFI RESPONSES
G	10.09.2024	DA AMENDMENT

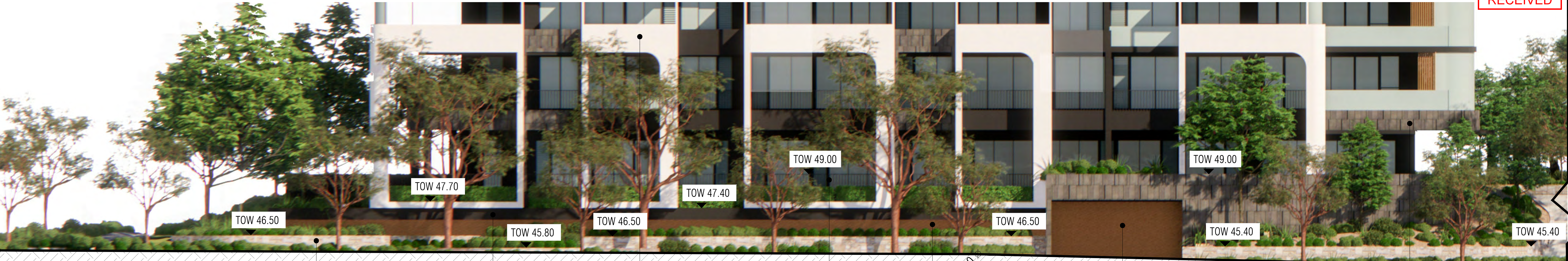
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FIRE:

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PROJECT
KARRINYUP

PROJECT ADDRESS
KARRINYUP
PROJECT STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
21007
SCALE
1:250 @ A1

DRAWING
**E6 : NORTH TOWER
(SOUTH ELEVATION)**
DRAWING NO. DRAFTER CHECKED REV.
DA2.06 JL AW F



LIMESTONE LOOK CLADDING

CHARCOAL COLOURED ACRYLIC RENDER

WHITE COLOURED ACRYLIC RENDER

ROD & RAIL BALUSTRADE

BRONZE COLOURED PERFORATED METAL SCREEN TO CARPARK

BRONZE COLOURED PERFORATED METAL SCREEN GARAGE DOOR

CHARCOAL COLOURED TILING



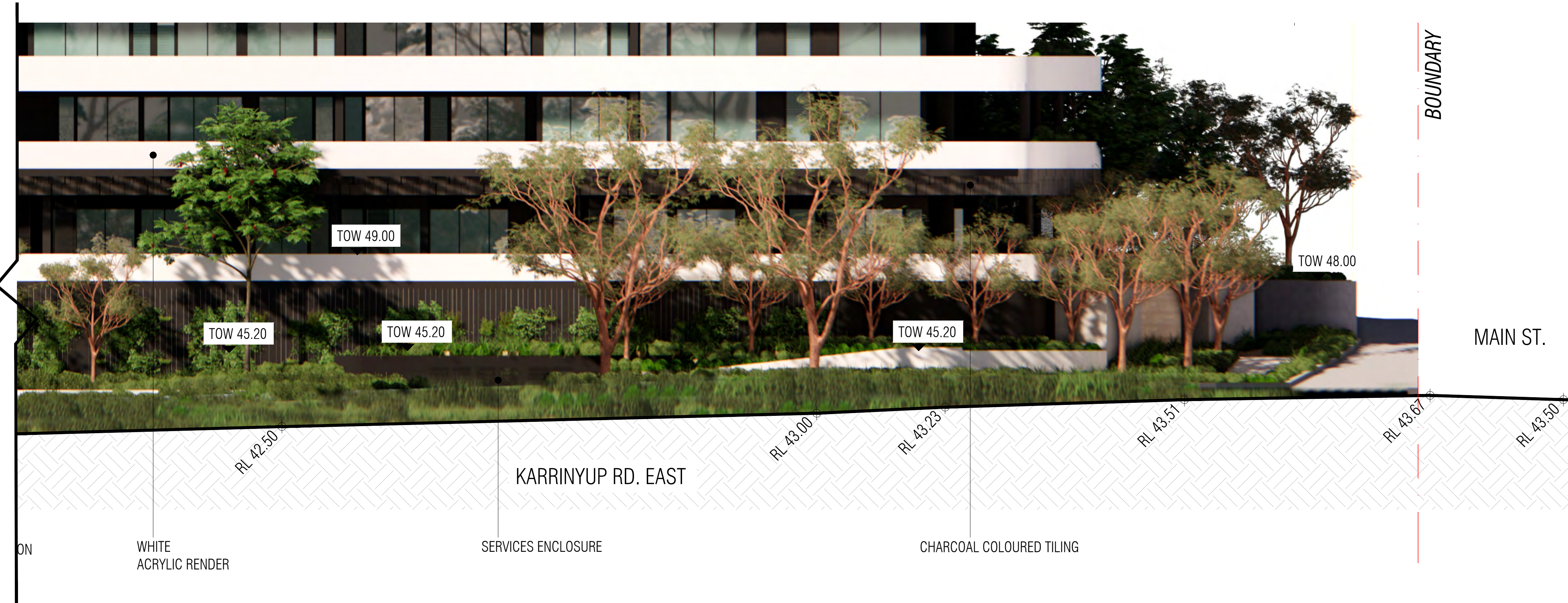
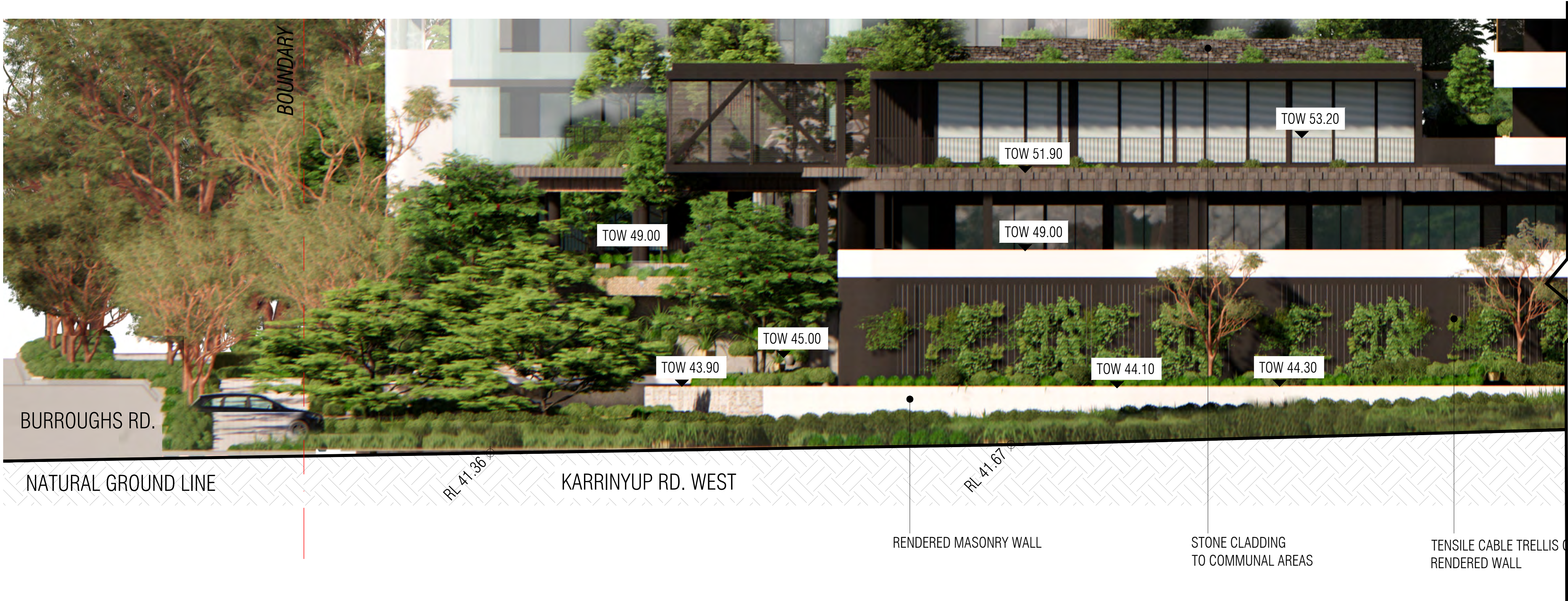
PEDESTRIAN LINK TO KARRINYUP SHOPPING CENTRE

BRONZE COLOURED FEATURE SCREENING TO CABANAS

LIMESTONE LOOK CLADDING

BRONZE COLOURED PERFORATED METAL SCREEN

LIMESTONE LOOK CLADDING



REV.	DATE	AMENDMENT
D	13.04.2022	DA ISSUE REV 01
E	10.09.2024	DA AMENDMENT

BCA COMPLIANCE:
STRUCTURAL:
HYDRAULIC:
ELECTRICAL:
MECHANICAL:
ENERGY:
FIRE:

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BLACKBURNE
PROJECT
KARRINYUP

PROJECT ADDRESS
KARRINYUP
PROJECT STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER
21007
SCALE
1:100 @ A1

DRAWING
E8: KARRINYUP ROAD FACADE ELEVATION
DRAWING NO.
DA2.08
DRAFTER
JL
CHECKED
AW
REV.
D



REV.	DATE	AMENDMENT
B	02.12.2021	DRAFT DA ISSUE
C	14.12.2021	DA ISSUE
D	13.04.2022	DA ISSUE REV 01
E	30.05.2022	DRP 03 ISSUE
F	01.07.2022	DA RFI RESPONSES
G	10.09.2024	DA AMENDMENT

BCA COMPLIANCE:
STRUCTURAL:
HYDRAULIC:
ELECTRICAL:
MECHANICAL:
ENERGY:
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CLIENT

BLACKBURNE

PROJECT

KARRINYUP

PROJECT ADDRESS

KARRINYUP

PROJECT STATUS

DEVELOPMENT APPLICATION

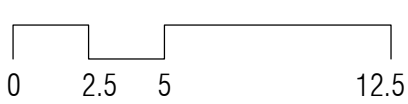
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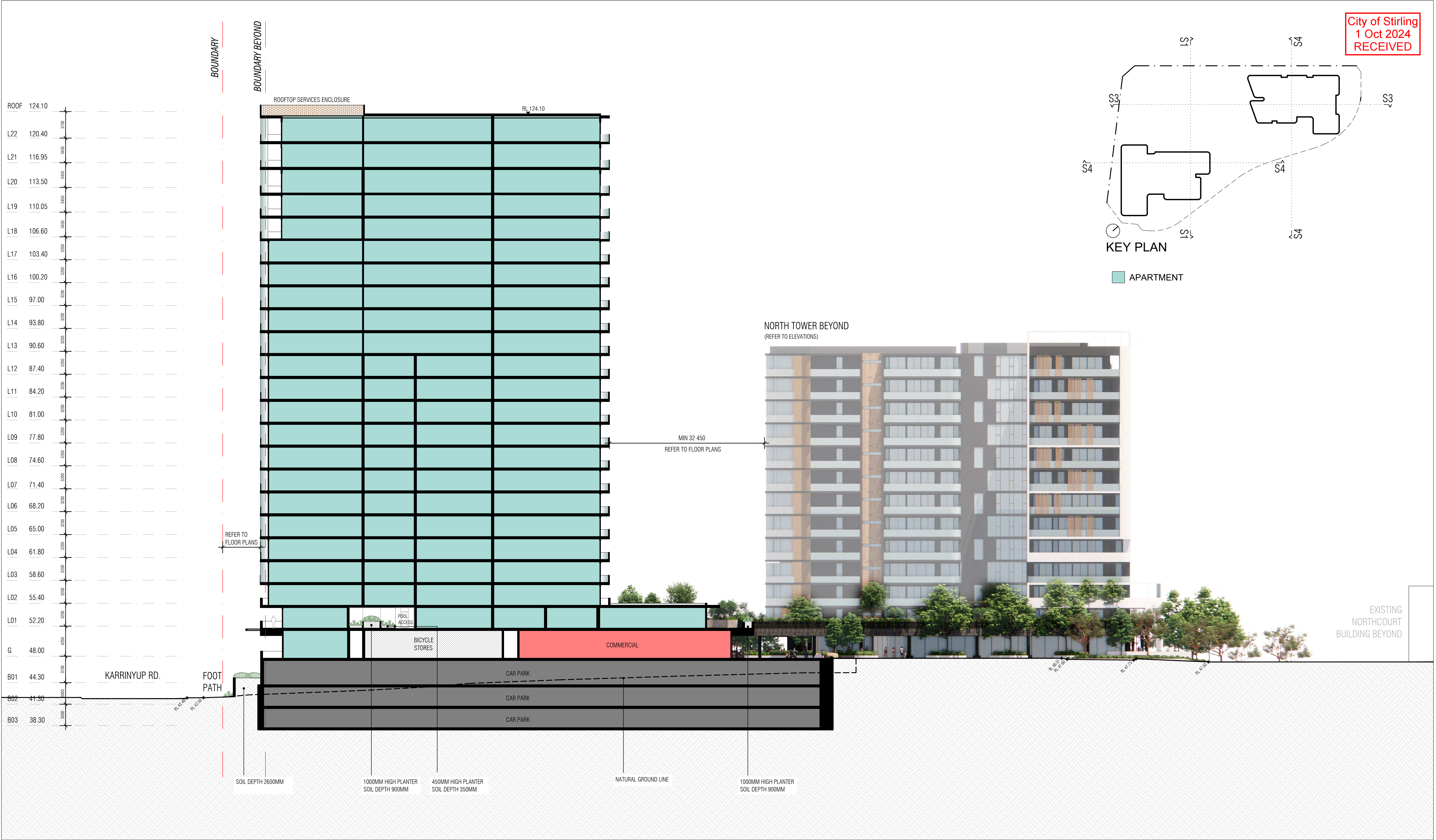


DRAWING

SECTION S1

DRAWING NO. DRAFTER CHECKED REV.

DA3.01 JL AW F



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REV.	DATE	AMENDMENT
B	02.12.2021	DRAFT DA ISSUE
C	14.12.2021	DA ISSUE
D	13.04.2022	DA ISSUE REV 01
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G	10.09.2024	DA AMENDMENT

BCA COMPLIANCE:
STRUCTURAL:
HYDRAULIC:
ELECTRICAL:
MECHANICAL:
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FIRE:

CLIENT

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PROJECT

KARRINYUP

PROJECT ADDRESS

KARRINYUP

PROJECT STATUS

DEVELOPMENT APPLICATION

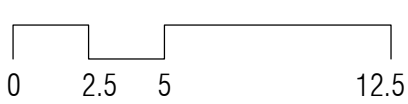
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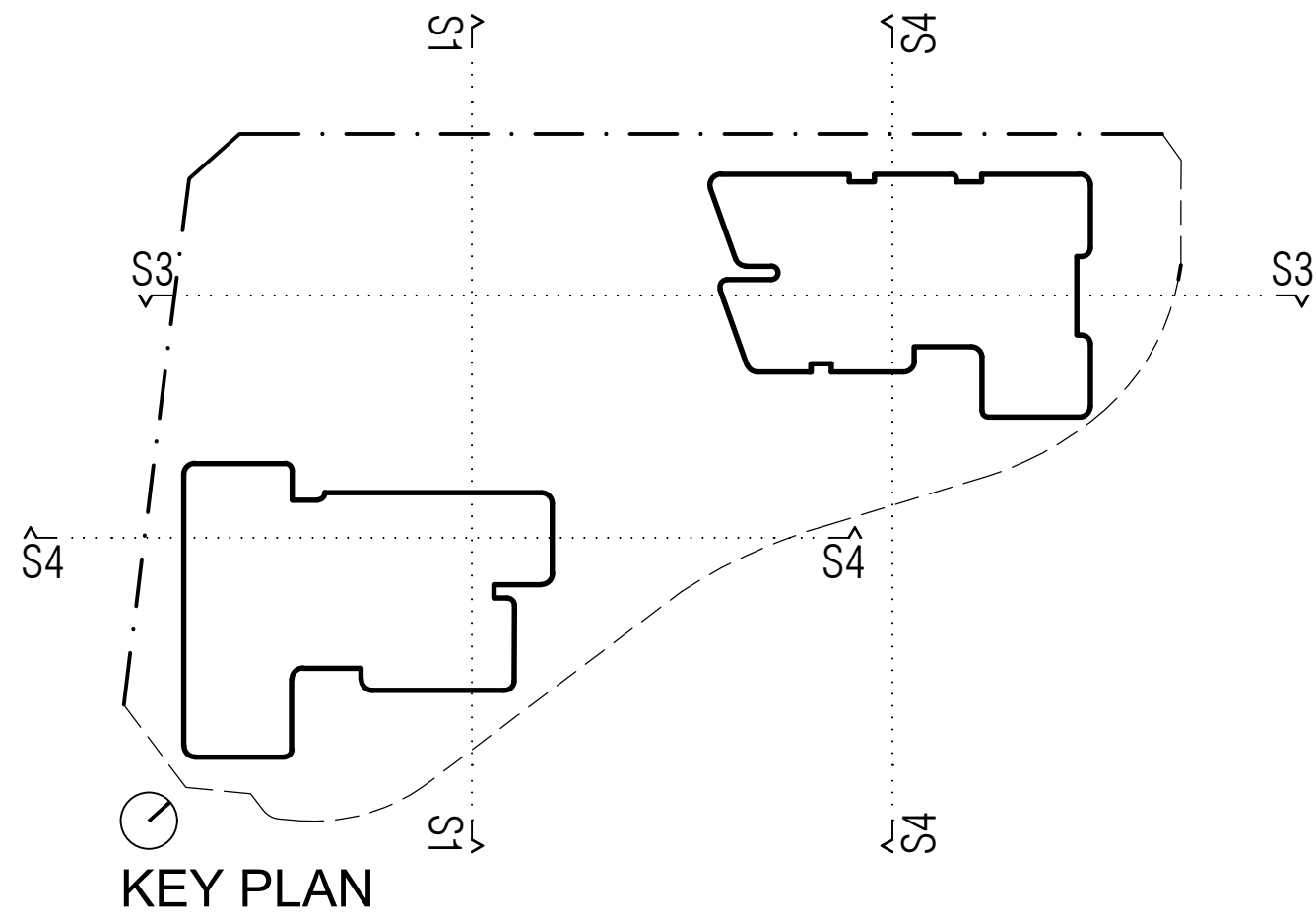


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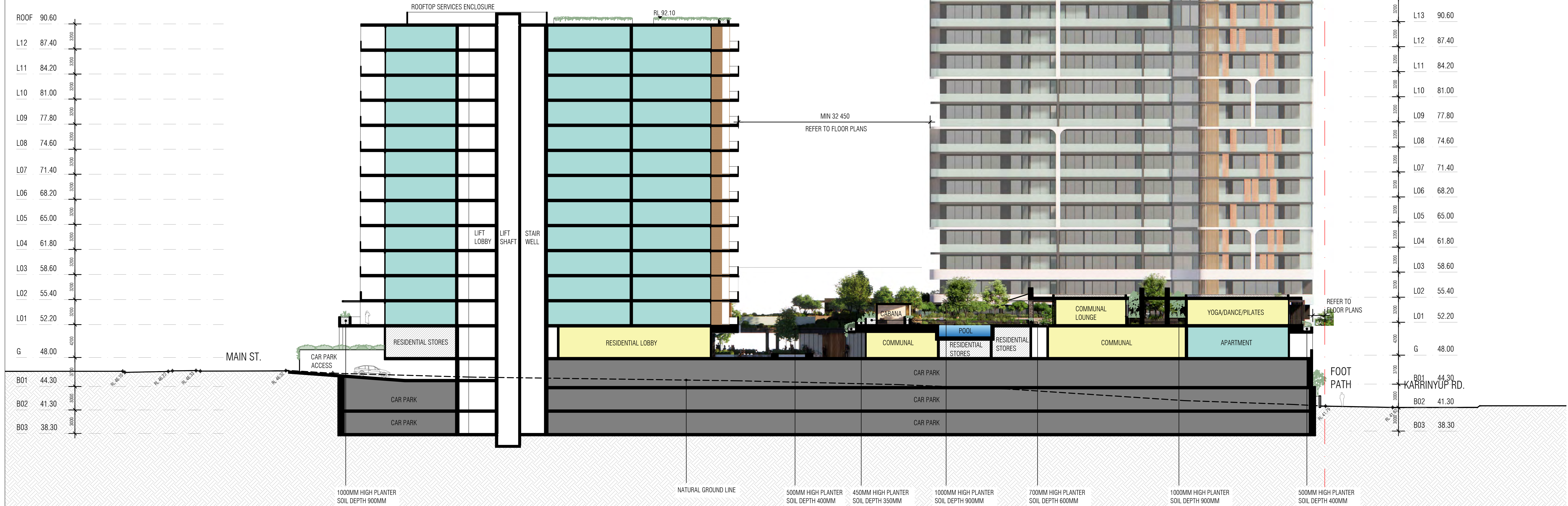
SECTION S2

DRAWING NO. DRAFTER CHECKED REV.

DA3.02 JL AW F



APARTMENT



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C	14.12.2021	DA ISSUE
D	13.04.2022	DA ISSUE REV 01
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F	01.07.2022	DA RFI RESPONSES
G	10.09.2024	DA AMENDMENT

BCA COMPLIANCE:
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PROJECT
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PROJECT ADDRESS
KARRINYUP
PROJECT STATUS
DEVELOPMENT APPLICATION

PROJECT NUMBER	NORTH
21007	
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DRAWING NO.	DRAFTER	CHECKED	REV.
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G	10.09.2024	DA AMENDMENT

BCA COMPLIANCE:
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PROJECT ADDRESS
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PROJECT STATUS
DEVELOPMENT APPLICATION

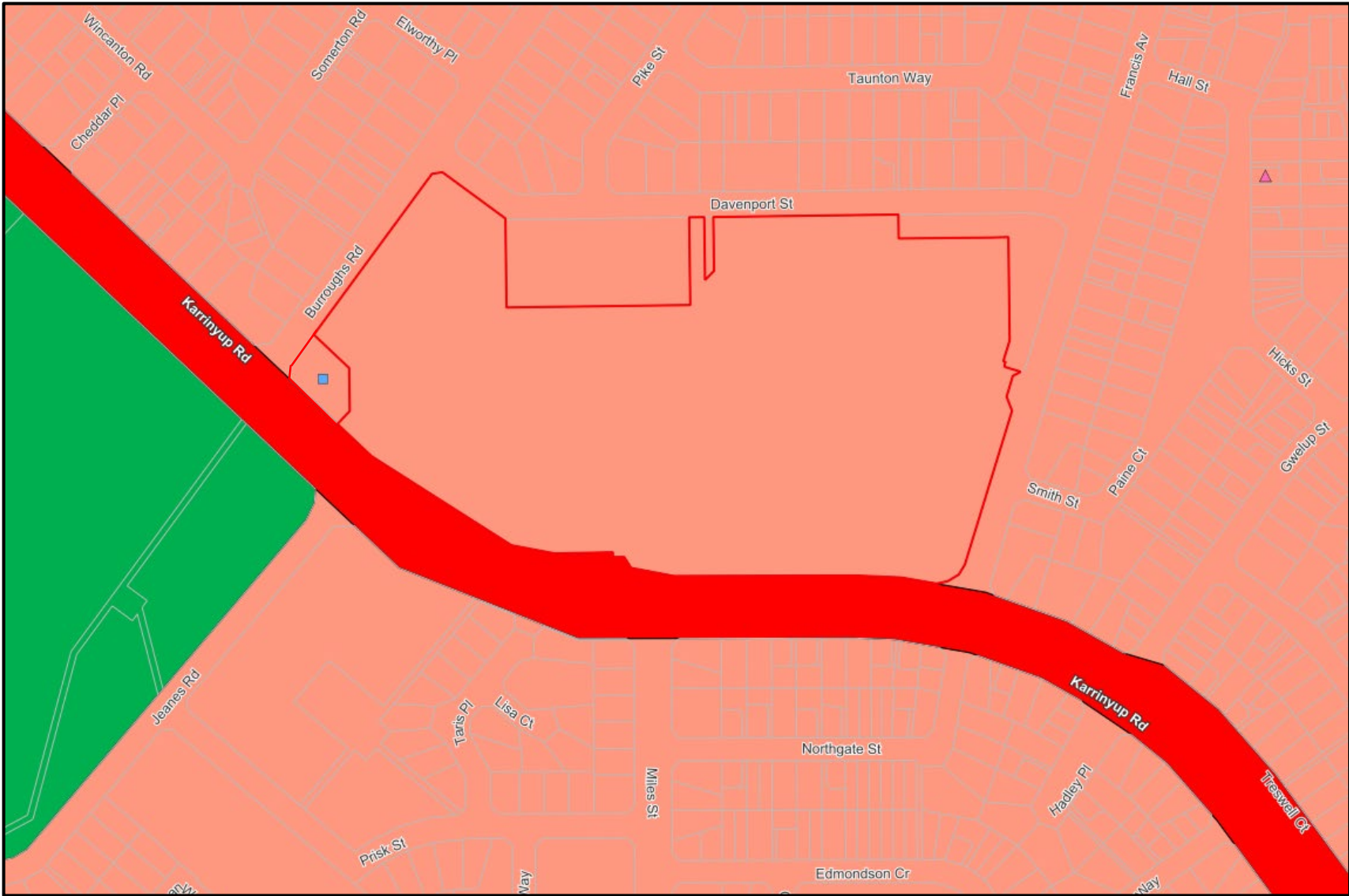
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DRAWING			
SECTION S4			
DRAWING NO.	DRAFTER	CHECKED	REV.
DA3.04	JL	AW	F

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 – City of Stirling Planning Assessment

Planning Assessment:

The proposed development has been assessed against LPS3 and the relevant State Planning Policies and Local Planning Policies.

The following matters are addressed below:

1. Proposed Land Use
2. Bushfire
3. State Planning Policy 7.0 – Design of the Built Environment (SPP7.0)
4. Planning and Development (Local Planning Schemes) Regulations 2015

Please note that State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2), State Planning Policy 5.4 – Road and Rail Noise (SPP5.4) and State Planning Policy 7.2 – Precinct Design (SPP7.2) were sufficiently addressed in the City's original RAR (Attachment 8) and are not proposed to be impacted as a result of this proposal. As such, these have not been included in this report.

1. Proposed Land Use

The amended development proposes the Shop land use in addition to the previous approved Multiple Dwellings and Restaurant Land uses (refer Attachment 8 of RAR for previous assessment). Shop is listed as a 'P' use in accordance with Table 1 - Zoning 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 responses to the LPS3 Regional Centre Zone Objectives listed in Clause 4.2.11 for the Shop land use are as follows:

LPS3 Clause 4.2.11 – Regional Centre Zone Objectives	
Objective	Officer Comment
a) <i>To provide for the full range of shopping, office, administrative, social, recreation, entertainment and community services, consistent with the region-serving role of the centre.</i>	The development provides additional hospitality businesses in the centre.
b) <i>To facilitate the creation of employment within the centre so as to reduce the demand for travel, and enhance the level of self-sufficiency within the sub-region.</i>	The three shop tenancies will provide employment opportunities.
c) <i>To promote a high degree of accessibility to and within the centre, for users of all modes of transport (bus, rail, private car, cycle and pedestrian) and to avoid fragmentation of commercial development.</i>	The development site is provided with clearly defined and connected pedestrian footpaths throughout the ground floor of the development, which interfaces with the existing footpaths on Burroughs Road and Karrinyup Road. The development provides clear wayfinding to the commercial and residential frontages of the development. It interfaces with the existing pedestrian connections throughout the existing site, to the shopping centre. Vehicular access and egress is provided from a clearly defined driveway accessed from the

Attachment 5 – City of Stirling Planning Assessment

LPS3 Clause 4.2.11 – Regional Centre Zone Objectives	
Objective	Officer Comment
	internal street, and is located away from the primary pedestrian circulation areas of the development. Multiple bicycle stores are provided, accessed from the main pedestrian thoroughfare of the development, and provided in central areas, and with internal and external access points to ensure safety and practicality.
d) <i>To enhance pedestrian connectivity within the centre, so as to facilitate movement between sites and from public and private transport nodes.</i>	The development has good pedestrian links with the shopping centre on the eastern side of the main street.

2. Bushfire

The southern portion of the development is within a bushfire prone area designated by an order made under the *Fire and Emergency Services Act 1998* section 18P. The Applicant has submitted a Bushfire Management Plan, which includes a bushfire attack level assessment and assessment against the bushfire protection criteria contained in the SPP7.3 Guidelines. The bushfire attack level assessment identifies that the development is on land classified as BAL-12.5 and BAL-LOW. None of the proposed land uses are 'vulnerable land uses' under SPP3.7.

Additionally, a Bushfire Planning Technical Letter (Attachment 7a) has been provided which supports the original BAL and BMP provided given the original report, prepared by Bushfire Prone Planning is dated 17 December 2021 and the subsequent changes to built form contemplated in this application.

Having regard to SPP3.7 and its Guidelines, the construction of this development within the bushfire prone land can be supported and all the necessary mitigation measures can be implemented through the construction of the development and ongoing management, to ensure a low risk threat to human injury or property damage from a bushfire event. The specific construction standards to address the bushfire risk will be incorporated into the certification of the building permit applications. Should the DAP be of the mind to support the proposed development, the necessary ongoing management measures can be implemented by condition setting, including the implementation a Bushfire Management Plan and placing bushfire notifications on the affected Certificates of Title.

3. 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:

SPP 7.0 – Design of the Built Environment	
Design Principle	Officer Comment
1.Context and Character	Karrinyup is primarily a low to medium density residential suburban area, with a major shopping centre.

Attachment 5 – City of Stirling Planning Assessment

SPP 7.0 – Design of the Built Environment	
Design Principle	Officer Comment
<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>	The proposed changes are consistent with the previous approval in terms of context and character.
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>	Landscaping on the subject site is provided primarily within a terraced setting and/or on structure, such as the outdoor communal residential amenity areas. Eight trees to the northwestern boundary are proposed to be removed due to proximity to the development, however a total of 95 trees are provided throughout the entire development, ensuring that sufficient trees are provided to offset the removal of the existing trees onsite, and improve the long term canopy cover of the development site. Deep soil area is generally consistent with the previous approval, with a detailed landscaping plan required prior to commencement of works.
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 surrounding locality is dominated by low scale development, primarily single storey or two storeys in height. The existing development within the Karrinyup Regional Centre, including a building under construction, is up seven storeys in height. In relation to built form and scale, the proposed amendments do not impact the built form and scale of the development which was previously approved by the DAP.
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 proposed development is generally consistent with the previous approval in terms of functionality and build quality, including vehicular access and egress, interface and commercial frontages.
5. Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>	The development is on track to meet the energy efficiency and water management and conservation Element Objectives of SPP7.3 R-Codes Volume 2. Landscaping is provided in excess of the minimum requirements and a detailed landscaping plan is required prior to commencement. The communal and publicly accessible spaces will assist in creating a sense of community.

Attachment 5 – City of Stirling Planning Assessment

SPP 7.0 – Design of the Built Environment	
Design Principle	Officer Comment
	The provision of commercial tenancies will provide some additional employment opportunities in the locality.
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>	There are no amendments proposed to the residential component of the development. The commercial component of the development directly interfaces with the internal streetscape and alfresco area, providing flowthrough from the street, and connectivity between the shopping centre and the proposed mixed use 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. The design and location of the entry areas to each tenancy and residential lobby provides evident pedestrian entrances into the 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 provides a high level of passive surveillance internally to the site, with no change proposed to the surveillance to Karrinyup Road and Burroughs Road at footpath level.
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 community interactions and includes some dwellings specifically designed to provide universal access and adaptability.
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 development is internally focused towards the shopping centre, and provides pedestrian flow through throughout the site and the surrounding area.

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

The application 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*.

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

Deemed Provisions Consideration of Application by Local Government	
Provision	Officer Comment
(a) the aims and provisions of this Scheme and any other local	The proposed modifications are generally consistent with the high-level aims of the

Attachment 5 – City of Stirling Planning Assessment

Deemed Provisions Consideration of Application by Local Government	
Provision	Officer Comment
<i>planning scheme operating within the Scheme area;</i>	Scheme as listed in LPS3 Clause 1.6 and the previous approval.
<i>(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;</i>	The proposal is for minor amendments to a significant development which was previously approved by DAP. The proposed modifications satisfy the relevant planning framework subject to the recommended condition setting. Although the City has prepared Draft LPS4 and commenced advertising, the final form of LPS4 is not imminent nor certain at this time. Accordingly, no weight should be given to Draft LPS4 when determining this application. The minor amendments to the development are consistent with LPS3 and the relevant planning instruments, and therefore is consistent with the requirements of orderly and proper planning.
<i>(c) any approved State planning policy;</i>	The City's assessment has considered the relevant State Planning Policies. The amended development does not alter the compliance with the objectives and requirements of those policies, particularly SPP7.2 and SPP7.3 R-Codes Volume 2.
<i>(fa) any local planning strategy for this Scheme endorsed by the Commission;</i>	The Local Planning Strategy identifies residential density and employment targets for each centre. This includes a minimum 25 dwelling and desirable 35 dwelling density target per gross hectare, maximum 40% retail uses to other non-residential uses and by 2050, 5,000 jobs. The development provides a substantial contribution towards the density targets. As a guide, the density just in these two towers is approximately 17 dwellings per hectare based upon all the land bound by Karringup Road, Burroughs Road, Davenport Street and Francis Avenue, and 284 dwellings per hectare based upon the indicative site area. The development provides additional employment opportunities in the centre.
<i>(g) any local planning policy for the Scheme area;</i>	The City's assessment has considered the relevant Local Planning Policies. Subject to the recommended condition setting, the development satisfies the relevant local planning policies.
<i>(m) the compatibility of the development with its setting, including —</i>	The proposed development is consistent with the previous approval in terms of bulk and scale, and

Attachment 5 – City of Stirling Planning Assessment

Deemed Provisions Consideration of Application by Local Government	
Provision	Officer Comment
(i) <i>the compatibility of the development with the desired future character of its setting; and</i> (ii) <i>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>	compatibility and relationship of the development with the locality.
(n) <i>the amenity of the locality including the following —</i> (i) <i>environmental impacts of the development;</i> (ii) <i>the character of the locality;</i> (iii) <i>social impacts of the development;</i>	The development includes the removal of some of the existing trees on-site, though with eight trees removed and 95 new trees proposed, the landscaping of the site will contribute towards mitigating their removal. The proposed modifications are generally minor and consistent with the existing approval. The development provides 19% of the site at ground floor as proposed landscaping.
(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i>	Eight trees are proposed to be removed from the northwestern boundary on the site, which were originally to be retained however detailed design work has stated that the trees will be impacted by significant root damages as a result of the proximity to the development. The development proposes 95 new trees, which will contribute towards mitigating the removal of the trees, ensuring that sufficient trees are provided to offset the removal of the existing trees onsite, and improve the long term canopy cover of the development site. Two trees are retained to the southern boundary of the development site. The development provides 19% of the site at ground floor as proposed landscaping.
(q) <i>the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;</i>	The site is within bushfire prone land, though having regard to the findings of the Applicant's Bushfire Management Plan and Bushfire Attack Level assessment, the threat of bushfire is a low risk to the future occupants and the development and is consistent with the previous condition setting.
(s) <i>the adequacy of —</i> (i) <i>the proposed means of access to and egress from the site; and</i>	The vehicle access and design of the parking areas is on track to meeting the City's

Attachment 5 – City of Stirling Planning Assessment

Deemed Provisions Consideration of Application by Local Government	
Provision	Officer Comment
(ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	requirements, with certification to verify compliance required at the detailed design stage.
(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 proposed traffic to be generated as a result of this development is generally consistent with the previously approved development.
(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 storage, toilet and shower facilities);</i> <i>(v) access by older people and people with disability;</i>	The site has good access to public transport, being located within a short walking distance of a bus station. Utility services are available. A waste management plan has been provided and is on track for meeting the City's requirements. The site provides new footpaths and bicycle parking spaces, but no end of trip facilities for employees. Universal access is generally available, though the height difference between the new ground level and the footpath level of Karrinyup Road and Burroughs Road may result in inconvenience to older people, those with disabilities and those with strollers.
(w) <i>the history of the site where the development is to be located;</i>	The site currently contains car parking for the recently shopping centre and a vacant site that previously contained a Service Station. The proposal will replace the car parking bays for the shopping centre that will be removed as a result of this development.
(y) <i>any submissions received on the application;</i>	In accordance with Clause 77 (3) of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> , public consultation was not required to be undertaken as part of this application due to the minor nature of the proposed modifications in the context of the overall development.
(za) <i>the comments or submissions received from any authority consulted under clause 66;</i>	The City received comments from Main Roads WA. Further details are provided in the External Referrals section of this RAR.
(zb) <i>any other planning consideration the local government considers appropriate.</i>	The City has considered any other matters raised as part of the assessment of this application.

PS ref: 8915

7 October 2024

Chief Executive Officer
City of Stirling
PO Box 1533
Osborne Park WA 6916

Attention: Planning Services

Dear Sir/Madam,

**LOT 7 (190) AND LOT 12 (200) KARRINYUP ROAD, KARRINYUP
APPLICATION FOR AMENDMENT TO APPROVED DEVELOPMENT
MIXED USE DEVELOPMENT APPLICATION**

Planning Solutions acts on behalf of Blackburne Property Group, the proponent of the approved mixed-use development at Lot 7 (190) and Lot 12 (200) Karrinyup Road, Karrinyup (**subject site**).

This submission has been prepared in support of an application to amend the existing development approval for the subject site, issued by the Metro Inner-North Joint Development Assessment Panel (**DAP**) on 25 August 2022.

Pursuant to Regulation 17(1)(b) and (c) of the Planning and Development (Development Assessment Panel) Regulations 2011 (**DAP Regulations**), we make this application to amend aspects of the development approval which, if amended, would not substantially change the development approval.

In support of this application, please find enclosed:

1. City of Stirling Development Application Form, signed by applicant/landowner
2. Metropolitan Region Scheme Form 1, signed by the applicant/landowner
3. DAP Form 2 Application Form, signed by the applicant/landowner
4. Certificates of Title
5. Development Plans depicting proposed amendments
6. Landscaping Plan depicting proposed amendments
7. Traffic technical note addressing proposed amendments

We kindly request an invoice is generated in the name of '**Western Precinct Karrinyup Pty Ltd**' for the prescribed development application fees.

The following submission addresses various matters pertaining to the proposal, including:

- Site detail
- Background
- Proposed amendments
- Town planning considerations

SITE DETAILS

Legal description

Refer to **Table 1** below for a description of the relevant properties that comprise the subject site.

Table 1 – Lot details

Lot	Deposited Plan	Volume	Folio	Registered Proprietor	Area (m ²)
7	43262	1356	124	GPT Platform Pty Limited	2,074
12	415683	2297	489	GPT Platform Pty Limited	13,0169

Refer **Appendix 1** for copies of the Certificate of Titles.

BACKGROUND

Form 1 DAP Approval

Development approval was granted by DAP at its meeting on 25 August 2022. The substantive development approval comprises a mixed-use development containing 253 multiple dwellings, two commercial tenancies and associated car parking, landscaping and access.

PROPOSED AMENDMENTS

The development application proposes the following minor amendments to the approved mixed-use development.

Design Modifications

Basement 3

- Modification to reciprocal commercial and residential visitor parking configuration
- Increase of two vehicle parking bays within reciprocal parking area (from 31 bays to 33 bays), including provision of an ACROD bay
- Reallocation of 10 staff bays to dedicated commercial (tenant) bays

Ground floor

- Modification of commercial tenancy configuration, increasing tenancies from two to six
- Increase of 246m² to commercial tenancy area
- Provision of three outdoor alfresco areas with canopy structures and associated landscaping.
- Introduction of male and female toilets for commercial tenancies
- Internal reconfiguration of residential storerooms and bike storage facilities
- Modification of landscape (hard and soft) treatments
- Minor modification to commercial tenancy and building materiality
- Realignment of the internal access road to provide:
 - o Two outdoor alfresco areas
 - o Modified parking bays and landscaping treatments

Land Use modification

The approved commercial tenancies are proposed to be modified (as above), and reconfigured to comprise:

- Three food & beverage tenancies (Restaurant use); and
- Three retail tenancies (Shop use).

Refer **Appendix 3** – Amended Development Plans.

Perspectives of the revised development ground floor plane are provided in **Figures 1-3** below.



Figure 1: Perspective of revised ground floor plane



Figure 2: Perspective of revised ground floor plane



Figure 3: Perspective of proposed alfresco areas and integrated landscaping

TOWN PLANNING CONSIDERATIONS

State Planning Policies

State Planning Policy 3.7 – Planning in Bushfire prone areas

The southern portion of the subject site is within an identified bushfire prone area. As part of the original development application, a Bushfire Management Plan (**BMP**) was submitted and included a Bushfire Attack Level (**BAL**) assessment to consider bushfire risk and potential protection requirements in accordance with *State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP3.7)* Guidelines.

BAL Assessment of the site previously confirmed the development site is on land rated BAL-12.5 and BAL-LOW. Consistent with the original development approval and bushfire assessment, none of the proposed land uses are classified as 'vulnerable land uses' under SPP3.7.

In accordance with the SPP3.7 Guidelines, the proposed amendments are exempt from the requirement for provision of bushfire reporting where the proposal does not increase the bushfire threat. The proposed amendments are minor in nature and do not materially alter or increase the bushfire threat applicable to the site. As such, the amendment application is considered exempt from the need for additional bushfire consideration.

Additionally, Condition 8 of the existing development approval requires implementation of the BMP in perpetuity. This ensures appropriate bushfire protection measures are implemented as part of the development. Condition 8 is not sought to be altered by this amendment application, and therefore remains applicable to the development.

City of Stirling Local Planning Scheme No. 3

The proposed amendments seek minor modifications to the existing approved development, as set out above. The scope of proposed amendments will not substantially alter the overall built form or appearance of the approved mixed-use development.

Land Use

The proposed amendments alter the composition of the two approved commercial tenancies to provide for six tenancies comprising retail and food & beverage opportunities.

In accordance with the City's Local Planning Scheme No. 3 (**LPS3**), the proposed commercial operations align with the 'Shop' (retail) and 'Restaurant' (food & beverage) land uses. These land uses are defined in LPS3, as follows:

Restaurant: *means premises where the predominant use is the sale and consumption of food and drinks on the premises and where seating is provided for patrons, and includes a restaurant licensed under the Liquor Control Act 1988;*

Shop: *means premises used to sell goods by retail, or hire goods, but does not include a showroom or fast food outlet;*

Pursuant to Table 1: Zoning Table of LPS3, Restaurant and Shop are both 'P' (permitted) land uses in the Regional Centre zone. These land uses are permitted subject to compliance with relevant standards and requirements of LPS3. The proposed Restaurant land use is already endorsed through the existing development approval, however, the Shop land use is a new land use to the approved development.

As set out within this submission, the proposed amendments do not fully comply with all relevant development standards. As such, the proposed land uses have been considered with the objectives of the Regional Centre zone, which state:

- (a) *To provide for the full range of shopping, office, administrative, social, recreation, entertainment and community services, consistent with the region-serving role of the centre.*
- (b) *To facilitate the creation of employment within the centre so as to reduce the demand for travel, and enhance the level of self-sufficiency within the sub-region.*

- (c) *To promote a high degree of accessibility to and within the centre, for users of all modes of transport (bus, rail, private car, cycle and pedestrian) and to avoid fragmentation of commercial development.*
- (d) *To enhance pedestrian connectivity within the centre, so as to facilitate movement between sites and from public and private transport nodes.*

The proposed amendments seek to introduce a mixture of commercial land uses, comprising retail and food & beverage uses which will support the future development and align with land uses within the existing Karrinyup Shopping Centre.

The introduction of a Shop land use aligns with the intent of this precinct to provide a range of varying land uses that align with the importance of the Regional Centre zoning.

The proposed land uses are consistent with the objectives of the Regional Centre zone and warrants approval accordingly.

City of Stirling Local Planning Policies

Local Planning Policy 5.7 – Karrinyup Regional Centre Guidelines

Local Planning Policy 5.7 – Karrinyup Regional Centre Guidelines (LPP5.7) specifies objectives and requirements relating to built form and design, streetscape, access and parking, lighting, safety and security and other considerations.

The proposed amendments are minor in scale and do not materially alter the existing approved mixed-use development. The development is considered to remain consistent with the objectives of LPP5.7, as:

- The development will create a vibrant and active precinct adjoining Karrinyup Shopping Centre.
- The development continues to provide housing, commercial and retail opportunities that supports the immediate and wider area.
- Design amendments to commercial tenancies and landscape treatments further enhance the main street and pedestrian amenity. These amendments propose four dedicated pedestrian connection points between the development and shopping centre, in lieu of two previously provided.
- The development maintains high levels of active and passive surveillance to the central pedestrian walkway and main street from ground floor uses.

The proposed amendments are consistent with the objectives of LPP 5.7, and warrant approval accordingly.

Local Planning Policy 6.3 – Bin Storage Areas

Local Planning Policy 6.3 – Bin Storage Areas (LPP6.3) specifies requirements relating to size, location and design of waste storage facilities. The existing development approval comprises separate residential and commercial bin storage areas within the development at Ground level and Basement 3.

Bin stores were previously identified to be consistent with size, location and design requirements of LPP6.3 and supported subject to provision of a detailed Waste Management Plan (**WMP**) prior to commencement of development. This requirement is addressed through Condition 53 of the existing DA, which states:

Prior to the commencement of development, a detailed Waste Management Plan is to be provided for the City of Stirling's approval, that is generally in accordance with the Waste Management Plan prepared by Encycle dated 21 December 2021 and that demonstrates compliance with the approved development plans, Local Planning Policy 6.3 – Bin Storage Areas and the City of Stirling Waste Management Local Law 2010, to the satisfaction of the City of Stirling. No waste collection is permitted from the Karrinyup Road or widened road reservation.

The proposed amendments marginally increase overall floor area. No change is proposed to the existing, approved bin storage areas, as it is considered these provide sufficient area to accommodate the minor increase in waste generation from the proposed commercial operations.

Any required modification to waste storage and management measures as a result of the proposed amendments can be addressed through resolution of Condition 53, prior to commencement of development.

Local Planning Policy 6.6 – Landscaping and Local Planning Policy 6.11 – Trees and Development

Local Planning Policy 6.6 – Landscaping (LPP6.6) and *Local Planning Policy 6.11 – Trees and Development (LPP6.11)* set out requirements relating to landscaping and tree provision for non-residential development.

The proposed amendments provide minor changes to the configuration of the approved landscaping. These amendments predominantly relate to modification of landscape planter bed design and introduction of alfresco areas around outdoor alfresco areas.

An Updated Landscaping Plan has been prepared by See Design Studio in support of the proposed minor modifications to landscape design (refer **Appendix 4 – Landscape Plan**).

A comparison of the proposed landscaping to the approved landscaping is provided in **Table 2** below.

Table 2: Comparison of approved and proposed landscaping

Landscaping Element	Approved Development	Amended Development	Modification
Deep Soil Area	1042m ²	1071m ²	29m ² increase
Ground floor on structure (min 1m depth)	606m ²	663m ²	57m ² increase
Upper floor on structure (min 1m depth)	624m ²	624m ²	No change
Total landscape area	2,272m ²	2,358m ²	86m ² increase
Proposed Trees	9 large 15 medium 69 small	9 large 16 medium 68 small	One tree changed from small to medium

The proposed amendments make no material amendment to the existing approved landscaping provision for the development, and result in an overall minor increase to landscape treatments through increased planting areas at ground level where amendments are proposed.

Considering the requirements of LPP6.6 and LPP6.11, the proposed amendments warrant approval accordingly.

Local Planning Policy 6.7 – Parking & Access

Local Planning Policy 6.7 – Parking & Access (LPP6.7) specifies requirements relating to provision and location of vehicle parking, access and bicycle parking for non-residential components of development.

The proposed amendments alter the approved commercial land use (Restaurant) and the commercial floor area. The amendments are considered with the requirements of LPP6.7 below.

Vehicle Parking

Parking Provision and Distribution

The approved development incorporates 687 vehicle parking bays across three basement levels, comprising:

- 447 residential vehicle bays
- 209 shopping centre bays
- 31 commercial and visitor parking bays (in reciprocal parking arrangement)

The proposed amendments to the existing approval include modification of the parking provision and configuration within Basement 3 to support the increased commercial floor area.

Reciprocal commercial/residential visitor and shopping centre bays are proposed to be modified, as follows:

- Shopping centre bays: Reduced by 11, 198 bays overall
- Commercial/residential bays (reciprocal): Increased by two, 33 bays overall (including one ACROD bay)
- Commercial bays (tenant only): Increased 10 bays, 10 bays overall

No change is proposed to residential vehicle parking provision within Basement 1 and Basement 2.

Commercial Floor Area

As per the original application, the amended commercial tenancies do not have defined internal layouts, therefore, the public floorspace/dining areas are not indicated on the development plans.

Non-residential parking requirements for the existing approval were determined based on ratio of public floor area within commercial tenancies. The public floor area of commercial tenancies was previously determined at a rate of 50% of the commercial tenancy floor area (420m²). Condition 18 of the existing approval limits public floorspace within two existing commercial tenancies to 420m², and the alfresco areas to 310m².

The previous public floorspace ratio has been considered with respect to other food & beverage tenancies within the main shopping centre. The floorspace rate for similar land uses was generally identified between 60-70%.

As such, for this amendment application the floorspace ratio for the three proposed food & beverage (restaurant use) tenancies has now been calculated at a rate of 65% public floor space.

Assessment of the revised commercial parking requirements is provided in **Table 3** below.

Table 3: Non-residential parking requirement

Land Use	Requirement	Commercial Areas	Assessable Area	Bays Required
Restaurant	1 bay per 10m ²	719m ²	468m ² (65% ratio)	47
Restaurant – Alfresco	1 bay per 14m ²	140m ²	140m ²	10
Retail	1 bay per 12.5m ²	347m ²	347m ²	28
Total Bays				85

Required commercial bays have been adjusted in **Table 4** below based on:

- Applicable parking reductions under LPP6.7
- Previous approved parking shortfall
- Provided vehicle parking bays

Table 4: Adjusted car parking calculation

Parking Adjustment	Parking Bays
Parking reductions • Site located within 200m of high frequency bus stop - 15% • Site located within Regional Centre Zone - 10%	25%
Required (reduced) bays	64
Provided bays	43
Approved shortfall	17-48
Total surplus/shortfall	4 bay shortfall (Note: shortfall based on 17 bays. Nil shortfall if higher end 48 bay shortfall applied)

The amendments result in a minor increase to required parking provision, and a 4 bay shortfall as a result of the revised commercial areas.

The minor discretion sought for the four-bay shortfall should be considered in accordance with Clause 4 of LPP6.7, which requires variations to be determined in accordance with the policy objectives.

The variation aligns with the objectives of LPP6.7, for the following reasons:

- There is adequate pedestrian access opportunities for public transport within close proximity to the subject site. Karrinyup bus station provides access to high frequency bus routes.
- Bicycle parking is provided consistent with the original development approval.

- The amendments increase the provision of non-residential parking within development by 12 bays, which is considered sufficient to support future operational requirements.
- Pedestrian connectivity between the proposed development and the shopping centre is enhanced through provision of two additional pedestrian crossing links along the main street.
- The inclusion of 10 dedicated commercial tenant parking bays, and two additional commercial/residential reciprocal parking bays ensures the development is sufficiently serviced and will not result in any major parking problems.
- The development results in an overall increase of two bays as a result of the proposed amendments. This change is negligible and will have no adverse impact on the surrounding road network.

In support of the proposed amendments to parking configuration and provision, Stantec have prepared a Traffic Technical Note (refer **Appendix 5**) addressing the revised commercial parking provision and configuration. The Technical Note also addresses the revised loading zone location.

Bicycle Parking

The proposed amendments alter the approved commercial land use (Restaurant) and the commercial floor area. Assessment of the revised bicycle parking requirements is provided in **Table 5** below.

Table 5: Non-residential bicycle parking requirement

Land Use	Requirement	Commercial Areas	Required	Proposed
Restaurant	1 space per 400m ² GFA	719m ²	2	18 spaces (external)
Retail	1 space per 150m ² GFA	347m ²	3	

The development maintains provision for external visitor bicycle parking bays on site, with 18 accessible spaces provided adjoining the main street. Additional secure bicycle parking is located within the southern tower adjoining commercial tenancies one and two.

Access, Traffic and Parking

The proposed amendments do not alter the existing approved vehicle access arrangements.

The parking configuration has been altered for Basement 3. These changes are as follows:

- Two (2) additional bays to the commercial/residential reciprocal bays (from 31 bays to 33 bays), including provision of an ACROD bay
- Reallocation of 10 staff bays (AMP) to be dedicated bays for commercial tenants
- Reduction of one (1) dedicated staff bay

The proposed amendments result in an increase of one vehicle parking bay to the approved development. This increase is minor in the overall scope of the parking bays approved on site, and will have no material impact on the function of access or vehicle movements.

The City has previously noted (within the Form 1 RAR) that vehicle access and design of parking areas was generally in accordance with the City's requirements. The proposed amendments do not substantially alter the parking configuration and will be addressed through conditions of approval requiring compliance with relevant construction and design requirement.

State Planning Policy 7.0 – Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0) became operational on 24 May 2019. It 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.

Refer **Table 6** below for consideration of the proposed development with the ten design principles of SPP7.0.

Table 6: Assessment of SPP 7.0 Design Principles

Design Element		Design Outcome
1.	Context and character Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	The proposed amendments are designed to integrate with the existing approved development, wider site and the surrounding locality. The proposed amendments maintain the high-quality design response and architectural aesthetic approved in the substantive development.
2.	Landscape quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	The development amendments maintain predominantly the same landscaping treatments and outcomes as the substantive development. Minor modifications are proposed to landscaping layout and location along the main street interface and internally within the main pedestrian thoroughfare. Landscape aspects are integrated with the development and are suitable with respect to the broader ecological context.
3.	Built form and scale Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.	The built form and scale of the development is not proposed to be altered from the existing substantive approval. The proposed amendments seek minor reconfiguration of ground floor commercial tenancies, but do not alter materially alter the form or scale of the development with respect to the approved height or setbacks.
4.	Functionality and build quality Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full lifecycle.	Proposed amendments to the existing development will provide increased commercial parking provisions and enhance pedestrian movements between the proposed development and the main Shopping Centre. The development is largely consistent with all other materiality and building elements, as per the existing approval.
5.	Sustainability Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.	The proposed amendments do not alter any sustainability elements from the substantive development. The final development will be consistent with the sustainable design initiatives as set out in the Sustainable Design Strategy prepared by Emergen.
6.	Amenity Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.	The proposed amendments do not alter the existing residential dwelling design or residential amenity aspects, which remain consistent with the substantive development approval.
7.	Legibility Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.	The proposed amendments include revised pedestrian access between the development site and the shopping centre. Four designated crossings points are included to ensure clear and legible pedestrian movements. The revised commercial tenancy design ensures tenancies are accessible and legible as viewed from the main street and adjoining shopping centre development.
8.	Safety Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	The development maintains high levels of passive surveillance, whilst providing privacy for residents at upper levels. The design ensures that there are no opportunities for concealment, while encouraging and maintain high levels of activation along the ground floor.
9.	Community Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.	The proposed development maintains a high-quality design outcome that will enhance the existing site and provide a focal point for the community. The development maintains a mix of dwelling types and commercial tenancies, which will increase residential and commercial opportunities for the locality.
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 maintains a high-quality architectural design outcome, with the proposed amendments seeking minor amendments to the substantive approval. The development aesthetic is considered to be enhanced by improvements to the ground floor plane.

CONCLUSION

This amendment development application proposes several modifications to the existing development approval all of which are minor in comparison to the scale of the overall approved development. The amendments proposed do not substantially alter the particulars or appearance of the existing approved development.

We respectfully request the application for development approval be considered on its merits and a supportive recommendation be prepared and issued to DAP at the earliest opportunity.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Matthew Cain', is positioned above a horizontal line.

MATTHEW CAIN
ASSOCIATE

PS ref: 8915

3 January 2025

City of Stirling
PO Box 1533
Osborne Park WA 6916

Attention: Karina Bowater -Senior Planning Officer

**LOT 7 (190) AND LOT 12 (200) KARRINYUP ROAD, KARRINYUP
APPLICATION FOR AMENDMENT TO DEVELOPMENT APPROVAL
RESPONSE TO REQUEST FOR FURTHER INFORMATION**

We refer to the City of Stirling's (City) request for further information (RFI) received on 12 December 2024, regarding the Form 2 DAP application for amendments to the approved mixed-use development at Lot 7 (190) Karrinyup Road, Karrinyup (subject site).

RESPONSE TO CITY'S REQUEST FOR FURTHER INFORMATION

Refer Table 1 below for our response to the City's request for further information.

Table 1: Response to City's Request for Further Information

City RFI Comment	Applicant Response
Local Planning Policy 6.7 – Parking and Access	
<i>The increase to the car parking shortfall has the potential to exacerbate existing car parking issues on the site and is not supported by the City. Additional car parking bays should be reallocated to the commercial land use to maintain the ratios previously approved by the DAP.</i>	Refer car parking commentary provided below.
<i>The ACROD parking in the corner of Basement 03 has a column blocking the reserved area for accessing and existing the vehicle.</i>	The ACROD bay in the northeastern corner of Basement 3, along with its reserved area, has been shifted to the south western corner, to ensure the reserved area is unencumbered.
<i>The ACROD bays are not located adjacent to the lifts. Whilst not an engineering issue, the location of the bays should be checked and certified by a Disability Access Consultant to determine if the location of the bays is justified.</i>	Whilst not directly adjacent to the lifts, the proposed ACROD bays are located within close proximity of the lifts. Notwithstanding, we note the location of the ACROD bays, with exception of one of the five ACROD bays, is consistent with the existing approval. One ACROD bay has been relocated from the north eastern corner to the south western corner to ensure the reserved area is unencumbered, which remains in close proximity to the lifts.

City RFI Comment	Applicant Response
State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments	
<i>The City has been involved in discussions regarding the clearance of conditions associated with the existing approval which indicates all trees along Burroughs road are to be removed. Please address if these trees are to be removed, and if this is proposed as a part of this development.</i>	It is not proposed to remove these trees as part of this application.
Additional Information	
<i>The City will require a current BAL assessment by a suitably qualified consultant is provided prior to the development being determined. The BAL is three years old and site conditions may have changed. Based on the updated BAL, an amended BMP may be required to be provided before issuance of a Building Permit. The City has confirmed this with DFES, who advised that as the ground floor building envelope has changed, an amended BAL assessment is required.</i>	Planning Solutions has liaised with a bushfire consultant on this matter. The existing approved BMP / BAL assessment classifies the vegetation directly adjacent to the site (across Karrinyup Road) as Class A Forest, which is the highest risk classification possible. Therefore, even if on ground conditions have changed since the original BAL was prepared three years ago, it is not possible for the vegetation classification to change in a way that would increase the developments risk to bushfire, as the risk was assessed based on the highest risk category of vegetation possible. We understand the recent changes to the relevant bushfire legislation do not impact on this classification. Furthermore, we note no changes are proposed to the development that would increase the overall 'intensity of the development', nor has the envelope of the ground floor changed in a way that shifts the developments location closer to the bushfire risk source. Whilst DFES are correct in noting that changes are proposed to the ground floor, these changes are completely inconsequential and irrelevant to the sites bushfire risk. Therefore, we strongly disagree with the City's position that an updated BAL assessment is required and assert that the existing BAL remains sufficient to mitigate bushfire risk for the proposed development.

Parking and Access

It's noted the City do not support the minor increased parking shortfall, as the shortfall may '*exacerbate existing car parking issues on the site*'. We are unaware of what the 'existing car parking issue' is that the City is referring to, nor is the issue explained or detailed in the City's RFI. As such, we are unable to directly address this 'issue' highlighted by the City.

It is expected and anticipated the City is referring to the wider shopping centre development. If this is the case, we would acknowledge this development is separate from the Karrinyup Shopping Centre, and any issues experienced within the wider shopping centre is unrelated to this application.

Notwithstanding, significant justification for the minor proposed increase in the overall parking shortfall is provided in the DA letter. Additional justification for the shortfall is also provided below.

WA Planning Manual: Non-Residential Car Parking Rates in Perth and Peel

The *WA Planning Manual: Non-Residential Car Parking Rates in Perth and Peel (Planning Manual)* was prepared and adopted by the WAPC on 18 November 2024. The Planning Manual is intended to provide an updated framework for non-residential car parking rates on zoned land in the Perth and Peel regions and support the review of existing local planning framework requirements.

Planning Solutions acknowledges the Planning Manual was prepared to guide the review of non-residential parking requirements by local governments, and not to provide an alternative parking policy to apply to individual development applications.

Notwithstanding, in preparation of the planning manual, the WAPC has undertaken a detailed analysis of parking rates across local government areas and developed alternative 'modernised' rates to allow each development to meet its own parking demand on site. This has been done in an effort to shift away from the application of rigid and irrelevant parking standards which vary across local governments in the metropolitan area. It's considered the parking rates outlined in the Planning Manual provide a more realistic standard for parking requirements for this development.

The subject site is located within the Karrinyup Secondary Centre under State Planning Policy 4.2 (SPP4.2). The Planning Manual provides a parking minimum and maximum for non-residential development within a district, secondary or strategic centre as nominated through SPP4.2, as follows:

For development within district, secondary and strategic centres nominated through SPP 4.2, and station precincts, the on-site car parking requirement is to be established based on:

- (i) A minimum car parking rate of one parking space per 100m² of Floor Area (FA).*
- (ii) A maximum car parking rate of one parking space per 25m² of FA.*

Analysis

The development has been assessed against both the City's LPP6.7 and the Planning Manual in **Table 4** below.

Table 2: Comparison between parking requirements under LPP6.7 and Planning Manual

Land Use	Area (m ²) (all tenancies)	LPP6.7 parking requirement (bays)	Planning Manual parking requirement	
			Min bays	Max bays
Food and beverage tenancies	719	46.8 (47) <i>Note: at 65% of total area</i>	7.19 (7)	28.76 (29)
Shop tenancies	347	27.76 (28)	3.47 (3)	13.88 (14)
Alfresco	140	10	1.4 (1)	5.6 (6)
Required bays		64 (with 25% reduction)	11	49
Provided bays		43 (21 bay shortfall – noting a 17 bay shortfall has been approved)	43 (32 bay surplus)	43 (7 bay surplus)

As provided in **Table 4**, LPP6.7 triggers a requirement for 64 commercial parking bays for the site after reductions. This is significantly more than the parking requirement generated by both the minimum and maximum rates recommended by the Planning Manual for secondary centres under SPP4.1.

Again, whilst we acknowledge the Planning Manual is not intended to operate as a separate policy to be assessed against for individual applications, we consider the parking rates outlined in the planning manual better reflect the actual parking requirement for the proposed development, given the development is located within a secondary centre under SPP4.2. Accordingly, in conjunction with the justification provided in the DA letter, we consider the minor proposed increase in the parking shortfall for the commercial / residential visitor uses acceptable and warranting of approval accordingly.

CONCLUSION

We trust the revised documentation addresses the City's request for additional information. As outlined above, one of the ACROD bays has been relocated to ensure the reserved area is unencumbered. It has also been confirmed the trees along Burroughs Road are not proposed to be removed as part of this application.

Significant justification has been provided to demonstrate why a new BAL assessment is not required in this instance, subject to advice received from a bushfire consultant. Additional justification has also been provided for the minor increase in the parking shortfall for the commercial / residential visitor bays. We again note that 10 AMP bays have been reallocated for exclusive use by the commercial tenants to ensure the parking demand for commercial tenancies is appropriately catered for.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

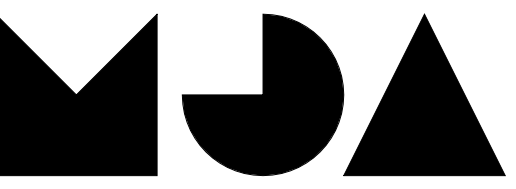
Yours faithfully,



ROBERT WALKER
SENIOR PLANNER

Encl. Updated Plans

241223 8915 RFI response letter



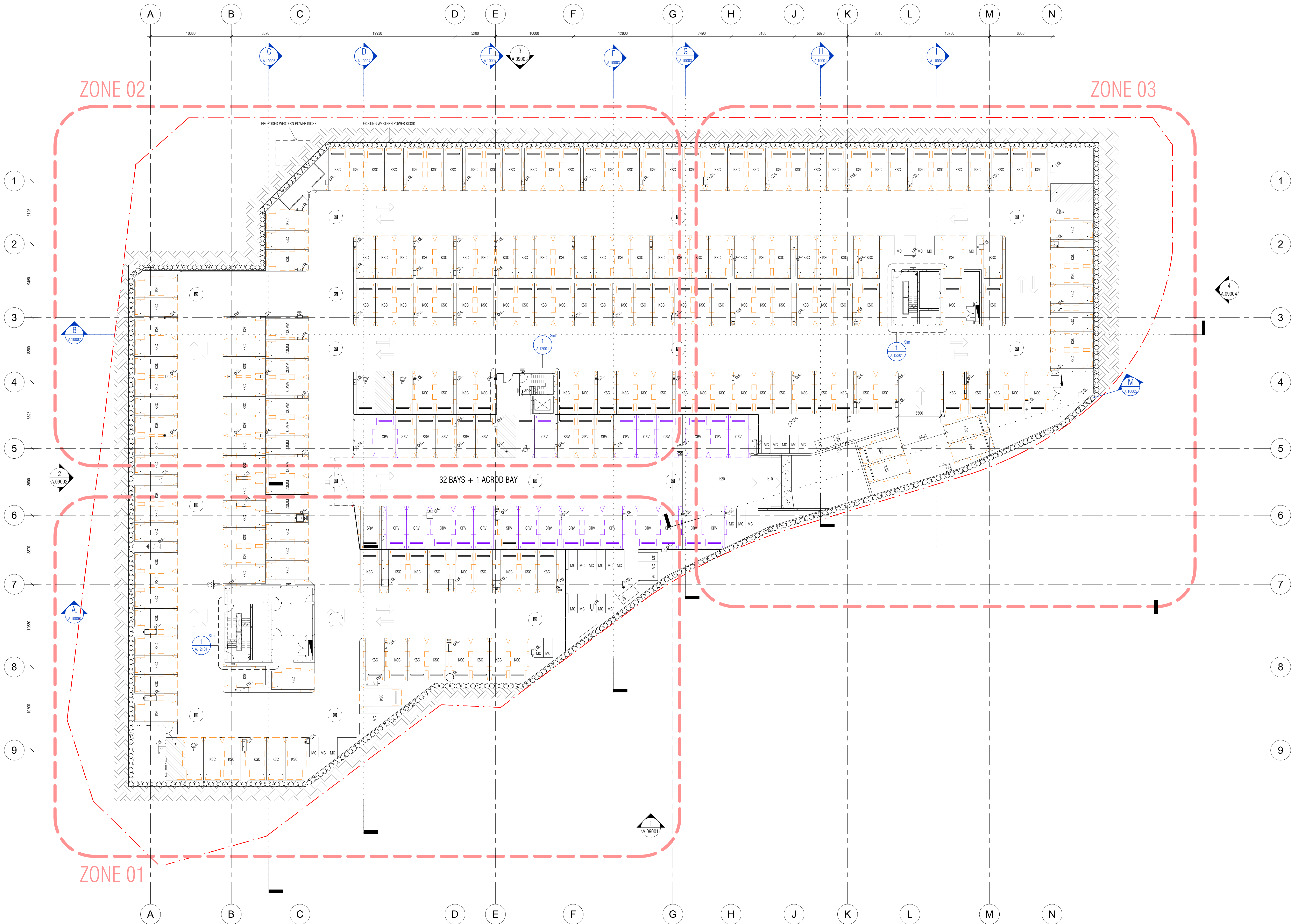
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BCA COMPLIANCE:
STRUCTURAL: HERA ENGINEERING
HYDRAULIC: LUCID CONSULTING
ELECTRICAL: ETC SOLUTIONS
MECHANICAL: GEOFF HESFORD ENGINEERING
ENERGY: EMERSON
FIRE: STRATEGIC FIRE CONSULTING
ACOUSTIC: HERRING STORER ACOUSTICS

REV.	DATE	AMENDMENT	INIT.
B	15.01.23	ISSUED FOR CLIENT REVIEW	J.S.
C	01.02.23	ISSUED FOR TENDER	J.S.
D	09.02.24	ISSUED FOR PRICE REVIEW	J.S.
E	21.06.24	ISSUED FOR TENDER	J.S.
F	09.08.24	REVISED BOUNDARY LINE	J.S.
G	30.08.24	TENDER REVISION	J.S.
H	23.10.24	ISSUED FOR REVIEW	J.S.
J	08.11.24	ISSUED FOR TENDER	P.H.
K	19.11.24	ISSUED FOR INFORMATION	P.H.
L	11.12.24	ISSUED FOR INFORMATION	P.H.



CLIENT
BLACKBURNE
PROJECT
WEST VILLAGE KARRINYUP
PROJECT ADDRESS

190 KARRINYUP RD, KARRINYUP
PROJECT NUMBER NORTH

21007
SCALE @ B1

1 : 200

STATUS

REVIEW

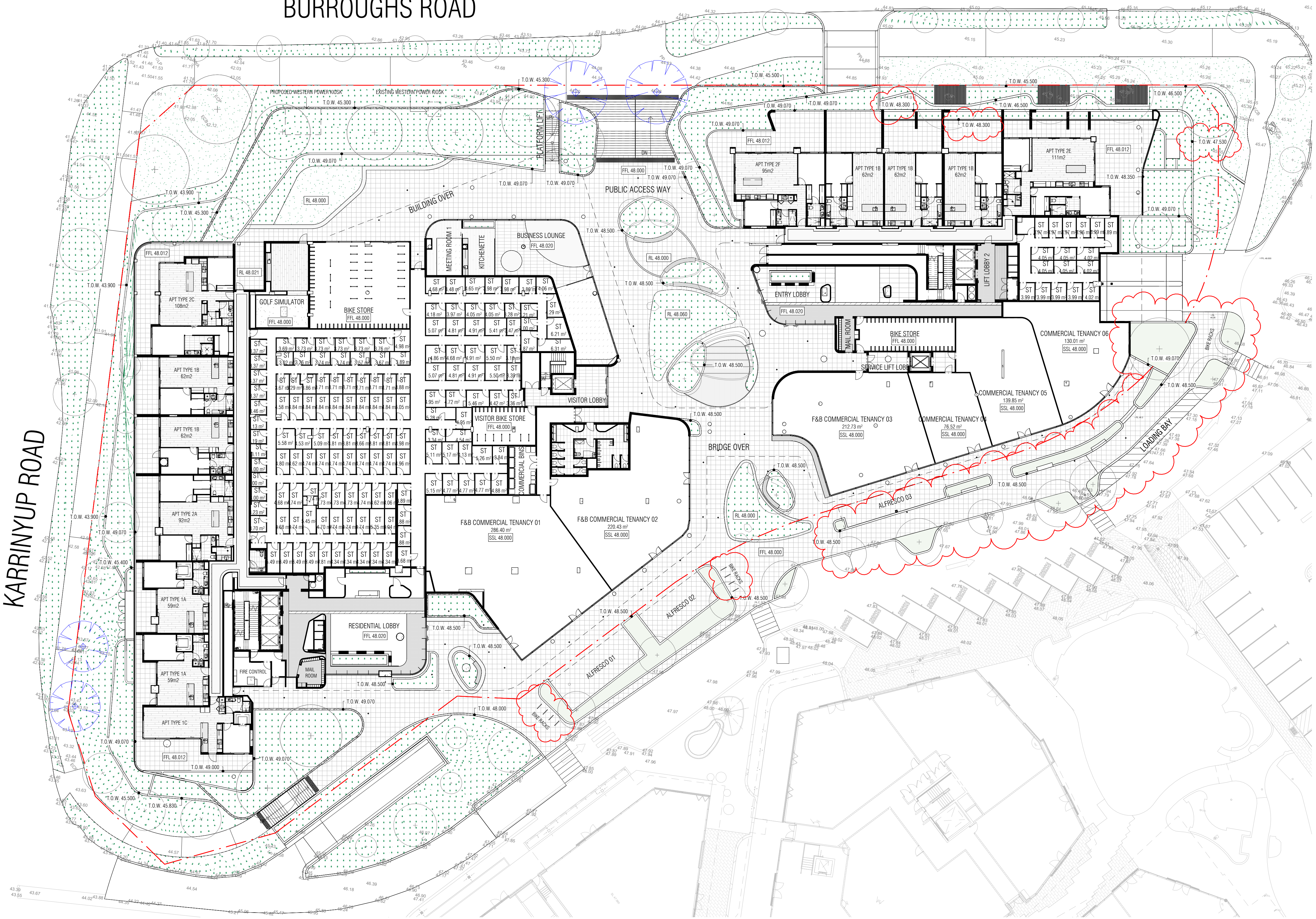
DRAWING

OVERALL BASEMENT 03
GENERAL ARRANGEMENT

DRAWING NO.	DRAFTER	CHECKED	REV.
A.02001	LB	JS	L

BURROUGHS ROAD

KARRINYUP ROAD



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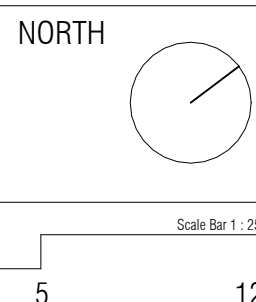
REV.	DATE	AMENDMENT	INITL.
A	09.09.24	ISSUED FOR PLANNING APPROVAL	J.S.
B	18.12.24	ISSUED FOR INFORMATION	P.H.

CLIENT
BLACKBURNE
PROJECT

WEST VILLAGE KARRINYUP

PROJECT ADDRESS
190 KARRINYUP RD, KARRINYUP
PROJECT STATUS

PROJECT NUMBER
21007
SCALE @ A1
1 : 250



DRAWING
GROUND FLOOR PLAN
DRAWING NO. DRAFTER CHECKED REV.
DA 1.04 PH JS B



Thursday, 16 January 2025

Our Ref: A25.010_LTR-BADV_0

City of Stirling
PO Box 1533
OSBORNE PARK WA 6916

(08) 6162 8980
PO Box 437, Leederville, WA 6903
enquiries@westenv.com.au

Attention: Karina Bowater

SUBJECT: BUSHFIRE PLANNING: MIXED USE DEVELOPMENT: 200 KARRINYUP ROAD, KARRINYUP

I write on behalf of my client, Blackburne, who are seeking approval of a Form 2 Application for minor amendments to an approved development at Karrinyup Shopping Centre, Lot 7 and Lot 12 (190 & 200) Karrinyup Road, Karrinyup. The amendments relate to internal modifications to the ground floor commercial and landscape areas, as well as basement parking.

A Bushfire Management Plan (BMP) was prepared to support the original development approval (Bushfire Prone Planning, 2021) which identifies the proposed development as being exposed to Bushfire Attack Level (BAL) ratings of $\leq$ BAL-12.5. Vegetation classification and BAL contour maps from this BMP are enclosed.

I understand that the City of Stirling, on advice from the Department of Fire and Emergency Services, has requested an updated BAL assessment given the ground floor design is proposed to be modified.

In my professional opinion, no updated BAL assessment is required given:

- The ground floor modifications are internal only and do not result in the proposed building being closer to the identified bushfire hazards in the existing BMP; and
- The bushfire hazard most influencing the BAL rating for the proposed buildings in the existing BMP (Area 1) being classified as Class A Forest (i.e. the highest classification possible – discussed further below).

Australian Standard 3959: 2018 Construction of Buildings in Bushfire Prone Areas defines seven vegetation classifications. With all other factors being equal (e.g. slope under vegetation, Fire Danger Index etc.), Class A Forest results in the largest separation distances required to achieve a certain BAL rating (e.g. more separation is required between an asset and Class A Forest to achieve BAL-29 as opposed to Class B Woodland etc.).

Furthermore, the new SPP 3.7 which came into effect on the 18 November 2024 no longer applies to commercial habitable buildings which are subject to a BAL rating of $\leq$ BAL-29. Accordingly, there is no trigger to require an updated BAL assessment given the mixed-use development is exempt from an assessment under SPP 3.7.

On the basis of the above, it is not possible for the BAL rating for the development to have increased since the existing BMP was prepared. I therefore request the City of Stirling confirm that no updated BAL assessment is required to support the Form 2 Application.

If you would like to discuss any aspects of this request further, please do not hesitate to contact the undersigned.

Yours sincerely,



DANIEL PANICKAR
Senior Principal and Partner



Enclosure:

Figure 3.1 Topography & Classified Vegetation (Bushfire Prone Planning, 2021)

Figure 3.2 BAL Contour Map (Bushfire Prone Planning, 2021)

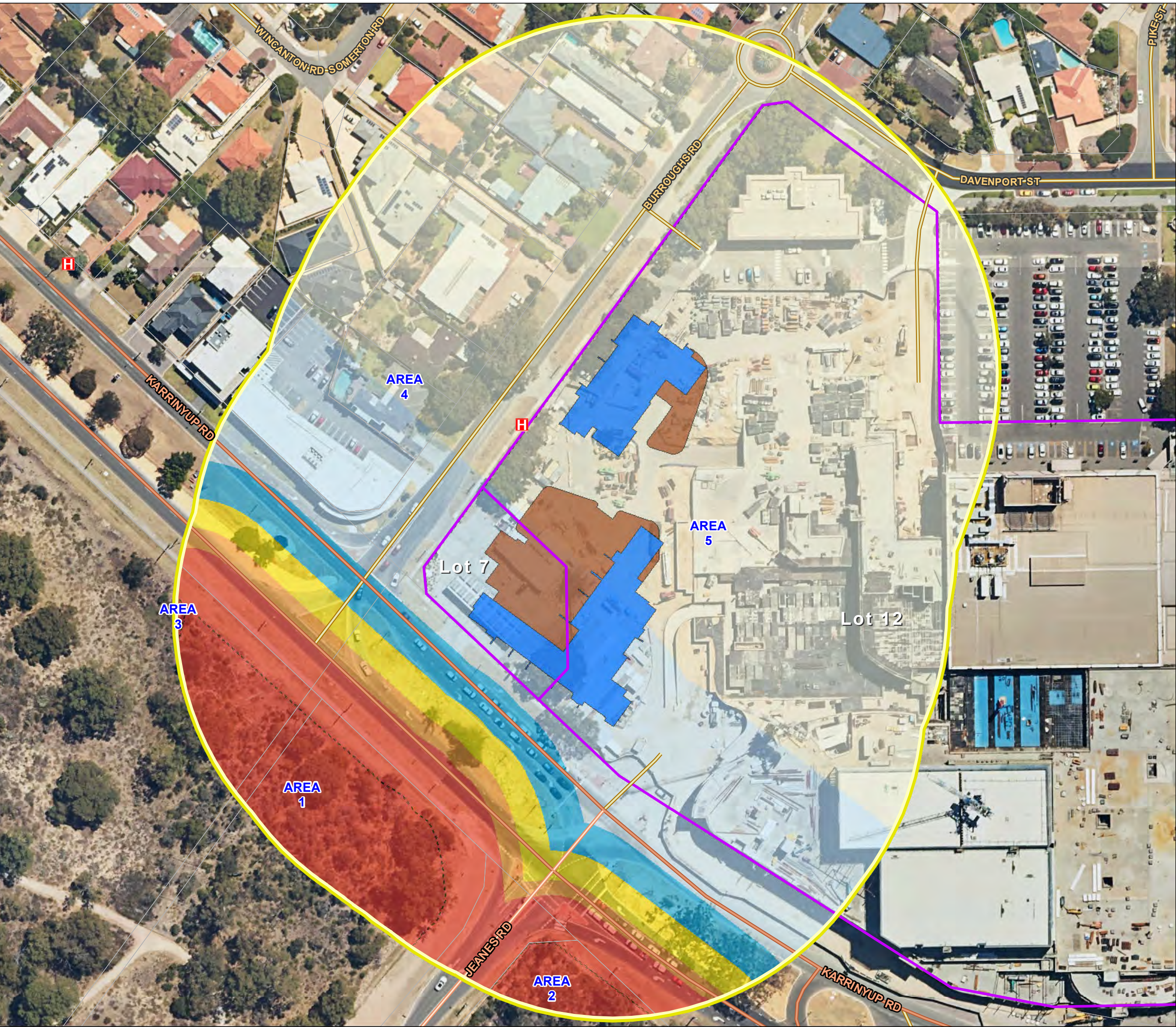


Figure 3.2

BAL Contour Map

Lot 7 on Diagram 43262, Area : 2,074 sq m
Lot 12 on Plan 415683, Area 130,169 sq m
Karrinyup Road
KARRINYUP
CITY OF STIRLING

----- LEGEND -----

Subject Site

Other Lots

H

 Hydrant

Proposed Building

Apartments

Commercial Areas

100m Vegetation Assessment Area

100m from Subject Site

Classified Vegetation Boundary

Indicative Bushfire Attack Levels

BAL FZ

BAL 40

BAL 29

BAL 19

BAL 12.5

BAL LOW

0 20 40 60 80

Metres

----- LOCALITY -----

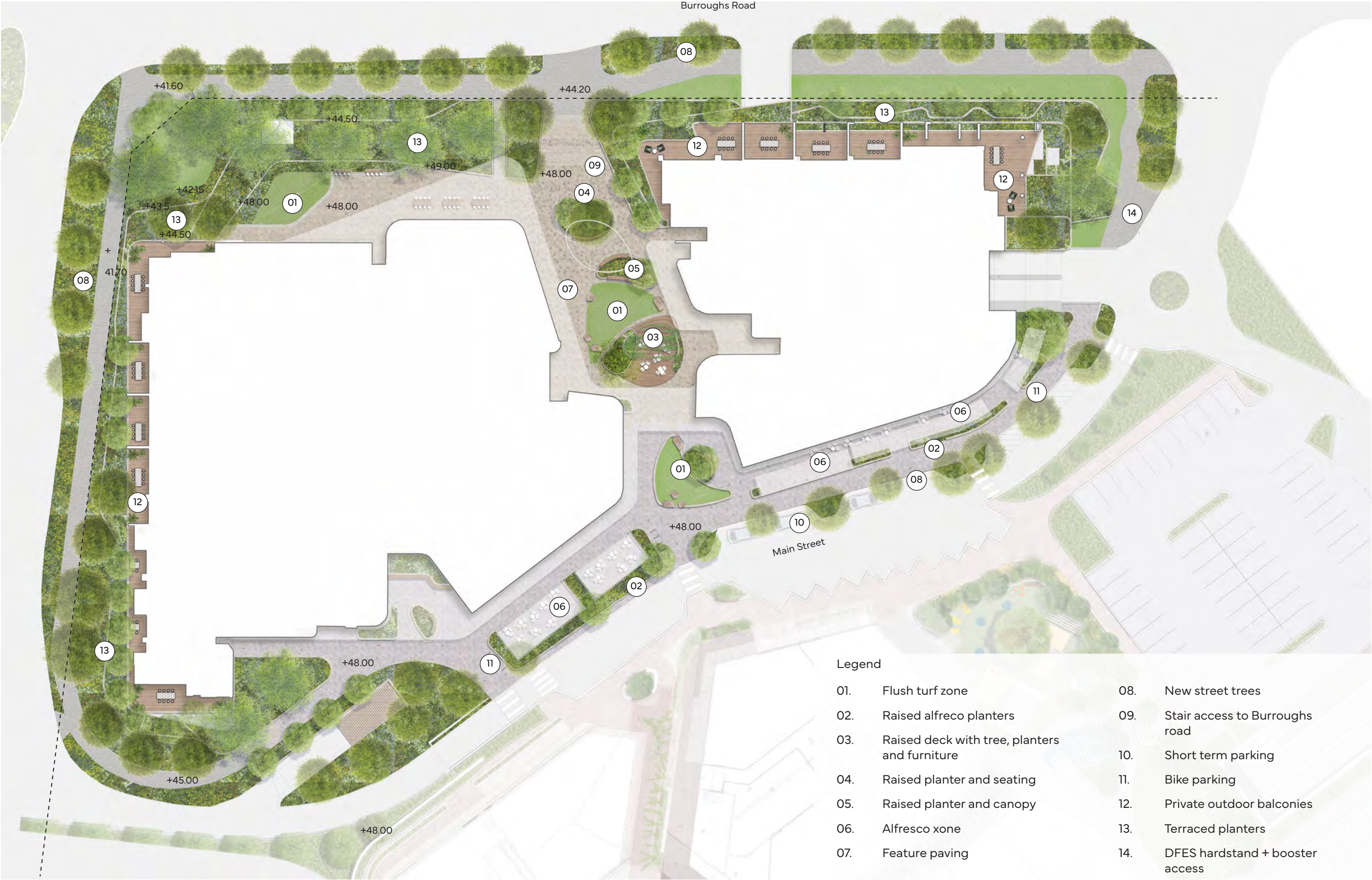
Aerial Imagery : Landgate/SLIP
Image Date : Oct 2020

Coordinate System: GDA 1994 MGA Zone 50
Projection: Universal Transverse Mercator Units: Metre
Map compiled by: Ian Ross 16/12/2021
Map updated by: Ian 16/12/2021
A3 Scale 1:1,250

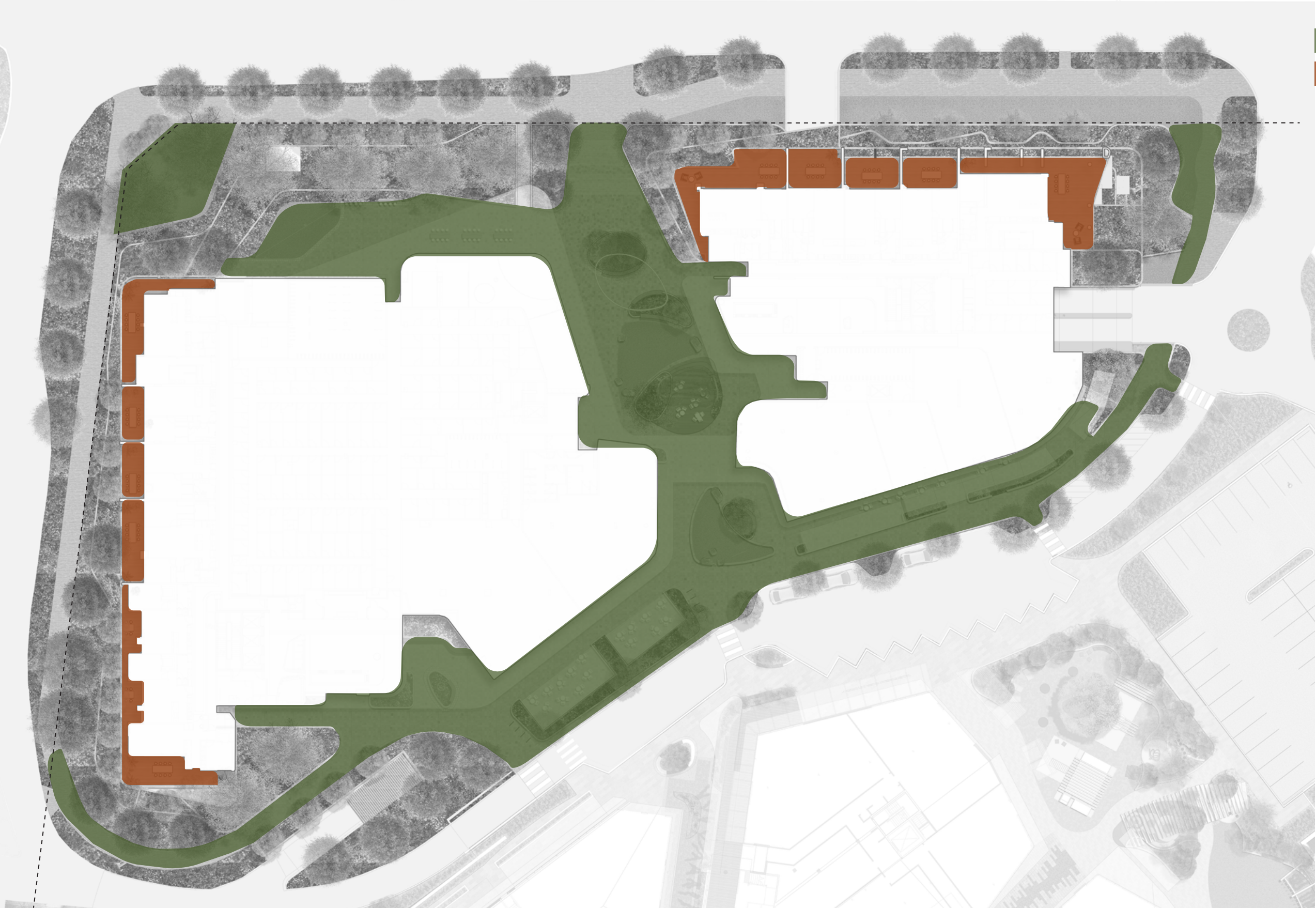
Disclaimer and Limitation: This map has been prepared for bushfire management planning purposes only. All depicted areas, contours and any dimensions shown are subject to survey. Bushfire Prone Planning does not guarantee that this map is without flaw of any kind and disclaims all liability for any errors, loss or other consequence arising from relying on any information depicted.

Map Document Path / Name: K:\Projects\Jobs 2021\211133 - Karrinyup SC Apartments (BMP)\Mapping\MXD\211133_Fig3-2_BAL_Karrinyup SC Apartments.mxd

01. West Village Landscape Masterplan

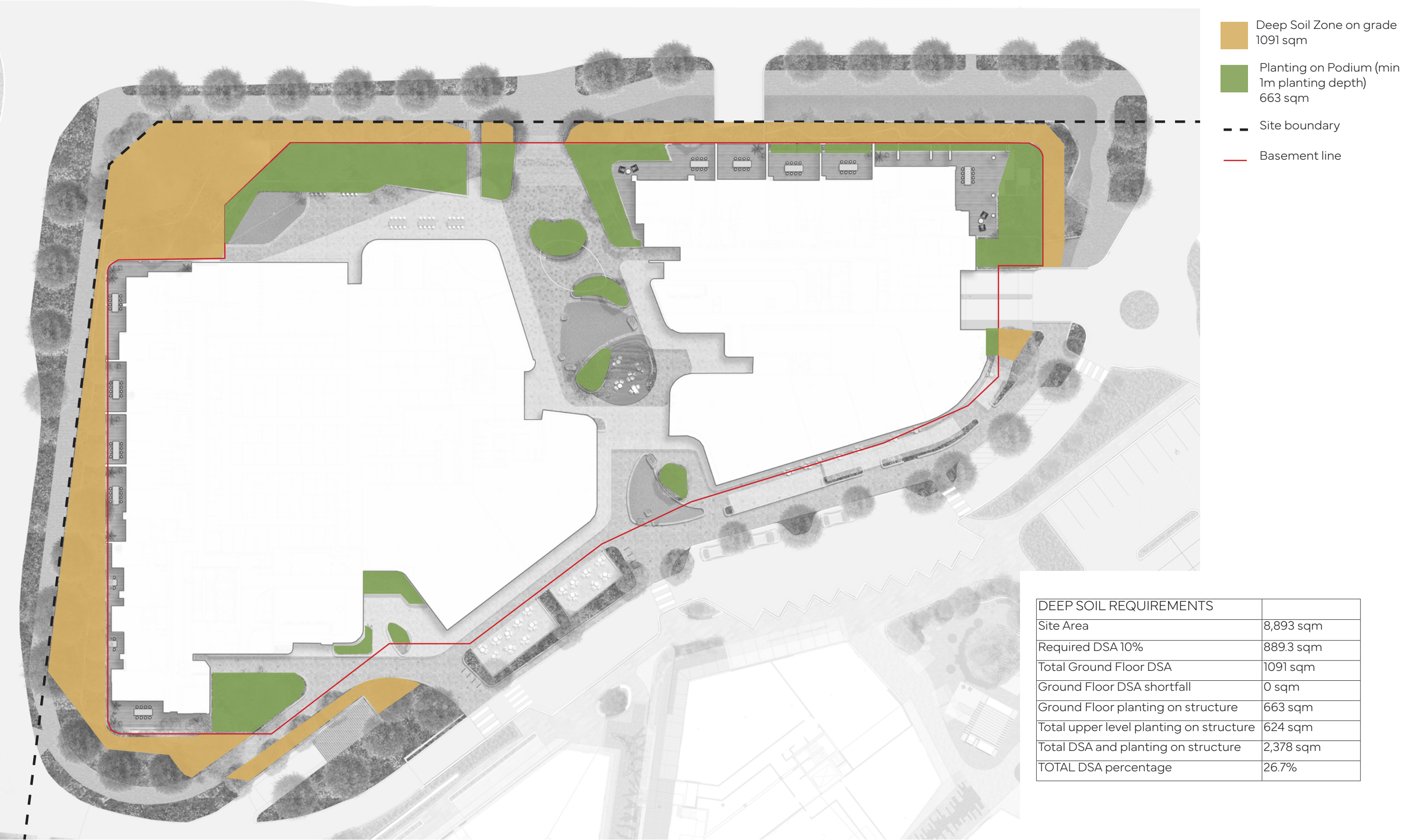


02. Public/Private Access - Ground Floor



- Public access
- Private terrace

03. Deep Soil Assessment - Ground Floor



04. Tree Assessment - Ground Floor





Memo

Project: Transport Impact Assessment Amendment Office: Ground Floor, 226 Adelaide Terrace Perth, WA, Australia 6000

Project No.: 300305600 Status: Final

Client: Western Precinct Karrinyup Pty Ltd Prepared by: Talia Bradmore

Date: 25 September 2024 Approved by: Desmond Ho

Subject: Proposed Mixed Use Development, Lot 11 and Lot 7 Karrinyup Road, Karrinyup, Parking Amendment

1 Introduction

Stantec has been engaged by Western Precinct Karrinyup Pty Ltd ('the client') to prepare a technical note for the proposed mixed-use development located at Lot 11 and Lot 7 Karrinyup Road, Karrinyup, within the jurisdiction of the City of Stirling. This technical note addresses the proposed amendment to the internal road layout and the impact on parking bays associated with the increase in the net leasable floor area for the commercial tenancies.

2 Parking Review and Provisions

The proposed changes to the commercial tenancy floor space will have an impact on the car parking requirements for the proposed development, necessitating a review of the proposed parking provisions. The proposed commercial tenancies and floor space allocations are outlined in **Table 1**.

Table 1 Proposed Commercial Land Use and Yields

Development Classification	Yield (m ²)
Restaurant	719m ²
Alfresco Area	140m ²
Retail	347m ²
Total	1206m²

The statutory car parking requirements for the proposed commercial tenancies is set out in the *City of Stirling's Local Policy 6.7: Parking & Access*. The car parking requirements and provisions for the commercial tenancies is detailed in **Table 2**.

Table 2 Commercial Car Parking Provision and Requirements

Development Classification	Yield (m ²)	Requirements	Required Bays	Provided
Alfresco	140m ²	1 bay/14m ²	10 bays	33 reciprocal residential/commercial visitor bays 10 commercial staff bays
Restaurant	468m ² (assessable area)	1 bay/10m ²	47 bays	
Retail	347m ²	1 bay/12.5m ²	28 bays	
Total	955.75m²		85 bays	43 bays

Source: City of Stirling's Local Policy 6.7: Parking & Access

A total of 33 reciprocal staff/residential visitor and commercial/residential visitor bays are proposed in Basement 03. Additionally, the project landowner who will retain the parking in Basement 3 has confirmed that 10 of their shopping centre staff bays will be allocated for use by commercial tenancy staff, bringing the total provision to 43 bays, as reflected in the above table.

Based on the City's Parking & Access Policy the number of car parking bays required may be reduced as per Table 3 of the policy as shown in **Figure 1**. Based on the criteria, and as outlined in the City's Responsible Authority Report (RAR) to the Development Assessment Panel, a 25% reduction may be applied, comprising:

- 15% - the proposed development is within 200 metres of a stop on a high frequency bus route or bus station.
- 10% - the proposed development is within a Regional Centre.

Figure 1 Car Parking Reductions

Reduction %	Performance Criteria
20% or 10%	The proposed development is within 400 metres ^(a) of a rail station ; or The proposed development is within 800 metres ^(a) of a rail station.
15% or 10%	The proposed development is within 200 metres ^(a) of a stop on a high frequency bus route or a bus station ^(c) ; or
10%	The proposed development is within 400 metres ^(a) of a stop on a high frequency bus route or a bus station ^(c) .
20% or 10%	The proposed development is within 200 metres ^(a) of an existing public car parking area ^(d) ; or The proposed development is within 400 metres ^(a) of an existing public car parking area ^(d) .
5% or 10%	The proposed development provides an additional number of bicycle bays at least 10% more than the total required as per specifications in 6.2 Bicycle Parking; or Where the above concession is sought and 'end-of-journey' facilities are provided ^(b) (as per specifications in Local Planning Policy 6.2 - Bicycle Parking);
10%	The proposed development is within a District Centre, Regional Centre, Mixed Use, Mixed Business or Business Zone.
10%	Where the building/place is listed on the City's Heritage List, Municipal Inventory or the State Register of Heritage Places (subject to the building being appropriately conserved).

Source City of Stirling's Local Policy 6.7: Parking & Access

Based on the above criteria, the car parking requirement for the commercial tenancies is 63.75 (64) bays. In addition, taking into consideration the approved shortfall of 17 bays as per the original Development Application, the revised parking requirement for the commercial tenancies is calculated to be 47 bays. This results in a shortfall of 4 bays.

This shortfall of 4 bays is deemed reasonable for several reasons. The development's location on high-frequency public transport routes and its proximity to local amenities support alternative transportation methods and reduce reliance on private vehicles. The local catchment is expected to favour walking or cycling to the development rather than driving.

Additionally, the development is likely to experience trip chaining, where patrons move between various areas within the site, such as food and beverage outlets, alfresco dining, and retail spaces. The restaurant's operational hours, which align with the quieter periods of the nearby shopping centre, further support the adequacy of the parking provisions.

Considering these factors, the proposed car parking provision is deemed sufficient to accommodate the demand associated with the commercial tenancies of this development.

The proposed parking quantum in Basement 03 for the commercial tenancies is summarised in **Table 3**.

Table 3 Parking Summary for Commercial Visitors and Staff (Basement 03)

Parking User Bay		No. of Car Bays Proposed	Total
KSC – AMP Staff	Karrinyup Shopping Centre (KSC) – AMP Staff Car bays	193 bays	198 bays
	KSC ACROD bays	5 bays	
Staff/ Commercial/ Residential Visitor Bays	Staff/Residential Visitor (SRV) Bays	10 bays	43 bays
	Commercial/Residential Vehicle (CRV) Bays	22 bays	
	Commercial Staff Bays	10 bays	
	SRV/CRV ACROD bays	1 bay	

Figure 2 illustrates the proposed parking allocation in Basement 03 for each user.

Figure 2 Basement 03 Car Parking Allocation by Parking User



Parking User Bay	Reference
KSC Staff Bays	GREEN
KSC ACROD Bays	BLUE
SRV Bays	PINK
CRV Bays	RED
Commercial Bays	YELLOW
SRV/CRV ACROD Bays	LIGHT BLUE

3 Internal Road Network

A swept analysis using a 12.5m HRV design vehicle was conducted for the proposed loading bay on the internal road adjacent to the site. The analysis shows that the HRV design vehicle is able to enter and exit the loading bay in forward gear as illustrated in **Figure 3** and **Figure 4**.

Figure 4 indicates that on exiting the site, the HRV design vehicle would traverse over the roundabout.

Figure 3 HRV Design Vehicle Entering Loading Bay

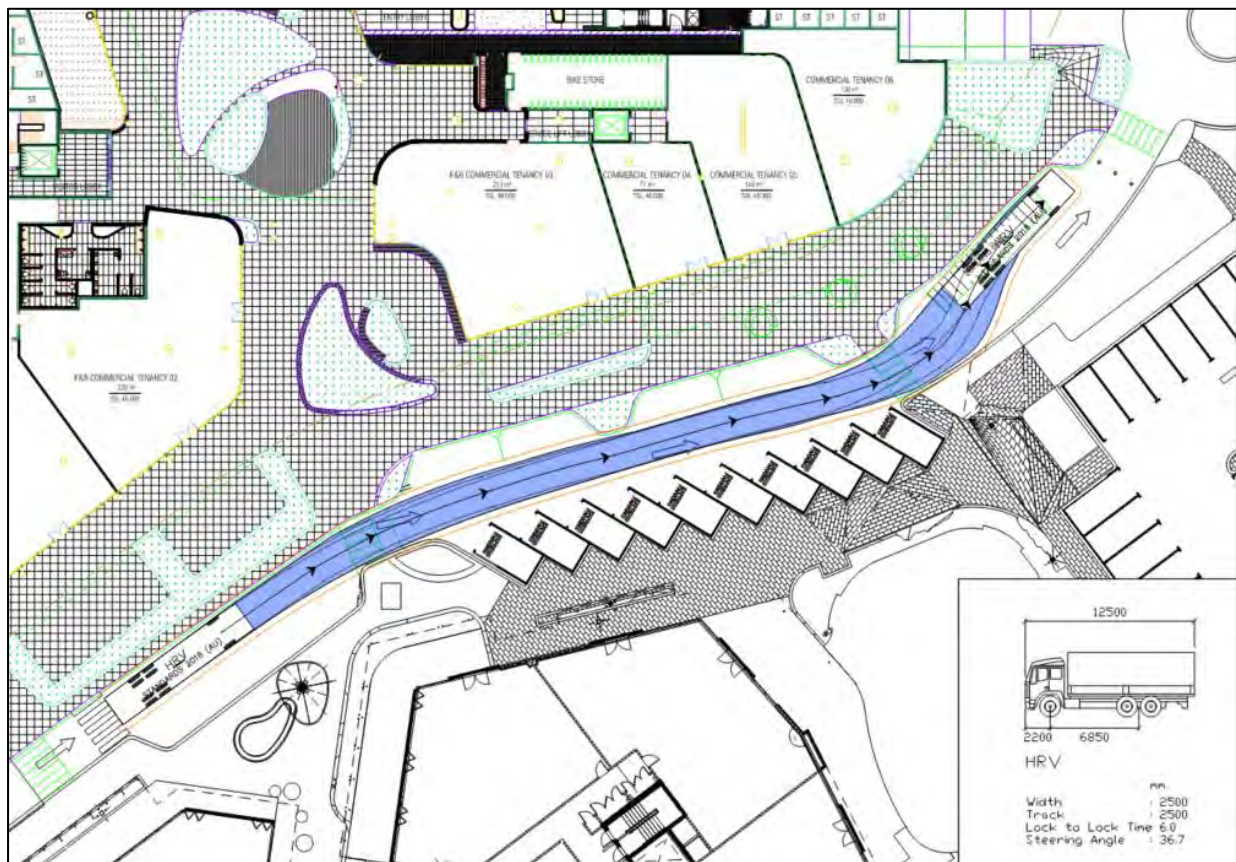


Figure 4 HRV Design Vehicle Exiting Loading Bay



CIVICA

ArborSafe

Software Solutions for Tree Inventory Management



Arboricultural Impact Assessment

Blackburne
West Village Development
199 and 200 Karrinyup Road
Karrinyup WA

23 January 2025

Assessment and report by:

Nick Arnold

Dip. Arb., BSC Biology, MSC Soil Management, NZQF (equiv. AQF) Level 5

23 January 2025

Nathan Morton-Smith
Senior Development Manager
Blackburne
Level 1, 10 Rokeby Road
Subiaco WA 6008

Arboricultural Impact Assessment (AIA) Report regarding eight trees located within the vicinity of the proposed West Village Development at 190 and 200 Karrinyup Road, Karrinyup WA

Dear Nathan,

We are pleased to provide the following Arboricultural Impact Assessment (AIA) Report for eight trees within the grounds of 190 and 200 Karrinyup Road.

Complete use of this report is authorised under the conditions limiting its use as stated in Appendix A Item 7 of "Arboricultural Reporting Assumptions and Limiting Conditions".

Should you have any queries relating to this report, its recommendations, or the options considered please do not hesitate to contact us on 1300 272 671.

Regards,



Nick Arnold

Consulting Arborist
Dip. Arb., BSC Biology, MSC Soil Management, NZQF (equiv. AQF) Level 5

1 Introduction

- 1.1 Civica ArborSafe was engaged by Nathan Morton-Smith on behalf of Blackburne (the Client) to complete an Arboricultural Impact Assessment (report) on eight trees located within or adjacent to the Karrinyup Shopping Centre at 190 and 200 Karrinyup Road, Karrinyup.
- 1.2 This report has been requested as part of a Development Application (DA) that involves the demolition of existing infrastructure and subsequent construction of the West Village residential development within a similar location.
- 1.3 The report was intended to provide information on site trees and how they may be impacted upon by the proposed development. Report findings and recommendations provided are based upon guidance provided within Australian Standard AS 4970–2009: *Protection of Trees on Development Sites*.
- 1.4 Observations and recommendations provided within this report are based upon information provided by the Client and an arborist site visit.

2 Scope

- 2.1 Carry out a visual examination of the nominated trees located within the vicinity of proposed works.
- 2.2 Inspect the nominated trees and their growing environment in the context of the proposed development.
- 2.3 Provide an objective appraisal of the subject trees in relation to their species, estimated age, health, structural condition and viability within the landscape.
- 2.4 Based on the findings of this investigation, provide independent recommendations on the retention value of the trees.
- 2.5 Nominate subject trees that can be retained or require removal to facilitate this development.
- 2.6 Review the proposed development in the context of the City of Stirling *Trees and Development Policy* 6.11 (City of Stirling, 2017).
- 2.7 Identify and reduce potential conflicts between subject trees and site development by providing accurate information on the area required for tree retention and methods/techniques suitable for tree protection during construction.
- 2.8 Provide information on restricted activities within the area nominated for tree protection, as well as suitable methods to be adopted during construction.

3 Methodology

3.1 Data Collection

- 3.1.1 Nick Arnold of Civica ArborSafe carried out a site inspection of the subject trees on 21 January 2025.
- 3.1.2 Trees that are the subject of this report were identified/nominated during discussions with the Client.
- 3.1.3 The subject trees were inspected from ground level. No foliage or soil samples were taken. No aerial or internal investigations were undertaken.
- 3.1.4 Tree height and crown width were estimated and have been provided to the nearest whole metre. Trunk Diameter at Breast Height (DBH) was measured with a diameter tape and provided to the nearest centimetre.
- 3.1.5 Data collected on site was analysed by Nick Arnold, collated into report format, and relevant recommendations were formulated.

3.2 Tree Protection Zones

- 3.2.1 The Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) methods have been derived from the Australian Standard AS 4970–2009: *Protection of Trees on Development Sites*.
- 3.2.2 The TPZ is defined as a specified area above and below ground and at a given distance measured radially away from the centre of the tree's trunk and which is set aside for the protection of its roots and crown. It is the area required to provide for the viability and stability of a tree to be retained where it is potentially subject to damage by development. The radius of the TPZ is calculated by multiplying its DBH by 12. TPZ radius = DBH × 12. (Note "Breast Height" is nominally measured as 1.4m from ground level).
- 3.2.3 The SRZ is the area around the base of a tree required for the tree's stability in the ground. The woody root growth and soil cohesion in this area are necessary to hold the tree upright. The SRZ is nominally circular with the trunk at its centre and is expressed by its radius in metres. SRZ radius = $(D \times 50)^{0.42 \times 0.64}$.
- 3.2.4 Retention values are determined based upon the British Standard BS 5837–2012: *Trees in Relation to Design, Demolition and Construction*. This standard categorises tree retention value based upon assessment of the tree's quality (health and structure), and life expectancy.
- 3.2.5 Other criteria such as a tree's physical dimensions, age class, location and its amenity, heritage and environmental significance are also considered. A breakdown of attributes required for each category can be obtained from Appendix B – *Explanation of Tree Assessment Terms*.

3.3 Images and Site Photographs

- 3.3.1 All photographs were taken at the time of the site inspection by the inspecting arborist. Photographs have been altered for brightness and/or cropped only. Other images used within this report have been sourced from ArborSafe or via the internet. The source of all images has been referenced accordingly.

3.4 Determining Tree Retention Values

- 3.4.1 Collectively tree attributes are reviewed and used to categorise tree value in a development context. Additional information explaining Tree Retention Value can be found in Appendix C – *Tree Retention Values*.

4 Observations

4.1 Site Details

- 4.1.1 The site is located within the City of Stirling (CoS) Local Government Area (LGA).
- 4.1.2 The CoS *Trees and Development Policy* – Section 4, defines a 'Significant Tree' as a woody plant at a height of at least four (4) metres above ground level and meets one of the following criteria:
- for a single trunk species, a trunk circumference of at least 500mm at a height of one (1.0) metre above ground level; or
 - for a multi trunk species, a trunk circumference of at least 250mm at a height of one (1.0) metre above ground level.

4.2 Site Assessment Data

- 4.2.1 Refer to Appendix E – *Tree Assessment Data* for data relating to the specific trees covered within this report.

4.3 Tree / Site Images



Figure 1. Subject trees. Author, January 2025.



Figure 2. Subject trees. Author, January 2025.

4.4 Heritage Status

4.4.1 The heritage status of the site has not been reviewed as part of this report.

4.5 Environmental Status

4.5.1 The subject site was not identified as an 'Environmentally Sensitive Area' as per WA Government/Environment Online Mapping (accessed in January 2025).

4.6 Proposed Construction

4.6.1 Plans of the existing site and of the proposed development were provided to Civica ArborSafe on 15 January 2025 and include:

- Demolition Plan, West Village Karrinyup. Dwg. No. A.01003, Rev. C. MJA Studio, 23/10/2024.
- 241024_Burroughs road existing tree removal (PDF).
- Tree Retention Review (PDF).

4.7 Outline of Site Trees

4.7.1 Eight trees were inspected and are the subject of this report. Complete attributes for each tree can be found in Appendix E – *Site Assessment Data*.

4.7.2 The subject trees were numbered in line with the existing ArborSite tree numbering system. Trees can be identified on site using white tree tags which are typically located at approximately 2.0m from ground level on the trunk.

4.7.3 As the subject trees form part of a previous survey undertaken for the entire site, trees were numbered between Tree 15 and Tree 22.

5 Discussion

5.1 TPZ Encroachment

5.1.1 It is important to note that TPZ is a theoretical calculation and can be influenced by existing physical constraints such as buildings, drainage channels, retaining walls, etc. (Standards Australia, 2009)

5.1.2 Major encroachment. As per the Australian Standard AS 4970–2009: *Protection of Trees on Development Sites*, a major encroachment into the TPZ of any tree is considered to occur when it is beyond 10% of the total TPZ area.

5.1.3 Minor encroachment. A minor encroachment is determined as being less than 10% of the total TPZ area. Trees with minor encroachment may be retained with specific, generic or no protection requirements throughout the construction stage.

5.1.4 No encroachment. Trees with no encroachment may be retained with specific, generic or no protection requirements throughout the construction stage.

5.1.5 For the purposes of this report, trees to be removed or retained have been identified as those:

- Requiring removal due to major encroachment into their TPZ
- Retainable and requiring specific protection requirements throughout construction (i.e. generic requirements plus arborist supervision and careful construction methods within their TPZ)
- Retainable and requiring generic tree protection measures only (i.e. protective fencing and restriction of activities within the TPZ).

5.1.6 The main development impact which affects trees, but not necessarily to the point of requiring immediate removal, is significant root damage/severance due to major TPZ encroachment. Root damage/severance largely occurs due to two main impacts – soil compaction (compacting existing site soil to build on or installing additional fill to raise soil levels) and/or direct root severance (excavation for service installation or lowering surface levels).

- 5.1.7 The assumption of allowable encroachment and minimal long-term health or structural impacts to trees relies on a combination of the following being used - root sensitive construction methods being adhered to within the TPZ, minimal excavation within the TPZ to limit root severance (i.e. construction placed outside the TPZ where possible), fill rather than excavation utilised to affect level changes where possible (i.e. to minimise root severance and allow the tree's root system time to adjust), no construction occurring within the SRZ, compensatory area being available around the unimpacted aspects of the trees, and the enhancement of the existing TPZ area (i.e. mulched, soil conditioning and irrigation when required).
- 5.1.8 In the first instance, any and all proposed encroachment(s) into a tree's designated SRZ are to be eliminated at the design phase, as significant root damage/severance inside of this area can impact future tree health and/or stability within the soil profile.
- 5.1.9 All eight of the subject trees would be expected to experience some form of major encroachment as part of the proposed works.

6 Recommendations

6.1 Tree Removal

- 6.1.1 Based upon supplied plans, and the theoretical TPZ encroachments implied, all eight trees would require removal to facilitate the proposed development.
- 6.1.2 Supplied plans indicate major encroachments for each of the subject trees associate with proposed piling works/piling rig establishment. These encroachments have been estimated at 24% (Tree 22) to 46% (Trees 18 and 21) and include, in each case, SRZ incursions.
- 6.1.3 Further to proposed piling encroachments located east of the subject trees, additional major encroachments associated with power line undergrounding and service (sewer) line installation are also proposed (see Figure 3).
- 6.1.4 These works (in addition to piling) may reasonably be expected to increase TPZ/SRZ encroachments to between 30-60%.

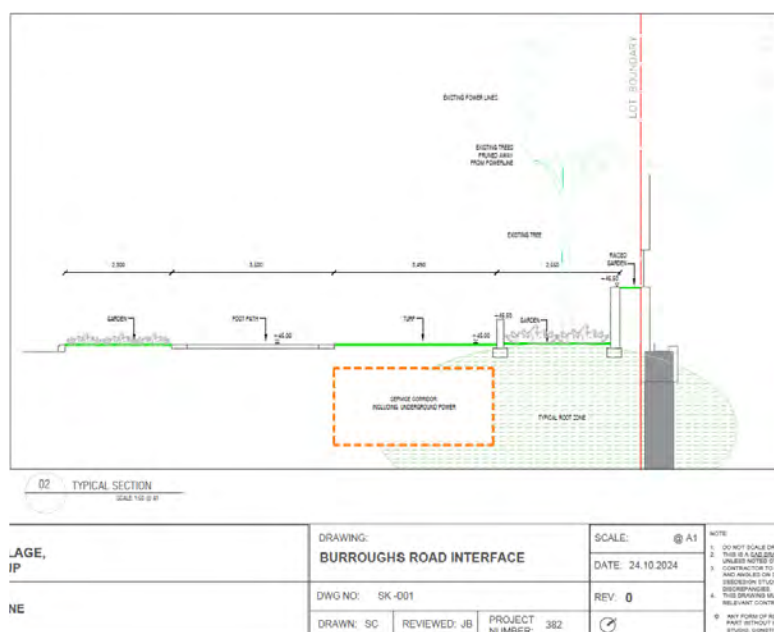


Figure 3. Excerpt from 241024_Burroughs road existing tree removal. Client, January 2025.

6.2 Canopy Loss and Tree Replacement



Figure 4. Estimated tree canopy - north (sq/m). CoS spatial mapping (annotations added by Author). January 2025.



Figure 5. Estimated tree canopy - south (sq/m). CoS spatial mapping (annotations added by Author) . January 2025.

- 6.2.1 Based upon CoS online mapping analysis, removal of all subject trees would equate to approximately 695 square meters of canopy loss (Figures 4 and 5), in addition to loss of amenity and screening for adjacent residential properties.
- 6.2.2 Replacement trees must have the potential to achieve or exceed current levels of canopy coverage for the nominated Lot(s)/site boundary.
- 6.2.3 Preference should be given to tree species selections drawn from the CoS *Suggested Species List* (City of Stirling, 2017) capable of achieving mature height/width dimensions of at least 10 metres by 10 meters.
- 6.2.4 It is further recommended that a watering plan and (tree) defect replacement period, of 36 months post project completion, form part of the final landscape plans.

6.3 Tree Pruning

- 6.3.1 All pruning/tree removal is to be undertaken in accordance with the Australian Standard AS 4373–2007: *Pruning of Amenity Trees* (Standards Australia, 2007) and undertaken by a suitably qualified arborist (minimum AQF 3 arborist).
- 6.3.2 Reduction pruning should focus on the removal of smaller diameter branches where feasible and remove no greater than 10% of the total crown. Branches no greater than 50mm diameter are to be removed unless specifically approved by the project arborist.

7 References

- City of Stirling, 2017. *Local Planning Scheme - Trees and Development (LPP 6.11)*. [Online]
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- The British Standards Institution, 2012. *BS5837–2012: Trees in relation to design, demolition and construction*, London: BSI Standards Limited.

Appendices

Appendix A. Arboricultural reporting assumptions and limiting conditions

1. Any legal description provided to the consultant is assumed to be correct. Any titles and ownership of any property are assumed to be good. No responsibility is assumed for matters legal in character.
2. It is assumed that any property/project is not in violation of any applicable codes, ordinances, statutes or other government regulations.
3. Care has been taken to obtain all information from reliable sources. All data has been verified in so far as possible, however, the consultant can neither guarantee nor be responsible for the accuracy of the information provided by others.
4. The consultant shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services.
5. Loss or alteration of any part of this report invalidates the entire report.
6. Possession of this report or a copy thereof does not imply right of publication or use for any purpose by anyone but the person to whom it is addressed, without the prior written consent of the consultant.
7. Neither all nor any part of the contents of this report, nor any copy thereof, shall be used for any purpose by anyone but the person to whom it is addressed, without the written consent of the consultant. Nor shall it be conveyed by anyone, including the Client, to the public through advertising, public relations, news, sales or other media, without the written consent of the consultant.
8. This report and any values expressed herein represent the opinion of the consultant and the consultant's fee is in no way contingent upon the reporting of a specified value, a stipulated result, the occurrence of a subsequent event, nor upon any finding to be reported.
9. Sketches, diagrams, graphs and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys unless expressed otherwise.
10. Information contained in this report covers only those items that were examined and reflect the condition of those items at the time of inspection.
11. Inspection is limited to visual examination of accessible components without dissection, excavation or probing. There is no warranty or guarantee expressed or implied that the problems or deficiencies of the plants or property in question may not arise in the future.

Appendix B. Explanation of tree assessment terms

Tree number: Refers to the individual identification number assigned within the ArborSafe software to each assessed tree on the site and the number which appears on the tree's tag.

Tree location: Refers to the easting and northing coordinates assigned to the location of the tree as obtained from the geo-referenced aerial image within the ArborSafe software.

Tree species: Provides the botanic name (genus, species, sub-species, variety and cultivar where applicable) in accordance with the International Code of Botanical Nomenclature (ICBN), and the accepted common name.

Trees in group: The number of trees encompassing a collective assessment of more than one tree. Typically grouped trees have similar attributes that can be encompassed within one data record.

Height: The estimated range in metres attributed to the tree from its base to the highest point of the canopy. Where required height will be estimated to the nearest metre.

Diameter at Breast Height (DBH): Refers to the tree's estimated trunk diameter measured 1.4m from ground level for a single trunked tree. These estimates increase in 50mm increments. Where required DBH will be measured to give an accurate measurement for single trunked trees, trees with multiple trunks, significant root buttressing, bifurcating close to ground level or trunk defects and will be measured as per the Australian Standard AS 4970–2009: *Protection of Trees on Development Sites*.

Tree Protection Zone (TPZ): A specified area above and below ground and at a given distance measured radially away from the centre of the tree's trunk and which is set aside for the protection of its roots and crown. It is the area required to provide for the viability and stability of a tree to be retained where it is potentially subject to damage by development. The radius of the TPZ is calculated by multiplying its DBH by 12. TPZ radius = DBH × 12. (Note "Breast Height" is nominally measured as 1.4m from ground level). TPZ is a theoretical calculation and can be influenced by existing physical constraints such as buildings, drainage channels, retaining walls, etc. (Standards Australia, 2009).

Structural Root Zone (SRZ): The area close to the base of a tree required for the tree's anchorage and stability in the ground. The woody root growth and soil cohesion in this area are necessary to hold the tree upright. The SRZ is nominally circular with the trunk at its centre and is expressed by its radius in metres. SRZ radius = $(D \times 50)^{0.42} \times 0.64$ (Standards Australia, 2009).

Canopy spread: The estimated range in metres attributed to the spread of the tree's canopy on its widest axis. Where required crown spread will be estimated to the nearest metre.

Origin: Refers to the origin of the species and its type.

Category	Description
Indigenous	Occurs naturally in the local area and is native to a given region or ecosystem.
State Native	Occurs naturally within State but is not indigenous.
Australian Native	Occurs naturally within Australia and its territories but is not a State native or indigenous.
Exotic Evergreen	Occurs naturally outside of Australia and its territories and typically retains its leaves throughout the year.
Exotic Deciduous	Occurs naturally outside of Australia and its territories and typically loses its leaves at least once a year.

Health: Refers to the health and vigour of the tree.

Category	Description
Excellent	Canopy full with even foliage density throughout, leaves are entire and are of an excellent size and colour for the species with no visible pathogen damage. Excellent growth indicators, e.g. seasonal extension growth. Exceptional specimen.
Good	Canopy full with minor variations in foliage density throughout, leaves are entire and are of good size and colour for the species with minimal or no visible pathogen damage. Good growth indicators, none or minimal deadwood.
Fair	Canopy with moderate variations in foliage density throughout, leaves not entire with reduced size and/or atypical in colour, moderate pathogen damage. Reduced growth indicators, visible amounts of deadwood, may contain epicormic growth.
Poor	Canopy density significantly reduced throughout, leaves are not entire, are significantly reduced in size and/or are discoloured, significant pathogen damage. Significant amounts of deadwood and/or epicormic growth, noticeable dieback of branch tips, possibly extensive.
Dead	No live plant material observed throughout the canopy, bark may be visibly delaminating from the trunk and/or branches.

Age: Refers to the life cycle of the tree.

Category	Description
Young	Newly planted small tree not fully established may be capable of being transplanted or easily replaced.
Juvenile	Tree is small in terms of its potential physical size and has not reached its full reproductive ability.
Semi-mature	Tree in active growth phase of life cycle and has not yet attained an expected maximum physical size for its species and/or its location.
Mature	Tree has reached an expected maximum physical size for the species and/or location and is showing a reduction in the rate of seasonal extension growth.
Senescent	Tree is approaching the end of its life cycle and is exhibiting a reduction in vigour often evidenced by natural deterioration in health and structure.

Structure: Refers to the structure of the tree from roots to crown.

Category	Description
Good	Sound branch attachments with no visible structural defects, e.g. included bark or acute angled unions. No visible wounds to the trunk and/or root plate. No fungal pathogens present.
Fair	Minor structural defects present, e.g. apical leaders sharing common union(s). Minor damage to structural roots. Small wounds present where decay could begin. No fungal pathogens present.
Poor	Moderate structural defects present, including bifurcations with included bark with union failure likely within 0–5 years. Wounding evident with cavities and/or decay present. Damage to structural roots.
Hazardous	Significant structural defects with failure imminent (3–6 months). Defects may include active splits and/or partial branch or root plate failures. Tree requires immediate arboricultural works to alleviate the associated risk.

Useful Life Expectancy (ULE): Useful life expectancy refers to an expected period of time the tree can be retained within the landscape before its amenity value declines to a point where it may detract from the appearance of the landscape and/or presents a greater risk and/or more hazards to people and/or property. ULE values consider tree species, current age, health, structure and location. ULE values are based on the tree at the time of assessment and do not consider future changes within the tree's location and environment which may influence the ULE value.

Category
0 Years
<5 Years
5–10 Years
10–15 Years
15–25 Years
25–50 Years
>50 Years

Defects: Visual observations made of the presenting defects of the tree and its growing environment that are, or have the capacity to impact upon, the health, structural condition and/or the useful life expectancy of the tree. Defects may include adverse physical traits or conditions, signs of structural weaknesses, plant disease and/or pest damage, tree impacts to assets or soil related issues.

Tree significance: Includes environmental, social or historical reasons why the tree is significant to the site. The tree may also be rare under cultivation or have a rare or localised natural distribution.

Arborist actions: A list of arboricultural and/or plant health care works that are aimed at maintaining or improving the tree's health, structural condition or form. Actions may also directly or indirectly reduce the risk potential of the tree such as via the removal of a particular branch or the moving of infrastructure from under its canopy.

Appendix C. Tree retention values

Based upon a modified version of the British Standard BS 5837–2012: Trees in relation to design, demolition and construction – recommendations.

Category and definition	Criteria (including sub-categories where appropriate)		
	1. Arboricultural qualities	2. Landscape qualities	3. Cultural and environmental values
Category A			
Trees of High Quality with an estimated remaining life expectancy of at least 25 years and of dimensions and prominence that it cannot be readily replaced in <20 years.	Trees that are particularly good examples of their species, especially if rare or unusual (in the wild or under cultivation); or those that are important components of groups or avenues.	Trees or groups of significant visual importance as arboricultural and/or landscape features. (e.g. feature and landmark trees).	Trees, groups or plant communities of significant conservation, historical, commemorative or other value (e.g. remnant trees, aboriginal scar trees, critically endangered plant communities, trees listed specifically within a Heritage statement of significance).
Category B			
Trees of Moderate Quality with an estimated remaining life expectancy of 15–25 years and of dimensions and prominence that cannot be readily replaced within 10 years.	Trees that might be included within Category A but are downgraded because of diminished condition such that they are unlikely to be suitable for retention beyond 25 years.	Trees that are visible from surrounding properties and/or the street but make little visual contribution to the wider locality.	Trees with conservation or other cultural value (trees within conservation areas or landscapes described within a statement of significance, locally indigenous species).
Category C			
Trees of Low Quality with an estimated remaining life expectancy of 5–15 years, or young trees that are easily replaceable.	Trees of very limited value or such impaired condition that they do not qualify in higher categories.	Trees offering low or only temporary/transient landscape benefits.	Trees with no material conservation or other cultural value.
Category U			
Trees in such a condition that they cannot realistically be retained as viable trees in the context of the current land use for longer than 5 years.	Trees that have a severe structural defect that are not remediable such that their failure is expected within 12 months. Trees that will become unviable after removal of other Category U trees (e.g. where for whatever reason the loss of companion shelter cannot be mitigated by pruning). Trees that are dead or are showing signs of significant, immediate and irreversible overall decline. Trees infected with pathogens of significance to the health and or safety of other trees nearby Low quality trees suppressing adjacent trees of better quality. Noxious weeds or species categorised as weeds within the local area. Note: Category U trees can have existing or potential conservation value* which might make it desirable to preserve.		

* Where trees would otherwise be categorised as U, B or C but have significant identifiable conservation, heritage or landscape value even though only for the short term, they may be upgraded, although they might be suitable for retention only.

Tree quality

		Health**			
		Excellent/ Good	Fair	Poor	Dead
Structure	Good	A	B	C	U
	Fair	B	B	C	U
	Poor	C	C	U	U
	Hazard *	U	U	U	U

* Structural hazard that cannot be remediated through mitigation works to enable safe retention.

** Trees of short term reduced health that can be remediated via basic, low cost plant health care works (e.g. mulching, irrigation etc.) may be designated in a higher health rating to ensure correct retention value nomination.

Category A	Typically trees in this category are of high quality with an estimated remaining life expectancy of at least 25 years and of dimensions and prominence that it cannot be readily replaced in <20 years. The tree may make significant amenity contributions to the landscape and may make high environmental contributions. In some cases, trees within this category may not meet the above criteria, however possess significant heritage or ecological value. Trees of this retention value warrant design consideration and amendment to ensure their viable retention.
Category B	Typically trees in this category are of moderate quality with an estimated remaining life expectancy of 15–25 years and prominence of size dimensions that cannot be readily replaced within 10 years. They may make moderate amenity contributions to the landscape and make low/moderate environmental contributions. Trees with this retention value warrant lesser design consideration in an attempt to allow for their retention.
Category C	Trees in this category are of low quality with an estimated remaining life expectancy of 5–15 years, or young trees that are easily replaceable, may have poor health and/or structure, are easily replaceable, or are of undesirable species and do not warrant design consideration.
Category U	Trees in this category are found to be in such a condition that they cannot realistically be retained as viable trees in the context of the current land use for longer than five years. These trees may be dead and/or of a species recognised as a weed that resulted in them being unretainable.

Appendix D. Tree protection measures

All trees to be retained require protection during the construction stage. Tree protection measures include a range of:

- activities restricted within the TPZ
- protective fencing
- trunk and ground protection
- tree protection signage
- involvement from the project arborist
- project milestones
- compliance reporting.

Activities prohibited within the TPZ include:

Activities generally excluded from the TPZ without direct consent from the Project Arborist include:

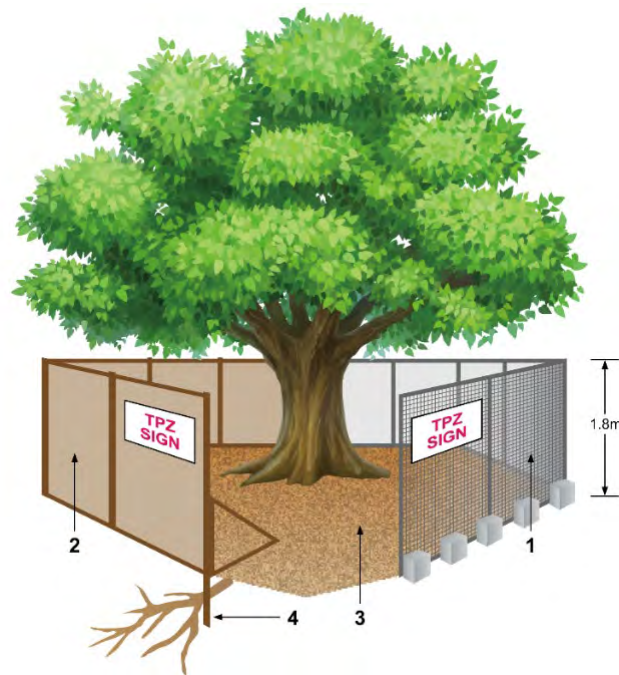
- machine excavation including trenching
- excavation for silt fencing
- cultivation
- storage
- preparation of chemicals, including cement products
- parking of vehicles and plant
- refuelling
- dumping of waste
- wash down and cleaning of equipment
- placement of fill
- lighting of fires
- soil level changes
- temporary or permanent installation of utilities and signs
- physical damage to the tree.

Protective fencing

Fencing should be erected before any machinery or materials are brought to site and before commencement of works, including demolition. Protective fencing specifications should be specified within the Development Consent, Arboricultural Impact Assessment and Tree Protection Plan. Once erected, protective fencing must not be removed or altered without approval from the Project Arborist. The TPZ should be secured to restrict access.

Australian Standard AS 4687–2007: *Temporary Fencing and Hoardings* specifies applicable fencing requirements. Shade cloth or similar should be attached to reduce the transport of dust, other particulate matter and liquids into the protected area.

TPZ fencing is to be a minimum of 1.8m high and mesh or wire between posts must be highly visible. Fence posts and supports should have a diameter greater than 20mm and should ideally be freestanding, otherwise be located clear of the roots.



Legend:

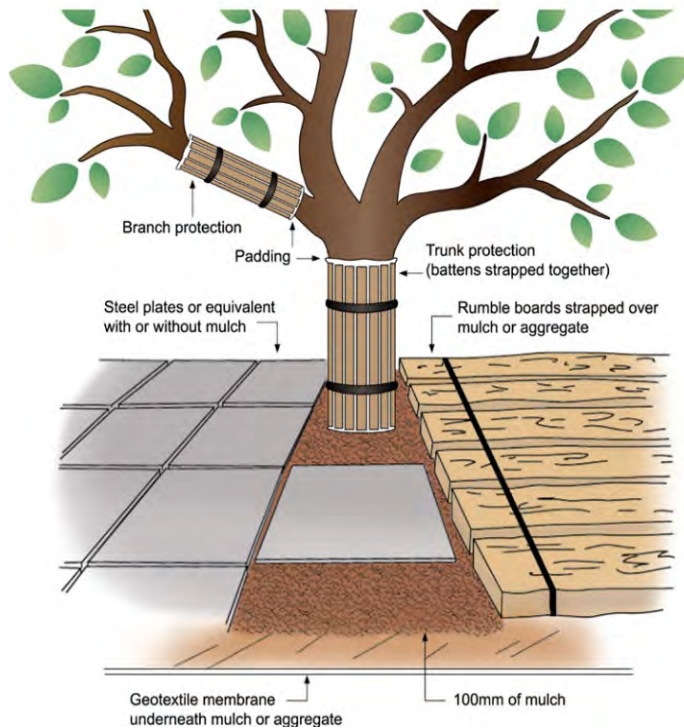
1. Chain wire mesh panels with shade cloth (if required) attached, held in place with concrete feet.
2. Alternative plywood or wooden paling fence panels. This fencing material also prevents building materials or soil entering the TPZ.
3. Mulch installation across surface of TPZ (at the discretion of the Project Arborist). No excavation, construction activity, grade changes, surface treatment or storage of materials of any kind is permitted within the TPZ.
4. Bracing is permissible within the TPZ. Installation of supports should avoid damaging roots.

Figure 1. Depicts standard fencing techniques. AS 4970–2009.

Trunk and ground protection

Where installation of tree protection fencing is not possible, trunk protection measures should be installed to prevent mechanical damage to trees to be retained. Trunk protection should be installed as specified by the Project Arborist.

If temporary access for machinery is required within the TPZ, ground protection measures will be required. The purpose of ground protection is to prevent root damage and soil compaction within the TPZ. Ground protection should be installed as specified by the Project Arborist.



1. For trunk and branch protection use boards and padding that will prevent damage to bark. Boards are to be strapped to trees, not nailed or screwed.
2. Rumble boards should be of a suitable thickness to prevent soil compaction and root damage.

Figure 2. Depicts trunk and ground protection techniques. AS4970-2009.

Signs

Signs identifying the TPZ should be placed around the edge of the TPZ, be visible from within the development site, and comply with AS 1319–1994: *Safety Signs for the Occupational Environment*.



Figure 3. Typical Tree Protection Zone signage.

Appendix E. Tree assessment data

Tree no.	Easting (GDA94)	Northing (GDA94)	Botanical Name	Common Name	Origin	Trees in group	DBH Total (cm)	DRB (cm)	Radial TPZ (m)	TPZ area (m2)	Radial SRZ (m)	Tree Height (m)	Canopy (m)	Health	Structure	Age	TLE (Yrs.)	Defects	Significance	Action (irrespective of development)	Arborist comments	% TPZ Encroachment	Tree Quality Score	Tree Retention value subcategory	Recommendation
15	384238.19	6472671.95	<i>Eucalyptus rudis ssp. rudis</i>	WA Flooded Gum/Moitch	State Native	1	89	101	10.7	358.34	3.3	15-20	10-15	Good	Fair	Mature	15-25	Co-dominant stems; Damaging infrastructure; Deadwood/stubs > 30mm; Epicormic growth; Excessive end weight; Exposed root(s); Mechanical damage to root(s);	Attractive landscape feature; Amenity value/shade; Significant due to age/size;	End weight reduction; Remove deadwood/stubs > 30mm;		34	B		Remove - tree located within proposed development footprint or has major encroachment into its TPZ.
16	384232.66	6472663.62	<i>Eucalyptus rudis ssp. rudis</i>	WA Flooded Gum/Moitch	State Native	1	64	75	7.7	185.30	2.9	10-15	5-10	Good	Fair	Semi-Mature	15-25	Crossing/rubbing branches; Damaging infrastructure; Deadwood/stubs > 30mm; Epicormic growth; Excessive end weight; Wound(s);	Attractive landscape feature; Amenity value/shade;	End weight reduction; Remove deadwood/stubs > 30mm; Shape from infrastructure;		39	B		Remove - tree located within proposed development footprint or has major encroachment into its TPZ.
17	384224.86	6472653.0	<i>Eucalyptus melliodora</i>	Yellow Box	Australian Native	1	86	98	10.3	334.59	3.3	10-15	10-15	Good	Fair	Mature	15-25	Damaging infrastructure; Deadwood/stubs > 30mm; Epicormic growth;	Attractive landscape feature; Amenity value/shade; Significant due to age/size;	Remove deadwood/stubs > 30mm;		43	B		Remove - tree located within proposed development footprint or has major encroachment into its TPZ.
18	384208.65	6472632.61	<i>Eucalyptus rudis ssp. rudis</i>	WA Flooded Gum/Moitch	State Native	1	20	23	2.4	18.10	1.8	5-10	5-10	Fair	Fair	Juvenile	5-10	Co-dominant stems; Inappropriate location; Mechanical damage; Wound(s);	Amenity value/shade;	Consider removing;		46	C		Remove - tree located within proposed development footprint or has major encroachment into its TPZ.
19	384203.92	6472625.98	<i>Eucalyptus melliodora</i>	Yellow Box	Australian Native	1	56	65	6.7	141.87	2.8	10-15	10-15	Good	Fair	Semi-Mature	15-25	Crossing/rubbing branches; Deadwood/stubs > 30mm; Epicormic growth; Mechanical damage to root(s); Wound(s);	Attractive landscape feature; Amenity value/shade; Significant due to age/size;	Remove deadwood/stubs > 30mm;		34	B		Remove - tree located within proposed development footprint or has major encroachment into its TPZ.
20	384197.34	6472617.23	<i>Eucalyptus rudis ssp. rudis</i>	WA Flooded Gum/Moitch	State Native	1	71	89	8.5	228.05	3.2	15-20	10-15	Good	Fair	Semi-Mature	15-25	Co-dominant stems; Deadwood/stubs > 60mm; Epicormic growth; Excessive end weight; Mechanical damage to root(s); Previous failure(s);	Amenity value/shade; Attractive landscape feature; Significant due to age/size;	End weight reduction; Remove deadwood/stubs > 30mm;		37	B		Remove - tree located within proposed development footprint or has major encroachment into its TPZ.
21	384192.96	6472610.52	<i>Ficus microcarpa var. hillii</i>	Hill's Weeping Fig	Australian Native	1	79	91	9.5	282.34	3.2	10-15	10-15	Good	Fair	Semi-Mature	15-25	Co-dominant stems; Damaging infrastructure; Epicormic growth; Excessive end weight; Exposed root(s); Mechanical damage to root(s); Nutrient deficiency;	Attractive landscape feature; Amenity value/shade; Significant due to age/size;	End weight reduction;	Extensive root activity/slightly chlorotic foliage.	46	B		Remove - tree located within proposed development footprint or has major encroachment into its TPZ.
22	384190.64	6472608.52	<i>Eucalyptus melliodora</i>	Yellow Box	Australian Native	1	28	32	3.4	35.47	2.1	5-10	5-10	Good	Fair	Juvenile	5-10	Co-dominant stems; Epicormic growth; Inappropriate location; Suckers; Suppressed;	Amenity value/shade;	Maintain statutory clearances; Remove epicormic growth;		24	C		Remove - tree located within proposed development footprint or has major encroachment into its TPZ.

Appendix F. Tree protection plan

Hatched areas indicate indicative piling encroachments and DO NOT include additional H/V underground works/service (sewer line) installation and/or footpath realignment/landscape works.

BURROUGHS ROAD

LEGEND

Tree trunk & number:

Tree 1

Category U Crown & No:

Trees away from devt.:

Proposed building footprint:

TPZ Fencing

Cat. A TPZ:

Cat. B TPZ:

Cat. C TPZ:

Tree to be removed for devt:

SRZ (Structural Root Zone)

Tree Retention Value

Trees have been categorised to allow an accurate account of which should and should not be a constraint. Tree categories are determined according to their health condition, quality and value.

Cat. U:- Trees to be removed irrespective of devt.
Cat. A:- Trees of high quality and value
Cat. B:- Trees of moderate quality and value
Cat. C:- Trees of low quality and value

Cat. A retention value trees should be retained, planned around and be protected from damage.
Cat. B retention value trees should be retained if possible.
Cat. C retention value trees will not be retained where they impose a significant constraint on development.
Cat. U retention value trees are unretainable for the foreseeable future and typically recommended for removal irrespective of site development.

Tree Protection Zones (TPZs)

A model is used to assist in the prediction of the likely impact of development on retained trees. This model is based on the Diameter of Trunk at Breast Height (DBH) for an individual specimen.

TPZ = DBH x 12
(DBH measured at 1.5m on trunk)

It is recommended that an area around each retained tree should be protected from disturbance "in order to avoid (unacceptable) damage to the roots or rooting environment" (as a result of root severance or damage, or compaction or pollution of the soil).

These Tree Protection Zones (TPZs) have been calculated for all retained trees and are shown as areas bordered in green, blue or grey according to tree category. These zones are normally portrayed as a circle of a fixed radius from the centre of the trunk.

The Structural Root Zone (SRZ) is the area required for tree stability. A larger area is required to maintain a viable tree. The SRZ only needs to be calculated when major encroachment into a TPZ is proposed. There are many factors that affect the size of the SRZ (e.g. tree height, crown area, soil type, soil moisture). The SRZ may also be influenced by natural or built structures, such as rocks and footings. An indicative SRZ radius can be determined from the trunk diameter measured immediately above the root buttress using the following formula:
SRZ radius = (D x 50)^{0.42} x 0.64

Root investigation may provide more information on the extent of these roots.

Permissible Encroachment in TPZs

As per the Australian Standard AS4970-2009 *Protection of Trees on Development Sites* a major encroachment into the TPZ of any tree is considered to occur when it is beyond 10% of the total TPZ area. A minor encroachment is determined as being less than 10% of the total TPZ area. If the proposed encroachment is minor and is outside the SRZ, detailed root investigations should not be required. The area lost to this encroachment should be compensated for elsewhere and contiguous with the TPZ. If the proposed encroachment is major or inside the SRZ, the project arborist must demonstrate that the tree(s) would remain viable. The area lost to this encroachment should also be compensated for elsewhere and contiguous with the TPZ. This may require root investigation by non-destructive methods and consideration of relevant factors.

PROJECT:

Arboricultural Impact Assessment West Village

CLIENT:

Blackburne

DRAWING:

Tree Protection Plan

DRAWING NO.:

06077_01

Rev. 1

23.01.25

BASED ON:

Site Plan: A 01003_D_DEMOLITION PLAN Source:

SCALE:

Do not scale

DRAWN BY:

NA

CIVICA

for further information
call 1300 272 671
www.arborsafe.com.au

CIVICA

Attachment 8 – Metro Inner-North Joint Development Assessment Panel Agenda 25 August 2022

[Metro Inner-North Joint Development Assessment
Panel Agenda 25 August 2022](#)

Attachment 9 – Metro Inner-North Joint Development Assessment Panel Minutes 25 August 2022

[Metro Inner-North Joint Development Assessment Panel Minutes 25 August 2022](#)



mainroads
WESTERN AUSTRALIA

Enquiries: Isabel Huston on (08) 9323 6232
Our Ref: 05/9666 (D24#1421755)
Your Ref: DA24/1409
DAP Ref: DAP/22/02226

13 November 2024

Chief Executive Officer
City of Stirling
PO Box 1533
OSBORNE PARK WA 6916

Email: planning@stirling.wa.gov.au (via email)

Dear Sir/Madam,

PROPOSED AMENDMENT TO DEVELOPMENT APPROVAL (MIXED USE DEVELOPMENT – 253 MULTIPLE DWELLINGS AND 6 COMMERCIAL TENANCIES) – REF DA24/1409 AND DAP/22/02226 - LOT 7 (NO. 190) AND LOT 12 (NO. 200) KARRINYUP ROAD, KARRINYUP

In response to correspondence received on 31 October 2024, please be advised Main Roads supports the proposal and recommends that if development approval is granted, the conditions and advice of development approval Ref DAP/22/02226 and DA22/0387 dated 25 August 2022 remain applicable to the amended development plans.

Should the JDAP disagree with the above conditions or require further information please do not hesitate to contact Isabel Huston on (08) 9323 6232.

Please ensure a copy of the JDAP's final determination is sent to planninginfo@mainroads.wa.gov.au.

Yours sincerely

Anne Walsh
Planning Assessment Coordinator



PART D – OTHER BUSINESS

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